ABOUT REDMOND’S COMPREHENSIVE PLAN

Redmond 2030 represents a major periodic update to the City’s Comprehensive Plan. Changes to the previous edition of the Comprehensive Plan are shown in adopting Ordinance 2638, except for the Natural Environment Element, which was adopted via Ordinance 2663. The 2010-2011 update included document-wide changes to text, maps, and figures, with the following exceptions:

Utilities Element, Section D
Neighborhoods Element, Sections C.2 - C.8
Shoreline Master Program (SMP)
Glossary

Plan components listed above were either not within the scope of the 2010-2011 periodic update or will be completed through a future Comprehensive Plan amendment. Amendments occur annually. As City Council adopts subsequent changes, the affected sections will be listed below. In addition, the most recent amendments are reflected in individual page footers. To see how pages were changed by a particular update, please review the adopting ordinance at www.redmond.gov/government/ordinancesandresolutions

<table>
<thead>
<tr>
<th>Date</th>
<th>Element</th>
<th>Ordinance</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 15, 2012</td>
<td>Glossary</td>
<td>2671</td>
</tr>
<tr>
<td>February 17, 2013</td>
<td>Urban Centers</td>
<td>2679</td>
</tr>
<tr>
<td>March 16, 2013</td>
<td>Annexation and Regional Planning</td>
<td>2684</td>
</tr>
<tr>
<td>May 18, 2013</td>
<td>Glossary</td>
<td>2687</td>
</tr>
<tr>
<td>August 31, 2013</td>
<td>Capital Facilities</td>
<td>2703</td>
</tr>
<tr>
<td>October 26, 2013</td>
<td>Land Use; Glossary</td>
<td>2709</td>
</tr>
<tr>
<td>March 29, 2014</td>
<td>Housing</td>
<td>2733</td>
</tr>
<tr>
<td>June 21, 2014</td>
<td>Capital Facilities</td>
<td>2741</td>
</tr>
<tr>
<td>July 5, 2014</td>
<td>Land Use</td>
<td>2742</td>
</tr>
<tr>
<td>November 1, 2014</td>
<td>Neighborhoods; Land Use</td>
<td>2752</td>
</tr>
<tr>
<td>April 18, 2015</td>
<td>Land Use</td>
<td>2785</td>
</tr>
<tr>
<td>May 30, 2015</td>
<td>Neighborhoods</td>
<td>2789</td>
</tr>
<tr>
<td>October 17, 2015</td>
<td>Participation, Implementation and Evaluation</td>
<td>2802</td>
</tr>
<tr>
<td>March 26, 2015</td>
<td>Economic Vitality</td>
<td>2825</td>
</tr>
<tr>
<td>June 17, 2017</td>
<td>Goals, Vision, and Framework; Land Use; Housing; Economic Vitality; Transportation; Capital Facilities; and Neighborhoods Emergency Preparedness</td>
<td>2883 2913</td>
</tr>
</tbody>
</table>

The scope of Comprehensive Plan amendments is established through an annual docketing process. To learn how to propose an amendment, or to review current proposals, please visit:
COMPREHENSIVE PLAN UPDATE 2010-2011

ACKNOWLEDGEMENTS:

Members of the Redmond community

Mayor
John Marchione

City Council – 2011
Richard Cole, President
Pat Vache, Vice President
Kimberly Allen
David Carson
Hank Margeson
Hank Myers
John Stilin

Planning Commission – 2011
Tom Hinman, Chair
Franz Wiechers-Gregory, Vice Chair
Scott Biethan
Vibhas Chandorkar
Tom Flynn
Phil Miller
Robert O’Hara

Passion Julinsey, former Commissioner

Directors Team – 2011
Mike Bailey, Finance and Information Services Director
Bill Campbell, Public Works Director
Jane Christensen, Deputy City Administrator
Kevin Donnelly, Fire Chief
Ron Gibson, Police Chief
Craig Larsen, Parks and Recreation Director
Rob Odle, Planning and Community Development Director
Kerry Sievers, Human Resources Director

Participating staff from departments below
Executive
Finance and Information Services
Fire
Parks and Recreation
Planning and Community Development
Police
Public Works
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vision 2040 Regional Planning Statement</strong></td>
<td>viii</td>
</tr>
<tr>
<td><strong>Introduction</strong></td>
<td>1-1</td>
</tr>
<tr>
<td><strong>Goals, Vision and Framework Policies</strong></td>
<td>2-1</td>
</tr>
<tr>
<td>Introduction</td>
<td>2-1</td>
</tr>
<tr>
<td>A. Goals for Redmond</td>
<td>2-1</td>
</tr>
<tr>
<td>B. Our Future Vision for Redmond in 2030</td>
<td>2-2</td>
</tr>
<tr>
<td>C. Framework Policies</td>
<td>2-7</td>
</tr>
<tr>
<td><strong>Community Character and Historic Preservation</strong></td>
<td>3-1</td>
</tr>
<tr>
<td>Future Vision</td>
<td>3-1</td>
</tr>
<tr>
<td>Introduction</td>
<td>3-1</td>
</tr>
<tr>
<td>A. Community Character and Design</td>
<td>3-2</td>
</tr>
<tr>
<td>B. Historic Resources</td>
<td>3-8</td>
</tr>
<tr>
<td><strong>Natural Environment</strong></td>
<td>4-1</td>
</tr>
<tr>
<td>Future Vision</td>
<td>4-1</td>
</tr>
<tr>
<td>Introduction</td>
<td>4-2</td>
</tr>
<tr>
<td>A. Environmental Stewardship</td>
<td>4-2</td>
</tr>
<tr>
<td>B. Environmentally Critical Areas</td>
<td>4-3</td>
</tr>
<tr>
<td>C. Tree Preservation and Landscape Enhancement</td>
<td>4-18</td>
</tr>
<tr>
<td>D. Climate Change</td>
<td>4-20</td>
</tr>
<tr>
<td>E. Air Quality</td>
<td>4-20</td>
</tr>
<tr>
<td>F. Noise</td>
<td>4-21</td>
</tr>
<tr>
<td>G. Light Pollution</td>
<td>4-22</td>
</tr>
<tr>
<td><strong>Land Use</strong></td>
<td>5-1</td>
</tr>
<tr>
<td>Future Vision</td>
<td>5-1</td>
</tr>
<tr>
<td>Introduction</td>
<td>5-2</td>
</tr>
<tr>
<td>A. General Land Use Policies</td>
<td>5-3</td>
</tr>
<tr>
<td>B. Land Use Plan Map and Designations</td>
<td>5-9</td>
</tr>
<tr>
<td><strong>Housing</strong></td>
<td>6-1</td>
</tr>
<tr>
<td>Future Vision</td>
<td>6-1</td>
</tr>
<tr>
<td>Introduction</td>
<td>6-2</td>
</tr>
<tr>
<td>A. Planning Context</td>
<td>6-2</td>
</tr>
<tr>
<td>B. Housing Supply</td>
<td>6-6</td>
</tr>
<tr>
<td>C. Housing Diversity</td>
<td>6-9</td>
</tr>
</tbody>
</table>
# Economic Vitality

7-1

- Future Vision
  - Introduction
  - A. Land Use Plan and Regulations
  - B. Education
  - C. Infrastructure and Financing
  - D. Actions To Be Taken

# Human Services

8-1

- Future Vision
- Introduction
- Policies

# Transportation

9-1

- Future Vision
- Introduction
  - A. Streets
  - B. Local and Regional Transit
  - C. Walking and Bicycling
  - D. Transportation Demand Management
  - E. Parking
  - F. Regional Transportation
  - G. Concurrency and Level of Service
  - H. Transportation Revenue
  - I. Maintaining Community Character and Enhancing the Environment
  - J. Neighborhood Traffic Calming
  - K. Safety
  - L. Transportation Master Plan

# Parks, Arts, Recreation, Culture and Conservation

10-1

- Future Vision
- Introduction
  - A. Parks, Arts, Recreation, Culture and Conservation System
  - B. Levels of Service
  - C. Park and Recreation Facility Development
  - D. Coordination
  - E. Acquisition and Funding
  - F. Recreation, Arts and Cultural Programs
  - G. Trails
## Utilities

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Future Vision</td>
<td>11-1</td>
</tr>
<tr>
<td>A. General Utility Policies</td>
<td>11-1</td>
</tr>
<tr>
<td>B. Water</td>
<td>11-5</td>
</tr>
<tr>
<td>C. Sewer</td>
<td>11-6</td>
</tr>
<tr>
<td>D. Stormwater</td>
<td>11-8</td>
</tr>
<tr>
<td>E. Solid Waste</td>
<td>11-9</td>
</tr>
<tr>
<td>F. Energy</td>
<td>11-10</td>
</tr>
<tr>
<td>G. Telecommunications</td>
<td>11-19</td>
</tr>
<tr>
<td>H. Hazardous Liquid Pipelines</td>
<td>11-22</td>
</tr>
</tbody>
</table>

## Capital Facilities

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Future Vision</td>
<td>12-1</td>
</tr>
<tr>
<td>Introduction</td>
<td>12-2</td>
</tr>
<tr>
<td>A. Capital Facilities Inventory</td>
<td>12-2</td>
</tr>
<tr>
<td>B. Capital Facility Planning</td>
<td>12-7</td>
</tr>
<tr>
<td>C. Capital Investment Strategic Plan</td>
<td>12-9</td>
</tr>
<tr>
<td>D. Redmond’s Revenue Sources</td>
<td>12-11</td>
</tr>
<tr>
<td>E. Lands Useful for Public Purposes</td>
<td>12-13</td>
</tr>
<tr>
<td>F. Capital Planning References</td>
<td>12-14</td>
</tr>
</tbody>
</table>

## Neighborhoods

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Future Vision</td>
<td>13-1</td>
</tr>
<tr>
<td>Introduction</td>
<td>13-1</td>
</tr>
<tr>
<td>A. Planning for Neighborhoods</td>
<td>13-2</td>
</tr>
<tr>
<td>B. Implementing Neighborhood Plans</td>
<td>13-8</td>
</tr>
<tr>
<td>C. Neighborhood Policies for Redmond</td>
<td>13-10</td>
</tr>
<tr>
<td>C.1 Bear Creek Neighborhood Policies</td>
<td>13-10</td>
</tr>
<tr>
<td>C.2 Education Hill Neighborhood Policies</td>
<td>13-19</td>
</tr>
<tr>
<td>C.3 Grass Lawn Neighborhood Policies</td>
<td>13-40</td>
</tr>
<tr>
<td>C.4 Idylwood Neighborhood Policies</td>
<td>13-49</td>
</tr>
<tr>
<td>C.5 North Redmond Neighborhood Policies</td>
<td>13-61</td>
</tr>
<tr>
<td>C.6 Sammamish Valley Neighborhood Policies</td>
<td>13-84</td>
</tr>
<tr>
<td>C.7 Southeast Redmond Neighborhood Policies</td>
<td>13-86</td>
</tr>
<tr>
<td>C.8 Willows /Rose Hill Neighborhood Policies</td>
<td>13-103</td>
</tr>
</tbody>
</table>
## Urban Centers

**Future Vision** 14-1

**Introduction** 14-2

- A. Common Urban Centers Policies 14-2
- B. Downtown Neighborhood Policies 14-8
- C. Overlake Neighborhood Policies 14-22

## Annexation and Regional Planning

**Future Vision** 15-1

**Introduction** 15-1

- A. Regional Planning Policies 15-2
- B. Annexation Policies 15-4
- C. Urban Growth Area Policies 15-8

## Participation, Implementation and Evaluation

**Future Vision** 16-1

- A. Public Participation 16-1
- B. Consistency 16-3
- C. Plan Amendments 16-4
- D. Development Review 16-5
- E. Implementation and Monitoring 16-6

## Shoreline Master Program

**Preamble** 17-1

- A. Shoreline Environment Designations 17-2
- B. The Shoreline Environment 17-9
- C. Natural Environment 17-14
- D. Public Access 17-14
- E. Economic Development in the Shoreline 17-20
- F. Managing Shoreline Uses and Activities 17-22
- G. Shoreline Design Quality 17-27
- H. Historic and Cultural Uses 17-30

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

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

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

VISION 2040 policies are addressed throughout all Comprehensive Plan elements. The Urban Centers Element includes specific plans for Downtown and Overlake that provide for concentrated residential, employment, and transportation activity and support sustainable growth over the 20-year planning horizon and beyond. Our Natural Environment Element includes policies regarding climate change, as well as conservation of Redmond’s unique natural setting and protection of air and water quality and fish and wildlife habitat. The policies encourage low-impact development techniques and the use of related building certification programs whenever feasible. Our Transportation Element calls for a
transportation system that embodies the City’s sustainability principles: a system that includes a variety of convenient travel modes, provides complete streets, enhances the character of the community, encourages physical activity, and helps to reduce greenhouse gas emissions. The Transportation Element also calls for the development and full funding of regional infrastructure projects and programs, such as East Link Light Rail and improvements to SR 520. Our Housing Element addresses the needs of an increasingly diverse community. New housing policies also focus on serving seniors, as well as low- and very low-income households. Our Economic Vitality Element emphasizes partnerships among business, education, and government leaders and organizations. The element further encourages the continued economic health of Redmond by emphasizing opportunities for existing businesses, as well as new innovative companies and by encouraging a variety of jobs in different sectors and at varying income levels.

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

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

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

What tender artistry it takes to make a town and make it true, so that it does not forget its name, nor the land it came from, the waters, woods and hills, each rock and meadow etched with memory and hope, each home as certain as a nest, safe as a harbor.

How fine to have enough, and some to spare for today’s ripe harvest toward tomorrow and set aside abundance and resolve for those who lack, so they might someday thrive. What careful artists’ hands trace paths and ways where pilgrims old and new trade tales and play in founts and pools, on streetlit summer nights.

So each one add one,’ til our fortunes build and we see ourselves in our neighbor’s eyes and look to where our paths will cross between the shops, centers, parks, and then to walk together, and at our path’s end to open up our arms and gather in those who would make us more than we have been.

What tender artistry it takes to make a town, and watch it grow, and then to set it free to find its way, even after we are gone, to remember us as water knows its shore by what we’ve etched, eroded, moved and built, and what we’ve left undone, for other days and dreamers, town builders, creators, with artists’ ways.

Poem by Rebecca Meredith
Redmond Poet Laureate 2010-2012
Redmond is a vibrant city in the Seattle metropolitan area with a 2010 population of 54,144. It has a picturesque natural setting with the Downtown located in the Sammamish Valley surrounded by forested hills and flanked by mountain views. Portions of the city border Lake Sammamish and the lake outlets to the Sammamish River which winds up the valley. It has maintained tangible reminders of the area’s history and cultural roots.

It is a major employment center, ranking fifth in the central Puget Sound region. It includes a variety of attractive places to live in single-family homes and multifamily apartments and condominiums in residential neighborhoods and manufactured homes both in private parks and integrated into neighborhoods. In the urban centers of Downtown and Overlake, new residential and civic developments are contributing to the area’s vibrancy and interest. Redmond’s recreational system includes three recreation centers, a pool, more than 40 miles of trails, and a variety of neighborhood, community and resource parks totaling over 1,300 acres.

**Shaping and Realizing Our Future**

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

One important addition with the 2011 Comprehensive Plan is that it employs sustainability as an organizing principle across the Plan elements. Sustainability is simply defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs. It includes the interdependent pillars of environmental quality, economic vitality and social equity. Although there are natural limits to our consumption of resources, there should be no limit to our ability to improve our quality of life. Sustainability allows us to preserve and enhance what we have in order to plan for and achieve a livable Redmond community.

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

**Sustainability Principles**

In Redmond a sustainable community means:

- Having a shared community identity that is special and unique, based on Redmond’s beautiful natural environment, its vibrant employment areas and diverse community of residents;
- Having equitable access to goods, services and employment;
- Having housing choices that are accessible to residents with various incomes, ages and abilities;
- Valuing environmental quality and supporting choices that minimize impacts to the environment;
- Recognizing the importance of community awareness, education and engagement; and
- Having a strong local economy.

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

In 1990 Washington’s Legislature passed the Growth Management Act (GMA) which established planning goals and a system of planning for cities and counties that have experienced rapid growth. As a part of the GMA, King County adopted and the cities’ endorsed Countywide Planning Policies (CPPs) which provide a consistent framework to guide each city’s plan. The CPPs address issues that transcend city boundaries, such as setting Urban Growth Areas, accommodating housing and job demand, and addressing capital facilities that are regional in nature, as well as providing a framework to promote consistency between a multitude of city plans. Also as part of the GMA, the Puget Sound Regional Council adopted Multicounty Planning Policies (MPPs) which are adopted as part of VISION 2040. The MPPs serve as the regional guidelines and principles used for the Regional Council’s certification of policies and plans. Cities and counties are required to periodically update their plans to comply with updates in regional and state requirements, as well as changes in local conditions.

What Is a Comprehensive Plan?

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

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

Who Plans and How?

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

The City Council established a Planning Commission as a means of reviewing proposed changes to the Comprehensive Plan and related data in light of the community vision. It is the Planning Commission’s job to hold public hearings, discuss updates and make recommendations to the Council.

Over the years, the City has used a number of methods to encourage community participation in planning. These methods have included community meetings for citywide visioning, neighborhood meetings for smaller planning areas and stakeholder meetings for topical interests. Community forums, open houses, design charrettes and even small meetings hosted in homes throughout the neighborhoods have been held to present ideas and to discover new ones. Surveys and questionnaires are used periodically to reach those who may not be able to make meetings. Established boards or commissions meet regularly and address planning on an ongoing basis. Advisory councils or groups may be used to work through a process with a limited scope or time frame. Redmond’s website and a variety of communication technologies have provided a way to advertise meetings and also to seek ideas on planning questions. Ultimately, all major planning decisions fall to the City Council, which is responsible for establishing regulations, programs and planning policies, and also for adopting the City budget.
# Planning for Redmond from Small Town to City - Major Highlights

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1940s</strong></td>
<td>Land use planning established. Redmond has been incorporated since 1912 but remains a small town.</td>
</tr>
<tr>
<td>1940</td>
<td>First zoning ordinance.</td>
</tr>
<tr>
<td>1948</td>
<td>Planning Commission established.</td>
</tr>
<tr>
<td><strong>1950s</strong></td>
<td>Growth is slow. Jonathan Hartman, serving as volunteer City staff, dedicates a great deal of his time helping to guide much of Redmond's growth for a period of 15 years.</td>
</tr>
<tr>
<td>1960s</td>
<td>Early beginnings of formal planning. Redmond population increases sevenfold. Several major annexations take place. Planning efforts are largely directed at protecting neighborhood character.</td>
</tr>
<tr>
<td>1963</td>
<td>September 1963, the first Comprehensive Zoning Plan is adopted.</td>
</tr>
<tr>
<td>1964</td>
<td>Mayor Graep sets up the first planning department. Jonathan Hartman serves as Redmond's first paid director.</td>
</tr>
<tr>
<td><strong>1970s</strong></td>
<td>Redmond citizens decide comprehensive planning is needed to prepare for continuing growth. More annexations add areas in Overlake.</td>
</tr>
<tr>
<td>1970</td>
<td>The Planning Commission prepares a Master Plan.</td>
</tr>
<tr>
<td>1979</td>
<td>The Community Development Guide is adopted, combining the Comprehensive Plan and the Zoning Code.</td>
</tr>
<tr>
<td><strong>1980s</strong></td>
<td>Many new high tech industries start up in Redmond. The city begins to see a growing daytime/employee population, as well as continued growth in the number of residents. Downtown Plan created that envisions a livable downtown that provides employment, shopping, attractive and safe places to live, recreation and civic activities.</td>
</tr>
<tr>
<td>1983</td>
<td>Adoption of the Uniform Building Code.</td>
</tr>
<tr>
<td>1986</td>
<td>First neighborhood plan undertaken.</td>
</tr>
<tr>
<td>1987</td>
<td>First major facility plan incorporated into Community Development Guide.</td>
</tr>
<tr>
<td><strong>1990s</strong></td>
<td>New mandates from the State, such as the Growth Management Act (GMA), add elements to Plan. Redmond's population doubles, and several million square feet of commercial space are added. Areas to the north of the city are annexed.</td>
</tr>
<tr>
<td>1992</td>
<td>Sensitive Areas Ordinance adopted to implement long-standing City policies.</td>
</tr>
<tr>
<td>1993</td>
<td>New Downtown Plan adopted.</td>
</tr>
<tr>
<td>1995</td>
<td>Adoption of updated Comprehensive Plan that meets the State Growth Management Act guidelines, including concurrency requirements. Downtown is designated an Urban Center.</td>
</tr>
<tr>
<td>1998</td>
<td>Adoption of design guidelines to meet new legal requirements.</td>
</tr>
<tr>
<td>Year</td>
<td>Event</td>
</tr>
<tr>
<td>-------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>2000s</td>
<td>Residential and commercial growth still continuing. City officials, staff and citizens evaluate the success of the Comprehensive Plan in guiding the proposed growth.</td>
</tr>
<tr>
<td>2000/2002</td>
<td>Historic preservation policies and regulations adopted to preserve portions of Redmond's heritage and unique character.</td>
</tr>
<tr>
<td>2004/2005</td>
<td>First major update to the GMA Comprehensive Plan adopted. Plan includes greater emphasis on community character, variety in housing, housing to better address workforce needs, transportation choices and connections, and annual monitoring, as well as greater commitment to neighborhood planning.</td>
</tr>
<tr>
<td>2006</td>
<td>Redmond receives State of Washington Smart Communities Award for Comprehensive Plan.</td>
</tr>
<tr>
<td>2007</td>
<td>Overlake is designated an Urban Center.</td>
</tr>
<tr>
<td>2008</td>
<td>Shoreline Master Program (SMP) Update. Region's voters approve Sound Transit 2, which includes funding to extend light rail to Overlake.</td>
</tr>
<tr>
<td>2010s</td>
<td>The Urban Center portions of Downtown and Overlake are developing according to the vision identified in the 2004 Comprehensive Plan. Planning for the Redmond Central Connector and Downtown Central Park, along with recent growth in residential development, will transform Downtown. Plans for regional stormwater facilities and the redevelopment of the former Group Health Hospital site are underway in Overlake. Additional neighborhood plans have been updated.</td>
</tr>
<tr>
<td>2011</td>
<td>The Community Development Guide is rewritten and adopted as the Zoning Code, transferring portions to the Redmond Municipal Code and restoring the Comprehensive Plan as a separate document.</td>
</tr>
<tr>
<td>2011</td>
<td>Second major update to the GMA Comprehensive Plan adopted. Updated Plan reflects Redmond's sustainability principles, complies with state and regional requirements that have changed since 2004, extends the planning horizon to 2030, and incorporates City direction and recommendations from recent studies.</td>
</tr>
</tbody>
</table>

**What Is in This Plan?**

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

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

<table>
<thead>
<tr>
<th>Element or Section</th>
<th>Policy Abbreviation</th>
<th>Primary Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td></td>
<td>Provides overview of the purpose of the document and an explanation of how it was developed.</td>
</tr>
<tr>
<td>Goals, Vision and Framework Policies</td>
<td>FW</td>
<td>Sets the overarching goals for the City of Redmond and describes the future vision of what the city will look like and how it will function. These policies guide all others.</td>
</tr>
<tr>
<td>Community Character and Historic Preservation</td>
<td>CC</td>
<td>Defines how Redmond views its character.</td>
</tr>
<tr>
<td>Natural Environment</td>
<td>NE (SMP)</td>
<td>Addresses stewardship of the natural setting. The Shoreline Master Program (SMP) contains the Natural Environment Element policies.</td>
</tr>
<tr>
<td>Land Use</td>
<td>LU</td>
<td>Guides physical placement of land uses.</td>
</tr>
<tr>
<td>Housing</td>
<td>HO</td>
<td>Addresses needs and strategies for providing a variety of types of housing.</td>
</tr>
<tr>
<td>Economic Vitality</td>
<td>EV</td>
<td>Directs the City's roles and responsibilities in enhancing economic vitality.</td>
</tr>
<tr>
<td>Human Services</td>
<td>HS</td>
<td>Defines the City's role in planning and funding human services delivery.</td>
</tr>
<tr>
<td>Transportation</td>
<td>TR</td>
<td>Addresses the movement of people and goods.</td>
</tr>
<tr>
<td>Parks, Arts, Recreation, Culture and Conservation</td>
<td>PR</td>
<td>Addresses parks, conservation of land through parks, recreational and cultural facilities, the arts, design of facilities and program objectives.</td>
</tr>
<tr>
<td>Utilities</td>
<td>UT</td>
<td>Addresses utility infrastructure needs and design.</td>
</tr>
<tr>
<td>Capital Facilities</td>
<td>CF</td>
<td>Describes how the City plans for and finances capital infrastructure.</td>
</tr>
<tr>
<td>Urban Centers</td>
<td>UC</td>
<td>Provides more specific policies for the City's two urban center neighborhoods: Downtown and Overlake.</td>
</tr>
<tr>
<td>Neighborhoods</td>
<td>NP</td>
<td>Provides more specific policies for other neighborhoods of the city.</td>
</tr>
<tr>
<td>Annexation and Regional Planning</td>
<td>A</td>
<td>Guides annexation and City interaction within the regional context.</td>
</tr>
<tr>
<td>Participation, Implementation and Evaluation</td>
<td>PI</td>
<td>Encourages and guides participation in the planning effort. Ensures implementation occurs and provides an evaluation system to see how the Plan is working.</td>
</tr>
<tr>
<td>Shoreline Master Program (Policies contained in NE Element)</td>
<td>SMP</td>
<td>Addresses program affecting certain shorelines designated by the State.</td>
</tr>
<tr>
<td>Transportation, PARCC, Sewer, Water and Stormwater Plans</td>
<td></td>
<td>These functional plans guide design, operation and placement of these capital facilities in detail. Adopted by reference.</td>
</tr>
</tbody>
</table>
How Is the Plan Implemented?
A number of tools are used to implement the Comprehensive Plan. The Zoning Code contains a set of regulations to direct land use and design as new development or redevelopment occurs. Growth is also directed in keeping with the City’s land use and community character goals through careful planning for the location and sizing of capital facilities. Programs related to the arts, recreation or human services support policies related to cultural, recreational or social needs. Capital facilities enhancements such as decorative street lighting carry out policies on community character. Neighborhood programs, such as the neighborhood enhancement grants or block watch, help implement policies on neighborhood character or safety.

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

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

Redmond in Profile – 2010

<table>
<thead>
<tr>
<th>Population:</th>
<th>54,144</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area in Square Miles:</td>
<td>17.14</td>
</tr>
<tr>
<td>Miles of Paved Road:</td>
<td>184.9</td>
</tr>
<tr>
<td>Acres of Park Land:</td>
<td>1,345*</td>
</tr>
<tr>
<td>Miles of Trails:</td>
<td>40.41**</td>
</tr>
<tr>
<td>Number of Schools:</td>
<td>9</td>
</tr>
<tr>
<td>Rank in Employment: (central Puget Sound region)</td>
<td>5th 77,000 jobs</td>
</tr>
</tbody>
</table>
| Top 10 Major Employers: | Microsoft Corporation  
AT&T Mobility  
Genie Industries  
Lake Washington School District  
Volt Technical Resources  
Nintendo  
Honeywell International  
Eurest Dining Services @ Microsoft  
United Parcel Service  
Physio-Control |

* Includes 895 acres in Watershed and Farrel-McWhirter Parks which lie outside the contiguous city limit
**Includes local and regional trails

As Redmond grew, the community experienced changes in demographics which it will likely continue to see in the future. The city has evolved in size and composition. Redmond’s population and household types are changing as reflected in average age, number of persons per household and greater ethnic diversity.
Development and Implementation of a Comprehensive Plan

Plan Development

Comprehensive Plan

Plan Implementation

- Development Regulations
- Neighborhood Plans
- City Programs
- Functional Plans
  - Capital Facility Improvements
- Other Implementing Measures

Community Preferences
Data on Community
Growth Management Act Goals and Requirements
State Growth Management Act Regulations
Countywide Planning Policies
Multi-County Policies Vision 2040
### Household Types, Redmond, 2000

- Living Alone: 31%
- Married, Children: 21%
- Married, No Children: 25%
- Other Households: 16%
- Single Parent, Children: 7%

### Household Types, Redmond, 2010

- Living Alone: 30%
- Married, Children: 25%
- Married, No Children: 26%
- Other Households: 11%
- Single Parent, Children: 8%

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Households</td>
<td>3,239</td>
<td>8,124</td>
<td>14,153</td>
<td>19,102</td>
<td>22,550</td>
</tr>
<tr>
<td>Persons per household</td>
<td>3.35</td>
<td>2.83</td>
<td>2.5</td>
<td>2.33</td>
<td>2.3</td>
</tr>
</tbody>
</table>
City History

**Redmond’s Early Days**

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

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

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

In order to meet the requirements of the Homestead Act, much of the land was settled and farmed long enough to acquire ownership. As the timber industry began to fade in the 1920s, agriculture became the mainstay of the community and remained so for many decades. Small increments of growth took place due to development of the Lake Washington shipyards in the 1940s and then the installation of the military Nike bases in the 1950s; however, the town grew more in land size than in population. It still retained much of its agricultural roots with a feed mill located downtown. By the end of the 1950s, Redmond had a total of 3.73 square miles, and yet by 1960 the population was only 1,453 persons. More annexations took place in the next decade and added the remainder of Education Hill, most of Overlake, and large sections of Grass Lawn and Willows/Sammamish Valley.

**Redmond’s Growth Period**

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

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

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

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

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

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

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

Introduction

A. Goals for Redmond

B. Our Future Vision for Redmond in 2030

C. Framework Policies

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, to protect and enhance the quality of the natural environment, and 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 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 cultivate a well-connected community, working together and with others in the region to implement a common vision for Redmond’s sustainable future.

B. Our Future Vision for Redmond in 2030

What would Redmond be like as a place to live, work or visit if the community’s values and preferences were achieved? The vision statement describes Redmond in the year 2030 if the Comprehensive Plan were implemented.

Community Vision Statement

In 2030 Redmond citizens describe their community as one that is complete, offering a wide range of services, opportunities, and amenities. It’s a community that has acted to maintain a balance among the three pillars of sustainability, while accommodating growth and change. As a result, Redmond’s high quality of life, cherished natural features, distinct places, and character are enhanced. The community’s evolution has successfully woven the small town feel of older, established neighborhoods with the energy and vitality of Redmond’s urban centers. The result is a place where people are friendly, often meet others they know and feel comfortable and connected. It is a place where diversity and innovation are embraced, and action is taken to achieve community objectives. It’s a place that is home to people from a variety of ethnic backgrounds, which contribute to the richness of the city’s culture.

Achieving a balance between accommodating growth and preserving Redmond’s unique features and livability 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 comfortable, connected feel that appeals to residents, business and visitors. Many more people live Downtown, and housing choices include a wide range of pricing options. Strategic public and private investments have created a true multidimensional urban center with several new and expanded public amenities, including the City Hall campus, Downtown Central Park and the Redmond Central Connector, that are gathering places for the community; an arts and community cultural center; a pedestrian connection to Marymoor Park; a vibrant Saturday market and a variety of quality arts and cultural programs and performances.

Various portions of Downtown have their own identities, design and appeal, and it is easy to walk, bicycle, use transit or drive between them as well as to the rest of Redmond and the region. Many visitors walk or take transit to get to their destinations or park in one of the conveniently located garages. The congestion of 20 years ago has been tempered primarily by providing convenient and effective transportation alternatives together with improved operations and then increased capacity in strategic locations, such as SR 520 and important connections in the street grid.

Old Town thrives as a focus for retail activity that attracts pedestrians, providing a distinctive selection of stores, restaurants, boutiques and 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 a regional urban center** that is the location of internationally known companies, corporate headquarters, high technology research and development companies, and many other businesses. While intensively and efficiently developed, the employment areas retain their campus-like feel due to attractive landscaping and the protection of significant trees and other important natural features. During the past 20 years, redevelopment of Overlake Village has brought retail storefronts closer to the street and improvements to streetscapes to reflect the green character of Redmond, making the area more hospitable to transit, pedestrians and bicyclists. This portion of Overlake has also become much more diverse, featuring small neighborhoods with a variety of housing choices, small-scale shopping and services to serve employees and residents, and connections to a network of parks, sidewalks, trails and transit services. In many ways Overlake has demonstrated that high technology uses can thrive in a sustainable urban setting that offers opportunities to live, work, shop and recreate for an increasingly diverse workforce.

**Marymoor Local Center is a burgeoning neighborhood** that offers a well-designed mix of living, employment, community gathering, education and shopping opportunities. An efficient street grid has begun to take shape and provides easy access to mixed-use and residential buildings and a variety of thriving businesses. Marymoor is fast becoming a multi-purpose destination accessed by light rail,
pedestrian and bike trails, and bus transit. People are drawn to the area’s attractions - proximity to Marymoor Park, a lively daytime and evening social scene, and commercial business opportunities. The pedestrian-oriented streetscapes add to the appeal of this vibrant neighborhood and people find that many of their daily needs are met locally.

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

**Redmond has acted to maintain a strong economy and a diverse job base.** The city is the home to many small, medium-size and locally owned businesses and services, as well as nationally and internationally recognized corporations. Redmond is widely recognized as 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 while retaining existing businesses. Likewise, the successful companies return benefits directly and indirectly to the community. A prime example of this is the support that residents and the business community have given to the school system to create a high-quality educational system that serves the needs of people of all ages.

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

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

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

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

Other indoor facilities provide unique recreational opportunities, such as aquatics, indoor field sports, classroom programs, gymnasium-related sports, fitness and dance classes, or drop-in spaces. Collaboration with other communities and agencies helps Redmond reach its goal to have year-round facilities to serve its residents and employees. This is cost-efficient and enables each community to achieve more than might be possible independently.

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

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

The City has invested strategically and leveraged regional funds to ensure a safe, well-maintained system, improve transportation choices and mobility, and support our two Urban Centers, Downtown and Overlake. Neighborhoods have increased access to the hubs of Downtown and Overlake, neighboring cities and the region. Significant investments in SR 520, I-405 and regional and local transit routes have improved mobility for people and goods. In Redmond, roadway projects have been built where needed to improve safety and operating efficiency or to create more accessible connections. The City continues to maintain an effective system of access and circulation for delivery and freight. Streetscapes are attractive, well designed and enhance environmental quality for various travel modes.

In responding to significant energy costs and new 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 meet the needs of a growing population and promote a safe and healthy community.** The planning and placement of utilities in Redmond has supported the community’s vision for the location and amount of growth. Long-term planning for utilities has contributed to a high quality of life for Redmond residents and businesses by ensuring efficient utility delivery. Proper utility planning has also protected Redmond’s natural environment and resources. Upgrades to the sanitary sewer system have eliminated many septic systems, thereby controlling...
contaminants released into the environment. The City has protected the natural environment by developing stormwater systems to prevent or reduce excess stormwater runoff, designing and upgrading systems and plans to prevent damage to the environment, and by fostering conservation operationally and by implementing low-impact development practices.

Redmond provides high-quality public safety services and well-maintained and dependable public facilities. The community continues to enjoy excellent fire and emergency response times, professional police services, beautiful parks, clean drinking water, and effective wastewater and stormwater management because the capital facilities needed to provide these services were, and still are, planned and maintained for the long term. An efficient multimodal transportation system has taken shape and is continually improved. This long-term planning for services and facilities carries out the Comprehensive Plan goals and policies, such that new development and new services and facilities arrive concurrently.

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

Redmond in 2030 has maintained a very green character. Citizens benefit from its livability which contributes to the general quality of life. The city is framed within a beautiful natural setting and open spaces, and an abundance of trees continue to define Redmond’s physical appearance, including forested hillsides that flank the Sammamish Valley, Lake Sammamish and Bear Creek. Clean air quality not only contributes to a healthy community, it also helps keep the scenic mountain vistas visible from the city. Likewise, reduction in greenhouse gas emissions and particulate air pollutants enhances these benefits. A system of interconnected open spaces provides habitat for a variety of wildlife. The City prides itself for its environmental stewardship, including an emphasis on sustainable land use and development patterns, landscaping that requires little watering, and other techniques to protect and conserve the natural environment while flourishing as a successful urban community. People continue to enjoy Lake Sammamish and the Sammamish River for boating, swimming and other types of recreation. Bear and Evans Creeks provide regionally significant habitat for wild salmon spawning and rearing. Through many cooperative efforts, the improved water quality is demonstrated annually in the increasing salmon runs. Public access to shorelines has been enhanced, while protecting the natural environment and property owners’ rights. The open space and agricultural character of the north Sammamish Valley has been maintained and is highly valued by the community. Through the joint efforts of Redmond, King County and Washington State, 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 has allowed new residents to enjoy high-quality facilities and services.

Redmond is an integral member of the regional planning community. As was the case in 2010, Redmond continues to work cooperatively in regional planning with neighboring jurisdictions, King County, neighboring counties, state agencies and other jurisdictions. Redmond is an active member of regional planning organizations where it simultaneously advances the interests of Redmond community members 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 community members place on the community’s appearance. The design also reflects the diversity of the community. Care has been taken to create distinctive streets and pathways and to enhance the comfort, safety and usability of public places. Public view corridors and entryways have been preserved and enhanced. The city’s historic roots are still apparent through preservation of special sites, structures, and buildings. Interpretive signage has also been used to enhance the city’s sense of its heritage.

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

Care has been given to preserve elements of the natural environment. Landscaping regulations have ensured preservation of special natural areas and significant trees that define the character of the city. New landscaping has, when appropriate, incorporated native plants and low-impact development techniques. Areas of open space and forested groves near Town Center; along Redmond Way and in other locations have been preserved where possible through public/private collaboration. Through creative design, public and private projects have incorporated natural features and enhanced natural systems. Redmond continues to promote the value of the natural environment by inventorying and monitoring the elements that define the city’s green character, including forested parks and open space.

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

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

In 2030, as in 2010, Redmond is a community working together and with others in the region to implement a common vision for Redmond’s sustainable future.

C. Framework Policies

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

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

FW-2 Encourage active participation by all members of the Redmond community in planning Redmond’s future.

FW-3 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-4 Support a culture of dialogue and partnership among City officials, residents, property owners, the business community, and agencies and organizations.

FW-5 Evaluate the effectiveness of policies, regulations and other implementation actions in achieving Redmond’s goals and vision for a sustainable future and take action as needed.

Conservation and Natural Environment

FW-6 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-7 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-8 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-9 Support Redmond as an urban community that values clean air and water, views of stars at night, and quiet neighborhoods.

FW-10 Achieve reductions and mitigate impacts community-wide from greenhouse gas emissions and criteria air pollutants. Additionally, promote efficient energy performance and use of energy sources that move beyond fossil fuels.

FW-11 Emphasize Redmond’s role as an environmental steward by conducting City business in a manner that:
- Increases community understanding of the natural environment 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-12 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-13 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 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;
- Provides for the transition of the Marymoor Local Center to be a location that includes housing, services, and a diversity of employment opportunities;
- Retains and encourages research and development, high technology and manufacturing uses in portions of Overlake, Downtown, Willows and Southeast Redmond;
- Provides for industrial uses in suitable areas, such as portions of the Southeast Redmond Neighborhood;
- Provides opportunities to meet daily shopping or service needs close to residences and work places;
- Provides and enhances the geographic distribution of parks and trails to support...
active, healthy lifestyles; and

- Advances sustainable land development and best management practices, multimodal travel and a high quality natural environment.

FW-14 Plan to accommodate a future population of 78,000 people and an employment base of 119,000 jobs in the City of Redmond by the year 2030.

FW-15 Promote a development pattern and urban design that enable people to readily use alternative modes of transportation, including walking, bicycling, transit and carpools.

Housing

FW-16 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-17 Encourage a housing supply in Redmond and nearby communities that enables more people to live closer to work, reduce commuting needs, and participate more fully in the community.

Economic Vitality

FW-18 Support sustainable and environmentally sound economic growth with appropriate land use regulations and infrastructure investments.

FW-19 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-20 Cultivate and enhance a broad variety of retail and service business choices that meet the needs of the greater Redmond community.

Neighborhoods

FW-21 Strengthen ongoing dialogue between each neighborhood and City officials.

FW-22 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-23 Promote an economically healthy Downtown that is unique, attractive and offers a variety of retail, office, service, residential, cultural, and recreational opportunities.

FW-24 Nurture a Downtown Redmond that reflects the city’s history, provides a comfortable atmosphere, 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-25 Enhance the pedestrian ambiance of Downtown through public
and private collaboration and investments.

**FW-26** Foster Old Town’s identity as a destination that has retained its historic identity and traditional downtown character; 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-27** Support Overlake 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 Overlake as a place in which to walk, bicycle and use transit.

**FW-28** Ensure that development and investments in Overlake 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.

**Marymoor**

**FW-28.1** Support Marymoor as a focus for the location of housing, employment, and services in a compact and moderately dense form that respects the natural constraints of the land and includes convenient access to multiple modes of transportation.

**FW-28.2** Ensure through private and public investment that Marymoor transitions into an attractive urban neighborhood with a character that draws innovators from diverse fields, is inclusive of a mixed-income population, and achieves high quality design with respect to gathering places, pedestrian amenities, streetscapes, and nearby natural elements.

**Parks and Recreation**

**FW-29** Maintain and promote a vibrant system of parks and trails that are sustainably designed, preserve various types of habitat and protect the natural beauty of Redmond.

**FW-30** Provide citizens of all ages with diverse and accessible recreational and cultural opportunities, including active recreation and social and educational activities that change with trends in the city’s demographics.

**Facilities and Services**

**FW-31** 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;
• Optimize strategic actions and investments over near-, mid-, and long-term portions of the Comprehensive Plan’s 2030 planning horizon while recognizing the need to retain flexibility to leverage opportunities and respond to changing conditions; and
• Provide reasonable certainty that needed facility and service improvements are completed in a timely manner.

FW-32 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-33 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 pattern and vision.

FW-34 Develop accessible, safe and efficient multimodal transportation connections for the movement of people, goods and services.

FW-35 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.

FW-36 Use performance measures to measure progress towards Redmond’s planned transportation system.

FW-37 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.

Community Character

FW-38 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-39 Retain aspects of Redmond’s comfortable, connected feel while accommodating urban growth.

FW-40 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 and inviting to people.

FW-41 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–42  Retain and attract small- to medium-sized and locally owned businesses in Redmond to offer a variety of goods and services.

FW–43  Provide a variety of gathering places in the community that supply citizens with opportunities to enjoy the natural environment, arts or views, to learn, to recreate, to encourage stewardship, or to meet with others.

FW–44  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 gathering place.

FW–45  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.

Human Services

FW–46  Improve the welfare and independence of Redmond residents by supporting the availability of human services to all in the community.

FW–47  Ensure that human service programs reflect and are sensitive to the cultural, economic and social diversity of the city.

Regional Planning and Annexation

FW–48  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 2040, and the King County Countywide Planning Policies.

FW–49  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–50  Work cooperatively with residents and property owners to annex all land within the designated Potential Annexation Area.
Community Character and Historic Preservation
and make it true,
so that it does not' forget its name,
Future Vision for Redmond: Community Character and Historic Preservation

Redmond has maintained its distinctive character.

The quality design of new development is a reflection of the value Redmond’s community members place on the community’s appearance. The design also reflects the diversity of the community. Care has been taken to create distinctive streets and pathways and to enhance the comfort, safety and usability of public places. Public view corridors and entryways have been preserved and enhanced. The city’s historic roots are still apparent through preservation of special sites, structures and buildings. Interpretive signage has also been used to enhance the city’s sense of its heritage.

Community gathering places are found throughout the city.

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

Care has been given to preserve elements of the natural environment.

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

Organization of This Element

Introduction

A. Community Character and Design
   People and Public Places
   Events and Community Building
   View Corridors, Entrances, and Landmarks
   Buildings and Site Design
   Streets and Pathways

B. Historic Resources
   Preservation
   Survey and Evaluation
   Landmark Nomination
   Implementation Measures
   Regional and Community Involvement
Introduction
The City of Redmond’s setting includes a series of hills and valleys carved by ancient glaciers. The southern portions of the city adjoin or overlook the shore of Lake Sammamish. The waters of Bear Creek flow south and join the Sammamish River to flow north across a major valley. Redmond’s unwritten history extends back many centuries to when native cultures used the natural waterways for food and transportation and had settlements, both permanent and temporary, along the banks. Those same transportation corridors led others to the Redmond area.

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

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

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

A. Community Character and Design

People and Public Places
Community cohesiveness develops in many ways. It can come from a shared vision for the community. It can be developed through the use of public places for interaction.

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

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

CC-1 Maintain Redmond’s vision for its size and character while balancing its regional role in meeting transportation needs, caring for the environment, and meeting the demands for growth.
CC-2 Recognize and encourage Redmond as a center for intellectual and technological innovation.

CC-3 Ensure that the Downtown is a place that feels comfortable for pedestrians and respects views of tree lines and adjacent hillsides through control of such characteristics as height, scale and intensity.

CC-4 Reflect Redmond's heritage as a farming community by retaining and encouraging knowledge of and interest in sustainable agricultural and horticultural practices through uses and activities, such as:
- Community and corporate gardens;
- Farmers markets;
- Education about sustainable choices, such as organic gardening methods and permaculture;
- Allowing agricultural-related facilities such as small winery operations in low-density zones; and
- Supporting educational and recreational programs related to gardening.

CC-5 Continue to provide community gathering places in recreation facilities and park sites throughout the city and encourage development of new community gathering places, including in the Downtown and Overlake neighborhoods.

CC-6 Preserve and develop informal community gathering places, such as the fountains at Town Center, local coffee shops, and spaces within parks. This can include techniques, such as:
- Requiring seating opportunities with multi-seasonal amenities, such as cover from the elements and heating during periods of cooler temperatures;
- Encouraging art or water features;
- Providing visual access to sites;
- Providing for active uses in the space; and
- Promoting partnerships and implementing incentives where appropriate to create public places, such as plazas in combination with outdoor cafes.

CC-7 Ensure that public places are designed and managed to encourage high levels of activity by including:
- Multiple entrances,
- Flexible spaces,
- Focal points that create activity throughout the space,
- A signature attraction that provides a compelling identity,
- Multi-seasonal attractions, and
- Active management of space and activities.

CC-8 Design and build Redmond's public buildings to enhance their function as community gathering places.

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

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

**CC-10**  Provide links to public places to encourage their use through such means as:
- Providing safe and convenient pedestrian walkways,
- Providing bikeways,
- Developing nearby transit stops, and
- Designing for visual access to and from the site.

**CC-11**  Encourage and support a wide variety of community festivals or events, such as Derby Days and Redmond Lights, reflecting the diversity, heritage and cultural traditions of the Redmond community.

**CC-12**  Facilitate the development of a diverse set of recreational and cultural programs that celebrate Redmond’s heritage and cultural diversity, such as:
- Visual, literary and performing arts;
- A historical society; and
- An active parks and recreation program.

**View Corridors, Entrances and Landmarks**

People orient themselves by remembering certain features that include unique public views, defined entries and landmarks. These features also can set apart one community from another and are part of what defines the unique character of a place. Preserving key features and creating new ones can help define Redmond and its neighborhoods.
CC-13 Identify and establish distinctive entryways into the city, support neighborhood efforts to identify and maintain unique neighborhood entryways, and emphasize these locations with design elements, such as landscaping, art or monuments.

CC-14 Identify public view corridors unique to Redmond, such as those of Mount Rainier, Mount Baker, the Sammamish Valley, Lake Sammamish, the Sammamish River, the Cascade Mountains; and, when feasible, design streets, trails, parks and structures to preserve and enhance those view corridors through such means as:
• Site and landscape planning and design to preserve views,
• Removal of invasive plants,
• Properly pruning trees and shrubs while including them as a part of the vista,
• Framing views with structural elements, and
• Aligning paths to create focal points.

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

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

Buildings and Site Design

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

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

CC-18 Use design standards and design review to accomplish the following:
• Ensure the elements of design, proportion, rhythm and massing are correct for proposed structures and the site;
• Retain and create places and structures in the city that have unique features;
• Ensure that building scale and orientation are appropriate to the site;
• Encourage the use of high-quality and durable materials, as well as innovative building techniques and designs;
• Promote environmentally friendly design and building techniques such as LEED for the construction or rehabilitation of structures;
• Minimize negative impacts, such as glare or unsightly views of parking;
• Incorporate historic features whenever possible;
• Maintain integrity of zones such as Old Town with unique or historic qualities; and
• Ensure that the design fits with the context of the site, reflecting the historic and natural features and character.

CC-19 Design and build Redmond's public buildings in a superior way and with high-quality
materials to serve as innovative and sustainable models to the community.

CC-20 Encourage high-quality and attractive design that promotes variety between different developments and different areas in Redmond to maintain and create a sense of place.

The National Crime Prevention Institute endorses a set of guidelines called Crime Prevention through Environmental Design (CPTED). These guidelines illustrate how design can affect the safety of a site or building. Clearly distinguishing between public and private spaces makes it easier to identify intruders. The ability to easily observe activities helps parents and caregivers keep sight of children and helps neighbors or workers identify activities that should not be occurring. Areas with little or no use are typically not cared for and can offer areas for unwanted activities.

CC-21 Ensure safe environments by requiring use of building and site design techniques consistent with CPTED guidelines to:
- Distinguish between publicly accessible open space and private open space;
- Provide vandal-resistant construction;
- Provide opportunities for residents and workers to view spaces and observe activities nearby; and
- Reduce or eliminate “unclaimed” areas, such as unmaintained easements between fence lines and street or trail right-of-way.

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

CC-22 Foster care for the natural environment and maintain the green character of the city, while allowing for urbanization through techniques such as:
- Encouraging design that minimizes impact on natural systems;
- Using innovations in public projects that improve natural systems;
- Preserving key areas of open space; and
- Requiring the installation and maintenance of street vegetation as defined by the citywide street tree program.

CC-23 Encourage landscaping that:
- Creates character and a sense of place,
- Retains and enhances existing green character,
- Preserves and utilizes native trees and plants,
- Enhances water and air quality,
- Minimizes water consumption,
- Provides aesthetic value,
- Creates spaces for recreation,
- Unifies site design,
- Softens or disguises less aesthetically pleasing features of a site, and
- Provides buffers for transitions between uses or helps protect natural features.

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

**CC-24** Design and create trails, sidewalks, bikeways and paths to increase connectivity for people by providing safe, direct or convenient links between the following:
- Residential neighborhoods,
- Schools,
- Recreation facilities and parks,
- Employment centers,
- Shopping and service destinations, and
- Community gardens.

**CC-25** Preserve trailheads and equestrian connections, including those between Bridle Trails State Park in Kirkland, the Sammamish River equestrian trail, Farrel-McWhirter Park, Bridle Crest Trail, Redmond Watershed Preserve, Puget Power Trail and the Tolt Pipeline Trail, and the rural areas adjacent to the city to the north and east, such as King County’s Kathryn Taylor Equestrian Park.

**CC-26** Identify and create destination retail streets within Downtown and Overlake on Cleveland Street and 152nd Avenue NE, respectively, for special treatments, such as:
- Specially designed landscape;
- Unique crosswalk treatments and frequent crosswalks;
- Character-defining materials and accessories, such as seating and wayfinding elements;
- Pedestrian-scale lighting;
- Art elements throughout the project;
• Sidewalk design that allows and encourages activities such as outdoor café service; and
• Allowing access by street vendors.

CC-27 Ensure that city street design, fire safety and street construction standards encourage active urban streets, public spaces and walkways, especially in the Downtown and Overlake.

B. Historic Resources

Historic resources offer a way to connect with the city’s past and provide a sense of continuity and permanence. Those resources represent development patterns and places associated with Redmond’s notable persons and community events. The historic fabric together with unique qualities of new development patterns define the character of a city. It is essential to preserve some historic resources to maintain the character of Redmond and to continue to honor its past. Adaptive reuse of historic structures also helps support the City’s sustainability principles by reducing the need to obtain additional resources for new building construction.

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

Preservation

CC-28 Encourage preservation, restoration, and appropriate adaptive reuse of historic properties to serve as tangible reminders of the area’s history and cultural roots. Continue to designate and protect Historic Landmarks.

CC-29 Coordinate the development of parks and trails and the acquisition of open space with the preservation, restoration and use of historic properties.

CC-30 Acquire historic properties when feasible. Consider cost sharing for acquisition, lease or maintenance with other public or private agencies or governments.

CC-31 Incorporate features, such as interpretive signage, historic street names and other elements reflecting original historic designs into park projects, transportation projects and buildings on historic sites, when feasible, as a means of commemorating past events, persons of note and city history.

Survey and Evaluation

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

CC-32 Maintain an ongoing process of identification, documentation, and evaluation of historic properties. After an initial survey is completed, conduct a follow-up survey approximately once every 10 years.

CC-33 Maintain and update the inventory as new information arises to guide planning and decision making, as well as to provide reference and research material for use by the community.
**Landmark Nomination**

A Historic Landmark designation is the most common method to identify which historic and cultural resources to protect. Designation of a property can occur at four levels: local, county, state or national. The City of Redmond, King County, the State of Washington and the United States through the United States National Park Service (Secretary of the Interior) all maintain registers of Historic Landmarks. In 2000 the Redmond City Council designated 16 landmarks for protection called Key Historic Landmarks. Of these, 12 sites were designated as Redmond Regional Landmarks during 2010 and 2011, including the Redmond Pioneer Cemetery, one of two designated cemeteries in the county. Three sites were designated as Redmond Regional Community Landmarks and one maintained as a Historic Landmark on the Redmond Heritage Resource Register. In addition, with the owner's consent, other sites can be designated as Historic Landmarks by the City of Redmond.

**Implementation Measures**

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

**CC-34** Maintain standardized nomination, designation, and protection rules and procedures consistent with the United States National Park Services (Secretary of the Interior).

**CC-35** Encourage nomination of historic resources that appear to meet Landmark criteria by individuals, community groups and public officials.

**CC-36** Require consent of the owner before proceeding with Redmond’s Landmark process. Notify and involve the property owner when nominating historic properties for Landmark status.

**CC-37** Maintain a register of Landmark properties and make the register accessible to developers, the public and appropriate government offices.

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

**CC-39** Emphasize the preservation of historic properties through methods such as adaptive reuse for promoting economic development.

**CC-40** Encourage restoration and maintenance of historic properties through code flexibility, fee reductions, and other regulatory and financial incentives.

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

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

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

**CC-43** Protect significant archaeological resources from the adverse impacts of development.

**CC-44** Mitigate adverse impacts to the following by methods such as documentation of the original site or structure, interpretive signage, or other appropriate techniques:

- Landmark or archaeological sites; and
- Properties proposed to be demolished or significantly altered that are eligible for landmark designation, or are of sufficient age and meet a portion of the other criteria for landmark designation.

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

**Regional and Community Involvement**

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

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

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

**CC-46** Cooperate with regional preservation programs and use technical assistance from other agencies as appropriate.

**CC-47** Consider qualifying the City to act as a Certified Local Government to increase opportunities to seek grant funding.

**CC-48** Share survey and inventory information with King County, the State Department of Archaeology and Historic Preservation, federal agencies, the public, historic societies, museums and other appropriate entities.

**CC-49** Work with residents, property owners, cultural organizations, public agencies, tribes and school districts to develop an active preservation program, including:

- Walking tours, brochures and plaques;
- Online information; and
- Educational efforts to foster public awareness of Redmond’s history.

**CC-50** Partner with or provide staff support, when possible, for private businesses and nonprofit agencies in preservation and educational efforts.
Natural Environment
nor the land
it came from,
the waters,
woods
and hills,
Future Vision for Redmond: Natural Environment

Redmond in 2030 has maintained a very green character. Citizens benefit from its livability which contributes to the general quality of life. The city is framed within a beautiful natural setting, with open spaces and an abundance of trees continuing to define Redmond’s physical appearance, including forested hillsides that flank the Sammamish Valley, Lake Sammamish and Bear Creek. Clean air quality not only contributes to a healthy community, it also helps keep the scenic mountain vistas visible from the city. Likewise, reduction in greenhouse gas emissions and particulate air pollutants enhances these benefits. A system of interconnected open spaces provides habitat for a variety of wildlife. The city prides itself for its environmental stewardship, including an emphasis on sustainable land use and development patterns, landscaping that requires little watering, and other techniques to protect and conserve the natural environment, while flourishing as a successful urban community. People continue to enjoy Lake Sammamish and the Sammamish River for boating, swimming, and other types of recreation. Bear and Evan Creeks provide regionally significant habitat for wild salmon spawning and rearing. Through many cooperative efforts, the improved water quality is demonstrated annually in the increasing salmon runs and a productive aquatic ecosystem. Public access to shorelines has been enhanced while protecting the natural environment and property owners’ rights.

Organization of This Element

Introduction

A. Environmental Stewardship

B. Environmentally Critical Areas
   - Geologically Hazardous Areas
   - Critical Aquifer Recharge Areas
   - Frequently Flooded Areas
   - Wetlands
   - Water Quality and Basin Planning
   - Fish and Wildlife Habitat

C. Tree Preservation and Landscape Enhancement

D. Climate Change

E. Air Quality

F. Noise

G. Light Pollution
Introduction
The Natural Environment Element implements the vision of Redmond as a city enriched with valued natural features that enhance the quality of life for the community. This element provides policies to maintain key natural processes and functions that provide the natural physical foundation for the community while acknowledging the need to accommodate growth. It is important to be responsible stewards of our natural resources so that future generations may enjoy and benefit from them as we do today. It is equally important to recognize that resources exist for the benefit of not only humans but also for other living creatures and plants as well.

The “green infrastructure” of the city provides the backbone on which physical development occurs. Key strategies to maintaining the city’s environmental assets are summarized below:

- Maintain a green infrastructure map to determine how all of the city’s environmental assets interact;
- Work actively to address informational gaps in the environmental network;
- Use a science-based approach to ensure no net loss of critical areas’ significant ecological functions;
- Maintain and strive to enhance a healthy natural ecosystem;
- Monitor and report on the effectiveness of Redmond’s environmental protection programs, policies, and regulations;
- Foster a high quality of life by retaining trees, promoting clean air, limiting noise and light pollution, and maintaining scenic vistas;
- Strive towards becoming a sustainable community; and
- Promote economic sustainability of the community.

A. Environmental Stewardship

The environmental stewardship policies address the need to consider the long-range implications of City policies upon the environment, to conduct City operations in a manner that protects the environment, and to provide education on how the City, its businesses, and residents can improve the quality of the environment.

NE-1 Incorporate a systems perspective into policy, regulatory, and service decisions, recognizing the interrelationship of people, nature, and the economy. Consider broader implications and look for ways to accomplish multiple goals (i.e., value stacking) rather than default to short-term piecemeal efforts.

NE-2 Utilize Best Management Practices (BMPs) and technology in City projects and practices to achieve effective environmental stewardship while striving towards sustainable fiscal responsibility.

NE-3 Conduct City operations in a manner that provides quality municipal services to the community while encouraging resource conservation and minimizing adverse environmental impact.

NE-4 Maintain and, where possible, improve air quality, water quality, soil quality, and ecosystem function to ensure the health and well-being of people, animals, and plants.

NE-5 Minimize and, where practical, eliminate the release of substances into the air, surface water, soil, and groundwater that degrades the quality of these resources or contribute to global atmospheric changes.

NE-6 Encourage the judicious use of renewable natural resources and conserve nonrenewable resources.

NE-7 Minimize water use and optimally recycle material resources to
protect natural systems by reducing resource extraction, greenhouse gas emissions, and air and water pollution.

NE-8 Reduce waste, reuse and recycle materials, and dispose of all wastes in a safe and responsible manner.

NE-9 Promote and lead education and involvement programs to raise public awareness of environmental issues, encourage respect for the environment, and show how individual actions and the cumulative effects of a community’s actions can have significant effects on the environment.

NE-10 Support sustainable development and strive towards becoming a sustainable community.

NE-11 Explore ICLEI’s (Local Governments for Sustainability) STAR Community Index as a road map for creating a healthy, inclusive, and prosperous city.

NE-12 Encourage environmentally friendly construction practices, such as Leadership in Energy and Environmental Design (LEED), King County Built Green, and low-impact development.

NE-13 Encourage projects which utilize alternative technologies, engineering, and plans which emphasize low-impact development strategies through incentives and flexibility in meeting regulatory requirements.

Environmental issues often extend beyond governmental boundaries. Cooperation between governments is essential to address many environmental problems. Redmond should continue its policy of working cooperatively with others to address environmental issues.

NE-14 Cooperate with other local governments, State, federal and international agencies, and nonprofit organizations to protect and enhance the environment to foster sustainability, especially for issues that affect areas beyond Redmond’s boundaries.

NE-15 Plan, deploy, and maintain physical and social infrastructure such that vulnerability to natural hazards and disasters is reduced for all members of the community, and ensure that communities are adequately prepared to respond to a crisis, response is effective and coordinated, and recovery is accelerated.

B. Environmentally Critical Areas

The environmentally critical areas policies provide for the protection of designated critical areas identified in the Growth Management Act. This includes Fish and Wildlife Habitat Conservation Areas, Wetlands, Frequently Flooded Areas, Critical Aquifer Recharge Areas, and Geologically Hazardous Areas.

Environmentally critical areas are important contributors to Redmond’s high quality of life. Some natural features are critical to protect because of the hazards they present to public health and safety, some because of the values they represent. Those that present a hazard are protected to prevent loss of property and human life caused by inappropriate development in these areas. Other critical areas are protected to preserve and maintain their ecological functions and the quality of life and livability for humans. Some species, such as salmon, are considered keystone species and are commonly used as benchmark indicators of overall environmental health of a region.
Science plays a central role in delineating critical areas, identifying functions and values, and identifying protection strategies. The State’s Best Available Science (BAS) Rule requires the integration of science into the establishment and update of critical areas ordinances.

**NE-16 Use Best Available Science to preserve and enhance the functions and values of critical areas through policies, regulations, programs, and incentives.**

**NE-17 Implement projects and programs that include adaptive management based on Best Available Science to revise policies, regulations, and programs as needed to reflect changes in scientific advancement and local circumstances.**

**NE-18 Use science-based mitigation to offset unavoidable adverse impacts to critical areas.**

**NE-19 Implement monitoring and adaptive management to programs and critical areas mitigation projects to ensure that the intended functions are retained and, when required, enhanced over time.**

**NE-20 Use the precautionary principle when there is an absence of valid scientific information or incomplete scientific information accompanying a development application. Use rigorous analysis to appropriately limit development and land uses activities until the uncertainty is sufficiently resolved.**

One of the best opportunities to protect critical areas while allowing an appropriate level of development is to avoid development in critical areas. Another way of protecting critical areas while providing for appropriate levels of development is to focus development on the areas of the site best
suited to development while leaving critical areas undeveloped, through clustering or density transfers.

**NE-21 Conserve and protect environmentally critical areas from loss or degradation. Maintain as open space hazardous areas and significant areas of steep slopes, undeveloped shorelines, and wetlands.**

**NE-22 Allow modification of critical areas where they have low ecological value and the function and values will be fully replaced. Avoid land uses and developments that are incompatible with environmentally critical areas.**

**NE-23 Avoid, where possible, the creation of new parcels with building sites entirely within wetlands, streams, steep slopes, frequently flooded areas, and their associated buffers. Configure future parcels to have a building site outside of these areas.**

**NE-24 Encourage use of creative and appropriate site design and housing types to balance environmental protection and achievable density. Encourage clustering and density transfers for both commercial and residential development to help retain significant natural features and critical areas as open space.**

While protection of critical areas is important to the Redmond community, allowing all properties some reasonable economic use also is important. This policy does not guarantee that each property will be able to be used for its theoretically highest and best use or that all portions of a property can be used for development. Rather, the policy provides that the critical areas regulations be administered so that each property has some community-appropriate economic use.

**NE-25 Ensure critical area regulations provide reasonable economic use for all property within Redmond when taking into account the entire property.**

Consistency between jurisdictions can help citizens and the development community work more efficiently with critical areas regulations. While local variations need to be accommodated, the local governments in King County are committed to making critical areas regulations more consistent.

**NE-26 Work cooperatively with other jurisdictions in King County to develop and implement critical area regulations, designations, and education programs that meet the goals of the Redmond community and provide for optimal consistency among jurisdictions.**

**Geologically Hazardous Areas**

Geologic hazards include areas susceptible to erosion, sliding, earthquake, or other geologic events. They pose a threat to health and safety of citizens when incompatible residential and nonresidential development is sited in areas of significant hazards.

Erosion hazard is a measure of the susceptibility of an area of land to prevailing agents of erosion. Factors such as grain size, soil cohesion, slope gradient, rainfall frequency and intensity, surface composition and permeability, and the type of cover help determine the severity of the erosion hazard. Erosion Hazard Areas are those areas where there is a severe hazard.

Landslide Hazard Areas are potentially subject to significant or severe risk landslides based on a combination of geologic, topographic, and hydrologic factors. Examples of Landslide Hazard Areas include areas of historic failures; areas designated as such on maps published by the United States Geologic Survey; areas containing slopes steeper than 15 percent; springs or groundwater seepage and hillside-intersecting geologic contacts with a relatively permeable sediment overlying a relatively impermeable sediment or bedrock; slopes that are
parallel or subparallel to planes of weakness in subsurface materials; areas potentially unstable as a result of rapid stream incision or stream bank erosion; and any area with a slope greater than 40 percent.

Seismic Hazard Areas are those areas subject to severe risk of damage as a result of earthquake-induced ground shaking, slope failure, settlement, soil liquefaction, surface faulting, or subsidence and uplift. “Severe risk of damage” is loosely defined as damage that is structural rather than cosmetic. Because of its geologic structure and history of earthquake activity, the region has been designated as a Class III seismic risk zone, the highest rating given by the United States Geologic Survey.

NE-27 Avoid and/or minimize potential impacts to life and property from geologic hazards such that the site is rendered as safe as one not containing such hazard.

NE-28 Require appropriate levels of study and analysis as a condition to permitting construction within Geologically Hazardous Areas, ensure sound engineering principles are used based on the associated risk in these areas, and appropriately limit land uses in areas of Geologically Hazardous Areas.

NE-29 Strictly limit disturbance in Landslide Hazard Areas.

NE-30 Direct uses that require substantial improvements, clearing and grading, or structures away from Geologically Hazardous Areas.

NE-31 Manage development in Erosion Hazard Areas to minimize erosion during both construction and use.

NE-32 Promote soils stability by the use of natural drainage systems and retention of existing vegetation in Geologically Hazardous Areas.

NE-33 Promote sound development practices, including Best Management Practices (BMPs), to limit erosion and sedimentation during construction.

NE-34 Establish setbacks around the perimeter of site-specific Landslide Hazard Areas to avoid the potential to undermine these areas, cause erosion and sedimentation problems to downstream or downhill land uses, and avoid the risk to human life and safety.

NE-35 Require that construction, maintenance, and operation of development in Seismic Hazard Areas minimizes hazards to persons, property, and natural resources within the Seismic Hazard Area and the entire community.

NE-36 Require site-specific seismic hazard preparedness studies for essential public facilities and lifelines.

Critical Aquifer Recharge Areas

A significant portion of the city’s water supply is obtained from wells. Once groundwater is contaminated, it is difficult, costly, and sometimes impossible to clean up. Preventing contamination is necessary to avoid exorbitant costs, hardships, and potential physical harm to people.

Critical Aquifer Recharge Areas are areas where an aquifer used for drinking water is both highly susceptible and vulnerable to contamination from surface activities. An aquifer is a sizable and continuous body of porous material composed of sand, gravel or silt saturated with water and capable of producing usable quantities of water to a well. As required by federal law, this water is monitored and tested to ensure that it meets the high standards required for drinking water.
The risk of groundwater contamination depends on two main sets of conditions. One set of conditions relates to the ground itself and how easy it is for water to pass through to groundwater. This is what is meant by hydrologic susceptibility. The other set of conditions relate to how likely it is for potential contaminants to reach groundwater. This is known as contaminant loading potential or source loading. Vulnerability is the combined effect of these two conditions.

**NE-37** Protect the quality of groundwater used for public water supplies to ensure adequate sources of potable water for Redmond and the region. Ensure that the level of protection provided corresponds with the potential for contaminating the municipal water supply aquifer.

**NE-38** Periodically review and update land use policies, regulations, or development or operating standards that ensure appropriate levels of groundwater recharge and apply to uses involving hazardous materials located in Critical Aquifer Recharge Area I and II. Ensure that any revisions to code or policy to address critical aquifer recharge areas are balanced with the desire for infiltration and recharge.

**NE-39** Ensure degradation of groundwater quality does not occur. Where appropriate, prohibit the infiltration of runoff from pollution generating surfaces.

**NE-40** Prohibit discharge of wastewater and potentially contaminated stormwater to groundwater. Prohibit reclaimed and greywater from infiltrating in the critical aquifer recharge area in order to preserve the quality of drinking water.

For water to be pumped on a sustainable basis, new water must enter the aquifer. The best available data indicates the aquifer is recharged by rainwater infiltrating into the ground through permeable soils and by recharge from rivers, streams and lakes. Wetlands and natural areawide landscape depressions that allow water to stand also may aid in groundwater infiltration by slowing runoff and allowing it to seep into the ground when located in suitable areas. Development can lessen the water entering the aquifer by covering recharge areas with impervious surfaces or filling wetlands and natural depressions that contain standing water. Important groundwater
recharge areas that are planned for rural or natural resource uses should be retained in these uses. These areas include the northern Sammamish Valley and the Bear Creek and Evans Creek Valleys.

NE-41 Retain aquifer recharge capacity in areas that have not already been committed to urban uses. Encourage infiltration of clean runoff citywide to recharge the drinking water aquifer.

In urbanized areas, maintaining open space, areas of natural vegetation, and wetlands also can help recharge aquifers. Many developments include some open spaces or recreation areas. By siting these areas on lands with the highest potential for groundwater recharge, they can do double duty, providing both aesthetic and recreational functions and groundwater recharge. These areas must be carefully located to minimize the potential for contaminated water to enter the aquifer.

NE-42 Encourage retention of open spaces, tree protection areas, and other areas of protected native vegetation with a high potential for groundwater recharge.

Hazardous material cleanups also have the potential to protect and improve ground and surface water quality. State and federal programs require that certain properties contaminated with hazardous materials be cleaned up. In addition, many property owners voluntarily clean up contaminated land. Redmond does not have many contaminated sites, but the City should encourage cleanups. Redmond also should work with property owners and State and federal agencies to ensure that sites that may affect groundwater supplies are cleaned up thoroughly so they do not present a future threat to groundwater quality.

NE-43 Encourage cleanup of contaminated sites within the city. To encourage such cleanups, ensure regulations and standards are performance based, do not duplicate state and federal requirements, and provide for expeditious approval where local review is required.

NE-44 Clean up contaminated sites that may affect Redmond’s groundwater supplies to such a standard that the sites will not present a risk to drinking water supplies.

Frequently Flooded Areas

Frequently Flooded Areas are open channel and overbank areas within the 100-year floodplain that are frequently inundated with floodwater. Floodplains are generally flat, low-lying areas adjacent to rivers or streams that periodically flood during storm events. These areas move large volumes of water and debris downstream during storms.

The Federal Emergency Management Agency (FEMA) delineates flood hazards along major river and stream corridors to identify areas at risk from floodwater. This information is used for both floodplain management and insurance rating.

Flooding can damage structures in the floodplain. Persons living or working within a floodplain are at risk of injury from floods and the disease that can spread from flood waters.

Floodplains also provide critical functions for fish species. They provide important areas of riparian habitat, habitat formation, connectivity to wetlands, store and convey stormwater and floodwater, and recharge groundwater.

NE-45 Reduce the amount of effective impervious surface in floodplains and uplands contributing runoff to downstream floodplains.

NE-46 Employ no net impact floodplain management to avoid impacts to both upstream and downstream properties.

NE-47 Strive towards no net loss of the structure, value, and functions of natural systems constituting Frequently Flooded Areas.
NE-48 Regulate development in the 100-year floodplain to avoid substantial risk and damage to public and private property and loss of life. Ensure these regulations, as a minimum, comply with state and federal requirements for floodplain regulations.

NE-49 Direct uses that require substantial improvements or structures away from areas within the 100-year floodplain.

NE-50 Locate public facilities outside of the 100-year floodplain unless needed to serve development within areas characterized by urban development or because efficiencies from locating near existing public facilities already within the 100-year floodplain would clearly outweigh the risk of damage to the facility.

NE-51 Require that construction, maintenance, and operation of development in the 100-year floodplain minimize hazards to persons and property within the 100-year floodplain and the entire community.

NE-52 Update policies and development regulations to incorporate more detailed data on the extent of flood hazards as it becomes available.

NE-53 Cooperate with flood hazard reduction planning carried out by King County and update policies and development regulations to incorporate appropriate recommendations from these studies.

NE-54 Require compensatory floodplain storage for all projects constructed within the 100-year floodplain.

NE-55 Develop a City-initiated Sammamish River Compensatory Floodplain Storage Project. Allow Downtown development in the Sammamish River floodplain to “buy into” this project as an option in lieu of providing compensatory floodplain storage on-site.

As development occurs within a basin, the 100-year floodplain will expand, exposing some properties that were previously outside the floodplain to potential flood damage. These effects occur because as a basin develops the amount of impervious surfaces increase, increasing runoff and therefore flood depths. While the stormwater management policies in this element and in King County will reduce these effects, they will not prevent them entirely. One way of anticipating and responding to these changes is to identify the future-conditions floodplain. The future-conditions floodplain is the area that will be inundated by a 100-year flood when the basin is fully developed. FEMA flood hazard maps are based on current and historic conditions, not build-out. Additional work is needed to identify the future-conditions floodplain.

NE-56 Include flood flow estimate representing future conditions build-out into the City’s floodplain regulations as it becomes available.

NE-57 Consider reductions in the FEMA floodway only if future flows have been considered and adequately accommodated.

Properties outside the 100-year floodplain also can aggravate flooding and flood damages. Development in landslide or erosion prone areas can lead to the clogging of streams and drainage systems, increasing flooding within and outside the 100-year floodplain. As areas outside the 100-year floodplain develop, increased impervious surfaces may increase runoff during storms and thus increase flood heights.
within the 100-year floodplain and cause flooding outside the existing 100-year floodplain. Increased stormwater runoff can significantly impact salmon and steelhead habitat by literally washing it away. Reducing the amount of impervious surfaces and implementing stormwater detention can help reduce these impacts, but not eliminate them entirely.

**NE-58 Limit impervious surfaces citywide to reduce the possibility of flooding, to protect the environment, and to allow for groundwater recharge as appropriate for the specific needs of particular neighborhoods and urban centers.**

Clearing and grading for developments also can increase stormwater runoff by removing vegetation and organic soils that absorb rain water. Excessive erosion can be very damaging to water quality on adjacent and downstream water bodies, including those that support salmonid fish and other fish species. To prevent these negative impacts, Redmond should continue to adopt and enforce clearing and grading requirements to minimize runoff and erosion.

**NE-59 Explore new methods to limit effective impervious surface to protect environmental resources such as streams and allow for groundwater recharge, allow for efficient land use, reduce potential for flooding, and accommodate the level of development intensity planned for the area.**

**NE-60 Maintain and update clearing and grading regulations to minimize the overall impact of the activity on the environment. Generally, limit clearing to the parts of site that will be developed.**

Wetlands

Wetlands are areas that are inundated by ground or surface water frequently enough to support vegetation typically adapted to live in saturated soils. They perform many ecological functions, including flood control, reductions of erosion and siltation, water storage, groundwater recharge, water quality maintenance, nutrient absorption, and fish and wildlife habitat. Additionally, wetlands provide opportunities for research and scientific study, outdoor education, and open space.

Wetlands can be hazardous areas to develop. Their organic soils are generally poorly suited for development and may not support foundations, streets, or utilities.

It is the City’s goal to achieve no net loss of wetlands through retention of function, value, and acreage of wetlands. Mitigation sequencing is used to ensure impacts to wetlands are avoided, where possible, and mitigated, when necessary.

**NE-61 Preserve wetlands to achieve no net loss of wetlands function and value. Use size and value of the wetlands to determine the amount of development allowed, if any. Seek to maintain wetlands acreage over the long term.**

**NE-62 Require buffers adjacent to wetlands to protect the ecological functions integral to healthy wetland ecosystems.**

**NE-63 Use federal mitigation sequencing guidelines when reviewing projects impacting wetlands. This involves, in the following order: avoiding the impact altogether by not taking a certain action or parts of actions; minimizing the impact by limiting the degree or magnitude of the action and its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and compensating for the impact by replacing or providing substitute resources or environments.**
NE-64 Ensure the amount of mitigation required reflects the value and function of the wetlands affected by the project, the risk that the mitigation may fail, the temporal loss of wetlands functions and values, the spatial locations of the mitigation, and the difficulty of replacing many wetlands functions and values. For these reasons, require in general a significantly larger area of mitigation than the area of wetlands impacted.

NE-65 Pursue opportunities to enhance and restore degraded wetlands.

NE-66 Implement effective ways of wetland mitigation such as mitigation banking for capital improvements projects that are linear, such as road and utility projects.

Water Quality and Basin Planning

Development in the watersheds of rivers, streams, and lakes must be carefully managed to retain water quality and prevent flooding.

Water Resources Inventory Area 8 represents the salmon recovery planning area of the Lake Washington/Cedar/Sammamish watershed. Chinook salmon are listed as threatened under the Endangered Species Act. In WRIA 8, residents, scientists, businesses, environmentalists, and governments are cooperating on protection and restoration projects and on developing a science-based plan to conserve salmon today and for future generations. Funding for the salmon conservation plan is provided by the 27 local governments, including Redmond, in the watershed.

NE-67 Maintain surface water quality necessary to support native fish and wildlife meeting state and federal standards over the long term. Restore surface waters that have become degraded to provide for fish, wildlife, plants, and environmentally conscious human use of the water body.

NE-68 Restore, protect, and support the biological health and diversity of Water Resource Inventory Area (WRIA) 8 within the city.

NE-69 Protect and restore natural systems that underpin watershed health and hydrological integrity.

NE-70 Work with regional agencies to monitor surface water quality and implement measures to identify and address any sources of contamination.

NE-71 Control the flow of nutrients (especially phosphorus), heavy metals, and other pollutants into streams, rivers, Lake Sammamish and other area lakes, and natural wetlands. Require treatment measures where the development results in discharges to surface or groundwaters.

The Washington State Department of Ecology and the U.S. Environmental Protection Agency (EPA), identify watershed-based stormwater management planning as an effective method of addressing receiving water impairments and hydrology impacts due to the urbanization of watersheds. The City of Redmond uses watershed management planning to develop a plan that aims to address impairments and reduce water resources impacts caused by urbanization.

NE-72 Cooperate with King County and other local governments and state agencies in developing and implementing Watershed Management Plans, Water Quality Management Plans, and other types of basin plans for basins which include or are upstream or downstream from Redmond.

NE-73 Complete and maintain Watershed Management Plans for all areas in
the city. Address water quality, habitat, stormwater runoff, and flooding issues. Review each plan for effectiveness at least once each five years.

**NE-74** Incorporate the applicable and effective recommendations of Watershed Management Plans into the City’s Comprehensive Plan, development regulations, and capital facility plans.

The habitat in Redmond’s rivers, streams and lakes is important to protecting the area’s high quality of life, valuable aquatic resources, and the area’s natural beauty. The Sammamish River, with its trail and parks, is an important focal point for Redmond and ties the city into a regional recreational network. All of these areas are important to salmon migration.

**NE-75** Protect and enhance rivers, streams and lakes, including riparian and shoreline habitat, to protect water quality, reduce public costs, protect fish and wildlife habitat, and prevent environmental degradation. Protect both perennial and intermittent streams to preserve natural hydraulic and ecological functions, fish and wildlife habitat, recreational resources, and aesthetics.

**NE-76** Maintain natural hydrological functions within the city’s ecosystems and watersheds and encourage their restoration to a more natural state.

**NE-77** Protect the near shore habitat of Lake Sammamish by avoiding bulkheads within the 100-year floodplain elevation.

Riparian corridors consist of vegetation along river and stream banks that are influenced by the surface waters. Ecological processes of riparian corridors include water flow, sediment routing, vegetation succession, woody debris recruitment, and plant and
animal speciation.

**NE-78** Avoid development impacts to riparian corridors. Protect riparian vegetation within stream buffers to maintain ecological functions. Enhance and rehabilitate these areas if they are impacted by development and encourage this when development takes place on adjacent uplands. Establish stream buffers to protect riparian ecological functions that contribute to healthy stream systems.

**NE-79** Preserve and enhance the natural appearance of stream corridors.

The Sammamish River, Evans Creek, and some area streams have been channelized and adversely impacted by urbanization of their watersheds. Channelization reduces the habitat values of rivers and streams and increases the speed at which water flows through, potentially increasing downstream flooding. While it is not always possible to return these water bodies to their original condition, restoring rivers and streams can improve fish and wildlife habitat, environmental functions, recreational uses, and aesthetics. It also can reduce flood damage.

**NE-80** Encourage restoration and enhancement of the Sammamish River, Lake Sammamish, riparian stream corridors, wetlands, and associated buffers with priority given to areas associated with listed species. Explore actively and pursue a variety of funding mechanisms for enhancement and restoration work.

**NE-81** Support the rerouting of Evans Creek from its current degraded position in a highly industrialized setting to an area to the north that allows for improved conditions, connecting wetlands to Evans Creek, and ample buffer widths.

**NE-82** Encourage improvements such as removal of fish barriers to the fisheries habitat of watercourses when abutting properties are developed.

Public education is an important component in efforts to protect surface and groundwater. Surface and groundwater quality can be adversely affected by individual choices that people make regularly. Education can help residents and businesses choose options that meet their needs and desires while protecting surface and groundwater quality.

**NE-83** Support public education to protect and improve surface and groundwater resources by:

- Increasing the public's awareness of potential impacts on water bodies and water quality;
- Encouraging proper gardening and farming practices, including the use of environmentally appropriate fertilizers and chemicals;
- Encouraging proper disposal of materials;
- Educating businesses on surface and groundwater protection Best Management Practices in cooperation with other government agencies and other organizations; and
- Educating the public and businesses on how to substitute materials and practices with a low risk of surface and groundwater contamination for materials and practices with a high risk of contamination.

Natural drainage courses both within and outside the 100-year floodplain can function to lessen flood damages. Properly functioning natural streams and drainage ways include pools and overflow areas that slow stormwater runoff. Retaining natural drainage courses also helps to accommodate stormwater flows from upstream properties. Placing streams in culverts may not accommodate flood flows, reduces their value to fish and wildlife habitat, and may create barriers to fish passage.
NE-84 Avoid alteration of riparian stream corridors to the maximum extent possible. Whenever possible, avoid reduction in the capacity of natural drainage courses and minimize enclosures of natural drainage ways. Discourage stream relocation except as identified in NE-81. Replace and enhance the flood control and habitat values of drainage courses when relocation or alteration is necessary for public benefit. Require enhancement when alteration of a stream to increase the usability of a site is permitted.

NE-85 Use bridges as the preferred method of crossing a watercourse that has habitat suitable for fish use or may be rehabilitated for fish use in the future. Prohibit the use of culverts where a fish barrier would result. Consider allowing culvert systems that would provide stream beds similar to natural channels where loss of habitat would not be significant and the cost of a bridge does not justify its benefits to fish passage, flood control, or other resources. Design bridges to allow for small animal migration under the bridge most of the time. Remove fish barriers where an existing fish barrier exists.

NE-86 Stabilize stream banks and shorelines, if necessary, by bioengineering techniques except where unique factors make this approach infeasible.

NE-87 Restore natural drainage channels that have been placed within culverts and have had their capacity or habitat value reduced as development or redevelopment occurs. Allow retention of existing culverts for stream crossings where they do not result in a fish barrier in a stream that contains or has the potential to contain fisheries habitat.

Fish and Wildlife Habitat

Fish and wildlife enhance the quality of life of a community. The salmon and steelhead are enduring symbols of the Northwest. Birds are valued for their songs and appearance. Other wildlife is attractive and helps maintain the valued character of the area. Wildlife diversity is often an indicator of environmental health. There is growing evidence that people living in metropolitan areas are interested in wildlife. Wildlife provides for human recreation and relaxation, and wildlife has aesthetic and education values. Studies have shown that viewing wildlife has aided in the recovery of sick people as it aids in the recovery of one’s mental health.

Under the Growth Management Act, Fish and Wildlife Habitat Conservation Areas include:

- Areas with which endangered, threatened, sensitive, and candidate species have a primary association;
- State Priority Habitats and areas associated with State Priority Species;
- Habitats and Species of Local Importance when designated by the City Council;
- Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat;
- Waters of the state;
- Areas critical for habitat connectivity; and
- Aquatic areas such as rivers, streams, lakes, ponds, and wetlands.

Wildlife habitats are characterized by a variety of internal (site specific) and external (contextual) habitat conditions. Internal conditions include: structural diversity (horizontally and vertically) of habitat; edge conditions; presence of snags or large trees; presence of downed logs; and presence or nearness of water and its safe accessibility. External conditions include: the size of the habitat patch; ability of the habitat to serve as a corridor or link to
otherwise isolated natural areas, parks, preserves, or open spaces; the area is surrounded by a buffer or serves as a buffer; and the surrounding habitat types or land uses.

**NE-88 Maintain a rich ecosystem supporting a variety of wildlife, as well as opportunities for education and appreciation of native habitats.**

**NE-89 Preserve and restore regional biodiversity with a focus on promoting native species and avoiding and eliminating invasive species.**

The central planning concept for wildlife habitat in urban environments is to create an integration of habitat reserves and interconnecting corridors. Habitat reserves are generally considered to be areas of differing sizes that meet the basic needs of wildlife. Corridors are regarded as narrow, linear strips of habitat that have wildlife value. The corridors serve as interconnecting links between or along the habitat reserves.

Many of the critical lands conserved offer wildlife habitat as well, but riparian systems and streams are especially important. Natural riparian corridors are essential for wild fish populations. Reduced large woody debris is deemed a major reason for salmonid decline in Pacific Northwest streams. Healthy riparian zones are dynamic ecosystems that perform various functions that form salmonid habitat. Some of the major functions include:
- Producing and delivering large and small woody debris to shorelines and stream channels;
- Shoreline stream bank protection and habitat formation;
- Removing sediments and dissolved chemicals from water;
- Moderating water temperature;
- Providing favorable microclimate (humidity, temperature, and wind speed);
- Providing habitat for terrestrial animals;
- Providing proper nutrient sources for aquatic life;
- Allowing exchange of water between the ground and the water body;
- Providing flux of gravel between streambeds and banks; and
- Providing light patterning which salmonids use for concealment.

Core Preservation Areas form the backbone of the habitat areas within the city. These areas are already protected through other regulatory mechanisms. They include Native Growth Protection Easements, Class I streams and their buffers, and Class II through IV streams and other areas similarly protected. The Core Preservation Area includes wetlands and streams and their associated buffers as they become identified at a site-specific level.

Quality Habitat Areas provide significant wildlife value by virtue of their characteristics. These characteristics include several parameters indicative of habitat quality, including size, community diversity, interdispersion (spatial patterns), continuity, forest vegetation layers, forest age, and invasive plants.

**NE-90 Protect Core Preservation Areas within the city.**

**NE-91 Restore and enhance degraded or lower-quality habitat within Core Preservation Areas.**

**NE-92 Pursue opportunities to preserve Quality Habitat Areas especially those which extend and connect to Core Preservation Areas.**

**NE-93 Design developments, parks, and recreation areas, to minimize impact to, and retain the character of, Quality Habitat Areas.**

Species protection is identified and accomplished during a site-specific study. Development is regulated through a series of management recommendations. Species protection applies to Species of Concern, Priority Species, and Species of Local Importance. Species of Concern includes those federal and state-listed endangered, threatened, sensitive, or candidate, as well as those species listed or proposed for listing.
by the federal government.

**NE-94** Protect natural resources having a primary association with Species of Concern, Priority Species, and Species of Local Importance.

**NE-95** Participate in regional efforts to recover species listed under the Endangered Species Act (ESA), such as the Chinook Salmon.

**NE-96** Incorporate into the Watershed Management Plan local responses, commitments, policies, and programs to protect Redmond’s wildlife targeting recovery of ESA-listed species.

**NE-97** Modify City plans, programs, and policies, such as public projects, private development standards, maintenance standards, and utility practices, to be consistent with regional and local ESA policies and requirements.

**NE-98** Protect salmon, steelhead and other fish, plants, and wildlife that rely on the aquatic environment by protecting and improving water quality.

**NE-99** Give special consideration to conservation and protection measures to preserve and enhance anadromous fisheries.

As a community develops, the available wildlife habitats become separated from each other. In part, this is a natural consequence of the development of urban areas. This is called habitat fragmentation. Where sections of critical habitat are linked, populations can move between the habitat areas. This lessens the dangers of interbreeding and allows plants and animals to recolonize the underused habitats.

**NE-100** Minimize habitat fragmentation by linking wildlife habitats via corridors. Connect wildlife habitats with each other within the city and the region to achieve a continuous network. Wildlife corridors include, but are not limited to, parklands usable by wildlife, protected or reserved (Native Growth Protection Easements) open space, utility rights-of-way, riparian corridors, wetland buffers, and protected sensitive areas.

**NE-101** Consider impacts City projects have on wildlife corridors and connectivity.

Many species of fish and wildlife are quite mobile and move from jurisdiction to jurisdiction during their life or with the seasons. This mobility requires a regional approach to their management.

**NE-102** Coordinate land use planning and management of fish and wildlife resources with other local governments within the region, affected state and federal agencies, and Native American Nations and Tribes.

It is important to monitor and manage urban wildlife habitats to maintain their integrity to numerous outside influences and managed landscapes surrounding them. A management strategy is needed for the maintenance of wildlife habitat.

**NE-103** Develop a wildlife habitat management strategy and well-defined goals to monitor and maintain wildlife habitat, with mechanisms for City and volunteer support.

Pesticides can kill birds, cause cancer, and decimate prey populations of several City Priority Species. Usage of these substances to maintain City-owned rights-of-way, parklands, and public spaces should be reduced to the maximum extent practical. Alternatives to using pesticides and fertilizers, such as employing compost-amended soils or compost tea during development and redevelopment, could
minimize use of these synthetic and harmful products.

NE-104 Encourage conservation and sustainability throughout the city by minimizing impacts to wildlife and water quality through practices, such as limiting the use of toxic pesticides and fertilizers, incorporating alternative pest management methods, and providing public education about such practices.

Weeds can be a problem because they are detrimental to wildlife by replacing native plant species and providing little to no value in terms of forage, cover, or nest sites for the wildlife community. These weeds spread quickly from one area to another. Noxious weeds already adversely affect most habitat areas. Currently, the most prevalent problem weeds for wildlife in the city include blackberry species, Scotch broom, reed canarygrass, English ivy, and holly.

NE-105 Use native vegetation on City capital projects, prevent the continued spread of invasive and noxious weeds to habitat areas, maintain a long-term management strategy to prevent noxious weeds, and manage these weeds where they are present on City-owned properties.

NE-106 Use a majority of native vegetation that is supportive of wildlife instead of nonnative plant species and eliminate the use of invasive species when landscaping for new developments adjacent to wildlife habitats.

NE-107 Ensure management of noxious weeds and invasive species are an integral part of landscape plans for new development. Work with King County and Washington State to target the management of noxious weeds.

Non-regulatory measures are a key component of a comprehensive wildlife habitat management strategy. Several organizations have urban or backyard wildlife certification programs, including the National Wildlife Federation, the National Institute for Urban Wildlife, and the Washington Department of Fish and Wildlife. The National Institute for Urban Wildlife will certify city parks as urban wildlife sanctuaries when certain criteria are met. The National Wildlife Federation can certify a city as a Community Wildlife Habitat.

NE-108 Promote public education and outreach on wildlife habitat in the city and provide information to residents on how they can participate in the Backyard Wildlife Sanctuary Program.

City certification as a Community Wildlife Habitat involves the entire community. This designation may include certified backyard sites, certified school sites, a public demonstration garden, participation by the business community, and related projects, such as wildlife surveys, sensitive areas mapping, and creation of wildlife corridors.

NE-109 Support urban wildlife habitat management through education, City actions, and demonstration projects.

Education is a key non-regulatory component towards embracing wildlife habitat management. Wildlife habitat restoration and demonstration projects show residents how habitat can be created or improved in their own backyard. Restoration projects need not be limited to plant installations. Other features important to wildlife can be added to the habitat area depending upon site conditions. These features can include nest boxes, bat boxes, snags, brush piles, ponds, reptile and amphibian mounds, and other constructed and natural features. Habitat enhancement efforts need not be expensive. Limiting mowing to heavily used areas and allowing grassy meadows to grow along forest edges and in other low intensity use areas can provide additional habitat for numerous wildlife species. Rotational mowing can increase habitat value for some species.

NE-110 Employ wildlife habitat-friendly
King County has a Native Plant Salvage Program. County staff and volunteers salvage native understory plants on sites where development plans have been approved. The plant material is kept at a holding facility. Plants are typically used on county volunteer projects.

**NE-111 Coordinate with King County’s Native Plant Salvage Program to facilitate the identification of potential sites for plant salvage.**

### C. Tree Preservation and Landscape Enhancement

The Tree Preservation and Landscape Enhancement policies address the value of protecting trees and enhancing the placement of trees within the city. Trees aid in stabilizing the environment’s ecological balance by helping to purify the air, generating oxygen, slowing and absorbing stormwater runoff, stabilizing slopes, reducing erosion, masking noise, containing glare, and conserving energy. They enhance the community’s appearance, identity, and natural beauty. Trees also provide habitat for birds and animals.

**NE-112 Preserve the natural environment**

Some areas, such as gullies and steep slopes, are poorly suited for development because of their natural limitations and potential hazards. They typically are also expensive to serve with public facilities. These areas often include significant numbers of trees. If these areas are designated for low intensity uses by the Comprehensive Plan, potential negative impacts on the community from developing these hazardous areas can be prevented and trees retained. This can help the property owners as well. By matching the Comprehensive Plan designation to the suitability of the land, expensive measures that try to compensate for these natural limitations and try to serve intense uses with the needed infrastructure are avoided. These areas retain their character and are sensitively...
developed, making them valuable sites for appropriate uses.

**NE-116 Implement Comprehensive Plan designations and zoning for forested slopes and treed gullies consistent with the goal of retaining tree cover in these areas.**

Trees along waterways, wetlands and lakes provide many important functions. Along streams and rivers, trees shade the water, which reduces temperatures in the summer and helps salmon, steelhead, and other fish to survive. Trees in gullies and along streams help slow stormwater and reduce erosion. The root systems of trees can also help stabilize streams, reducing erosion and stream migration. Leaves and insects falling from trees into streams, wetlands, and lakes provide important food sources for fish and other aquatic creatures. The trees also provide habitats for birds and animals.

**NE-117 Preserve trees within stream, wetlands, and their associated buffers, and lake building setbacks.**

**NE-118 Plant suitable native trees and native vegetation within degraded stream, wetlands, and lake buffers. Encourage planting suitable native trees and native vegetation within steep slopes.**

Street trees provide an important visual amenity to the community. They provide a unifying look within diverse areas of the city and integrate buildings with each other and the landscape. Street trees help to develop a sense of place. Many streets are remembered because of their trees. Street trees also shade streets and parking areas in summer, reducing temperatures and building cooling loads conserving energy.

**NE-119 Require street trees along all arterial streets and along local streets designated in neighborhood policies. Where street trees are not practical, consider designating areas through neighborhood policies where trees will be required to be planted on developable lots.**

**NE-120 Plant street trees in planter strips or tree wells located between the curb and any sidewalk where feasible. Select tree species and planting techniques to create a unified image for the street, provide an effective canopy, avoid sidewalk and utility damage, and minimize water consumption. Require deciduous shade trees that are well suited to the climate and to planting along streets and sidewalks.**

Another method of encouraging trees in the city is to make it easy for property owners to plant trees on their property or in planting strips adjacent to their property. Over the years, these voluntary efforts can result in many trees in the community. Maintaining lists of suitable trees, telling Redmond residents how to find good locations for trees, and informing Redmond residents how to have underground utilities located so they will not be damaged during tree planting can help encourage community members to plant trees on their own.

**NE-121 Provide information to community residents and property owners to encourage them to plant trees on their properties.**

Ensuring that Redmond remains a city with many trees requires that they be managed and maintained. The City maintains street trees in many areas. Property owners also must properly maintain trees to provide for their future.

**NE-122 Maintain and enhance a street tree maintenance program on arterial streets and City-owned trees.**

**NE-123 Establish private maintenance provisions for trees that will be retained within developments.**
D. Climate Change

Leading atmospheric scientists predict that climate change will have serious environmental, economic, and public health consequences in the coming decades. Naturally occurring levels of greenhouse gases are necessary to life because they keep the earth’s temperature stable and the surface warmer than it otherwise would be. However, the burning of fossil fuels and increasing rates of deforestation and development have produced growing amounts of carbon dioxide, methane, and other heat-trapping gases. These gases trap the sun’s energy and thereby heat the earth’s atmosphere. The Environmental Protection Agency (EPA) states that for over the past 200 years, the burning of fossil fuels, such as coal and oil, and deforestation have caused concentrations of heat-trapping greenhouse gases to increase significantly in our atmosphere. These gases prevent heat from escaping to space.

According to the EPA, careful measurements have confirmed that greenhouse gas emissions are increasing and that human activities are the primary cause. Most scientists believe that:

- Human activities are changing the composition of the earth’s atmosphere. Increasing levels of greenhouse gases like carbon dioxide in the atmosphere since preindustrial times are well documented and understood.
- The atmospheric buildup of carbon dioxide and other greenhouse gases is largely the result of human activities such as the burning of fossil fuels.
- The major greenhouse gases emitted by human activities remain in the atmosphere for periods ranging from decades to centuries. It is therefore virtually certain that atmospheric concentrations of greenhouse gases will continue to rise over the next few decades.
- Increasing greenhouse gas concentrations tend to warm the planet.

As a local government, Redmond is in a position to affect change locally, regionally, and nationally by preparing for climate change and identifying actions that would help lessen its impact in the production of greenhouse gases.

NE-124 Develop a Climate Action Plan, which includes greenhouse gas emissions reductions targets for the city.

NE-125 Achieve greenhouse gas emissions reductions in both municipal operations and the community at large, with attention given to social equity.

NE-126 Include analysis of climate change impacts when conducting environmental review under the State Environmental Policy Act (SEPA).

NE-127 Promote the reduction of greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicles miles traveled by increasing alternatives to driving alone.

NE-128 Take positive actions such as increasing the number of trees in the city, to reduce carbons.

NE-129 Identify and address the impacts of climate change on the city’s hydrological systems.

E. Air Quality

Clean outdoor air quality is healthy for all segments of the human population and for the natural environment. It contributes to the quality of life. Clean air is healthful and helps to keep the mountains, Lake Sammamish, Sammamish River and other areas visible from many areas in Redmond. These are views that the community values. Continued federal funding for transportation improvements is dependent on complying with federal air quality standards.

While other agencies regulate air quality, Redmond and other cities have an important role to play
in maintaining high air quality. This includes transportation planning to reduce emissions and land use planning to internalize trips and reduce emissions.

**NE-130** Promote compliance with federal and state air pollution control laws and improvements to regional air quality in cooperation with the Puget Sound Air Pollution Control Agency and the Puget Sound Regional Council.

**NE-131** Achieve criteria air pollutant reductions in both municipal operations and the community at large, with attention given to social equity.

**NE-132** Maintain high air quality through land use and transportation planning and management.

**NE-133** Continue implementing and enforcing commute trip reduction programs as a means to limit or reduce vehicle trips as a key strategy for reducing vehicle-related air pollution.

**NE-134** Reduce the amount of airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other methods to reduce the dust sources.

**F. Noise**

Noise is a pollutant that can have significant negative impacts on human health. Excessive noise also makes neighborhoods less desirable places to live and can contribute to deterioration of those areas. The Washington State Department of Ecology has adopted noise standards, but does not enforce them; therefore the City should continue to enforce noise regulations.
**NE-135** Maintain noise regulations to limit noise to levels that protect the public health and that allow residential, commercial and manufacturing areas to be used for their intended purposes. Provide flexibility in the regulations to allow construction at night when necessary to protect worker safety while maintaining the tranquility of the city.

**NE-136** Provide noise reduction and mitigation measures to reduce the noise and visual impacts of freeways and arterials on residential areas. Ensure the Washington State Department of Transportation provides appropriate levels of noise suppression when expanding or improving state highways.

**NE-137** Require buffering or other noise reduction and mitigation measures to reduce noise impacts from Commercial and Industrial zones on residential areas.

**NE-138** Assure that mixed-use developments are designed and operated to minimize noise impacts. Measures may include provisions controlling uses, design and construction measures, and timing requirements.

**G. Light Pollution**

Light Pollution policies address the protection of the community from excessive glare and promote the concept of “dark skies.”

Glare is strong, steady light that shines away from the area that is meant to be illuminated. Glare interferes with views and, in extreme cases, may interfere with the normal use of nearby properties. Inappropriate

overhead lighting along the city’s river and streams can interfere with the feeding and spawning activities of salmon and trout. Night lighting is an important safety feature and should be allowed, but lighting should be designed and directed to minimize glare.

**NE-139** Minimize and manage ambient light levels to protect the integrity of ecological systems and public health without compromising public safety and cultural expression.

**NE-140** Design and construct night lighting to minimize excessive glare and to avoid spillover onto nearby properties.

**NE-141** Minimize overhead lighting that would shine on the water surface of the city’s various streams. Encourage the use of pedestrian level or shaded lighting when providing lighting along the Sammamish River Trail.

The “dark skies” policy seeks to reduce glare and maintain views of stars and planets. Redmond recognizes that night lighting is needed, but seeks to maintain dark skies in the residential areas of the community.

**NE-142** Encourage dark night skies in Redmond’s residential neighborhoods, in the Sammamish Valley, in the Bear Creek Valley, and over Lake Sammamish in development regulations, design standards, and development review.
Land Use
each rock and meadow etched with memory and hope
Future Vision for Redmond: Land Use

Redmond is treasured for its character, natural assets, friendly and welcoming atmosphere, diversity, safety and quiet settings.

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

Redmond has acted to maintain a strong economy and a diverse job base.

The city is the home to many small, medium-size and locally owned businesses and services, as well as nationally and internationally recognized corporations. Redmond is widely recognized as 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, while retaining existing businesses.

In 2030 Redmond’s two urban centers—Downtown and Overlake—are thriving centers of residential and commercial activity. Downtown is an outstanding place to work, shop, live and recreate and is a destination for many in Redmond and in the region. Attractive offices, stores, services and residential developments have contributed to a new level of vibrancy, while retaining a comfortable, connected feel that appeals to residents, business and visitors. Many more people live Downtown, and housing choices include a wide range of pricing options.

Overlake has become a regional urban center that is the location of internationally known companies, corporate headquarters, high technology research and development companies, and many other businesses. While intensively and efficiently developed, the employment areas retain their campus-like feel due to attractive landscaping and the protection of significant trees and other important natural features.

During the past 20 years, redevelopment of Overlake Village has brought retail storefronts closer to the street and improvements to streetscapes to reflect the green character of Redmond, making the area more hospitable to transit, pedestrians and bicyclists. This portion of Overlake has also become much more diverse, featuring small neighborhoods with a variety of housing choices, small-scale shopping and services to serve employees and residents, and connections to a network of parks, sidewalks, trails and transit...
services. In many ways, Overlake has demonstrated that high technology uses can thrive in a sustainable urban setting that offers opportunities to live, work, shop and recreate for an increasingly diverse workforce.

Marymoor Local Center is a burgeoning neighborhood that offers a well-designed mix of living, employment, community gathering, education, and shopping opportunities. An efficient street grid has begun to take shape and provides easy access to mixed-use and residential buildings and a variety of thriving businesses. Marymoor is fast becoming a multi-purpose destination accessed by light rail, pedestrian and bike trails, and bus transit. People are drawn to the area’s attractions - proximity to Marymoor Park, a lively daytime and evening social scene, and commercial business opportunities. The pedestrian-oriented streetscapes add to the appeal of this vibrant neighborhood and people find that many of their daily needs are met locally.

Redmond in 2030 has maintained a very green character. Citizens benefit from its livability which contributes to the general quality of life. The city is framed within a beautiful natural setting and open spaces. An abundance of trees continues to define Redmond’s physical appearance, including forested hillsides that flank the Sammamish Valley, Lake Sammamish and Bear Creek. A system of interconnected open spaces provides habitat for a variety of wildlife. The city prides itself for its environmental stewardship, including an emphasis on sustainable land use and development patterns, landscaping that requires little watering, and other techniques to protect and conserve the natural environment, while flourishing as a successful urban community. The open space and agricultural character of the north Sammamish Valley has been maintained and is highly valued by the community. Through the joint efforts of Redmond, King County and Washington State, the areas north and east of the city remain rural.

Organization of This Element

Introduction

A. General Land Use Policies

Growth Management
Land Use Compatibility
Community Facilities and Services
Green Infrastructure
Open Space and Resource Protection

B. Land Use Plan Map and Designations

Residential
Commercial
Urban Centers
Other Employment
Design District
Urban Recreation, Semirural
Parks and Open Space

Introduction

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

The pattern of uses that make up Redmond help support the community’s long-term vision and goals by describing locations where development is appropriate and where there are the desired intensity and general character. Redmond’s preferred land use pattern is summarized in Framework Policy FW-13.

FW-13 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 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;
• Provides for the transition of the Marymoor Local Center to be a location that includes housing, services and a diversity of employment opportunities;
• Retains and encourages research and development, high technology and manufacturing uses in portions of Overlake, Downtown, Willows and Southeast Redmond;
• Provides for industrial uses in suitable areas such as Southeast Redmond;
• Provides opportunities to meet daily shopping or service needs close to residences and work places;
• Maintains and enhances an extensive system of parks, trails and open space; and
• Advances sustainable land development and best management practices, multimodal travel and a high-quality natural environment.

A. General Land Use Policies

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

Growth Management

The goals that are the foundation of Washington’s Growth Management Act are consistent with the hopes for the community expressed by people who live or work in Redmond. These goals include encouraging efficient development in urban areas to retain open space, providing a variety of housing types and sustainable economic growth, focusing population and employment growth in cities, ensuring that public facilities and services are adequate, and investing in transportation to support planned land use and to provide travel choices. VISION 2040 calls for compact communities and centers with densities that support transit service and walking. It also calls for each city to identify one or more central places for compact, mixed-use development that will reinforce effective use of urban land.

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

<table>
<thead>
<tr>
<th>Table LU-1</th>
<th>Redmond Development</th>
<th>2010 Actual and 2030 Growth Target</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2010</td>
<td>Increase</td>
</tr>
<tr>
<td>Dwelling Units</td>
<td>25,000</td>
<td>11,500</td>
</tr>
<tr>
<td>Commercial Space (Million GFA)</td>
<td>29</td>
<td>11</td>
</tr>
</tbody>
</table>
**LU-2** Ensure that development regulations, including the allowed density, uses and site requirements, provide for achievement of Redmond’s preferred land use pattern.

**LU-3** Allow new development only where adequate public facilities and services can be provided.

**LU-4** Encourage sustainable development of both public and private lands in Redmond through the use of techniques, such as green building and green infrastructure.

**LU-5** Provide an appropriate level of flexibility through development regulations to promote efficient use of buildable land. Balance this flexibility with other community goals and the need for predictability in decision making. Achieve this through measures such as clustering that preserve open space and administrative variances for minor variations.

**LU-6** Encourage infill development on suitable vacant parcels and redevelopment of underutilized parcels. Ensure that the height, bulk and design of infill and redevelopment projects are compatible with their surroundings.

**LU-7** Provide opportunities for shops, services, recreation and access to healthy food sources within walking or bicycling distance of homes, work places and other gathering places.

**LU-8** Design developments to encourage access by modes of travel other than driving alone, such as walking, bicycling and transit, and to provide connections to the nonmotorized system.

---

**Land Use Compatibility**

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

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

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

LU-9 **Maintain development regulations to promote compatibility between uses; retain desired neighborhood character; ensure adequate light, air and open space; protect and improve environmental quality; and manage potential impacts on public facilities and services.** Through these regulations address features, including but not limited to:

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

LU-10 **Consider using special site standards and design standards for residential development to:**

- Provide variety in building and site design and visually appealing streetscapes in residential developments of several dwellings or more;
- Minimize significant impacts, such as loss of light or privacy, from large residential infill buildings on adjacent residents;
- Promote compatibility with Redmond’s residential neighborhoods and avoid an appearance of overcrowding when rezones will increase residential development capacity or when density bonuses or flexibility in site standards are utilized; and
- Emphasize features typical of detached single-family dwellings, such as pitched roofs, single points of entry and window trim, as part of residential structures containing two or more dwelling units.

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

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

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

LU-13 **Avoid unwarranted complaints from residential uses proposed for location within or adjacent to Manufacturing Park or Industrial zones with businesses that comply with performance standards and other applicable regulations. Require applicants to use techniques, such as notifying potential residents that a variety of activities may occur on designated Manufacturing Park and Industrial land that may create undesirable or harmful impacts.**

**Community Facilities and Human Services**

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

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

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

**LU-15** Support equitable delivery of and access to human services by allowing these uses in suitable locations and encouraging their creation through incentives or bonuses and other innovative measures.

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

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

Wetland buffer sign at Perrigo Park

Workers improve trail surfacing along the East Lake Sammamish Trail
environment. Consider allowing all essential public facilities in the Manufacturing Park zone if such uses are not compatible elsewhere.

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

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

**LU-18** Incorporate consideration of physical health and well-being into local decision making by locating, designing and operating public facilities and services in a manner that:

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

• Providing wildlife habitat.

In addition, green infrastructure provides benefits to Redmond, such as:
- Making the city more beautiful;
- Providing peaceful, restful places;
- Increasing recreational opportunities; and
- Improving the health of members of the community.

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

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

**LU-19** Recognize green infrastructure as a capital/public asset. Monitor and regularly report on the City’s progress in preserving, enhancing and expanding upon its inventory of green infrastructure, including but not limited to:

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

---

**Green Infrastructure**

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

- Cleaning the water in our streams,
- Reducing flooding,
- Improving air quality, and
Open Space and Resource Protection

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

LU-20 Promote use of techniques, such as current use taxation programs, stormwater utility funds, conservation easements, sensitive site planning, best land management practices and flexible regulations, to help retain and protect open space, environmentally critical areas, unique natural features and small farms.

A transfer of development rights program or purchase of development rights programs can help protect lands with large amounts of sensitive areas and wildlife habitats, such as in the Northern Sammamish Valley, while accommodating growth. A transfer of development rights program allows a property owner to use or sell the development rights to increase the development intensity on properties included within designated receiving areas.

LU-21 Maintain and promote Redmond’s transfer of development rights program (TDR) for properties deemed by the City as warranting protection through development rights transfer, such as critical wildlife habitat, Historic Landmarks, properties zoned Urban Recreation and nearby rural areas. Allow transfer of development rights to designated receiving areas where development is desired. Limit the amount that the maximum permitted number of parking stalls may be exceeded when using TDRs. Consider purchase of transferable development rights as funds become available.

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

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

LU-22 Pursue methods to emphasize the City’s and County’s commitment to maintaining and enhancing agricultural and rural areas north and east of Redmond by:
- Working jointly with other jurisdictions to develop and use effective tools to preserve rural and agricultural areas. Examples of tools include transfer and purchase of development rights, conservation easements and current use taxation programs.
- Encouraging businesses, programs and other uses that support agricultural uses as part of Redmond's local economy, such as local farmers markets, community-supported agriculture and other local
produce programs.
• Excluding rural and resource lands from the Urban Growth Area.

**LU-23** Prohibit extension of urban levels of services into designated agricultural and rural lands in unincorporated King County. Allow exceptions to serve uses compatible with agricultural or rural uses or to serve other urban areas, where the extension will not encourage agricultural or rural conversion. Prohibit rural uses from connecting to urban facilities or services when extended except to resolve health emergencies.

**LU-24** Ensure that uses adjacent to designated agricultural lands do not interfere with farm uses. Prevent interference through techniques, including but not limited to:
• Separating uses with buffers, setbacks, topography or other means.
• Promoting uses that are compatible and prohibiting uses that are not compatible with agricultural uses.
• Giving notice on plats, plans, and development and building permits issued on properties within 500 feet of designated agricultural lands that a variety of agricultural activities may occur that are not compatible with some development.

To the south and west, Redmond adjoins existing cities. Other boundaries are adjacent to rural areas. Where possible and sensible, Redmond's Urban Growth Area and Zoning Code should provide for green buffers and other protected natural areas to help maintain Redmond’s distinct natural identity, to support native flora and fauna, and to help mitigate increasing strains on clean air and water. Green buffers could include rural areas, resource lands or dedicated open space.
**LU-25** Create and maintain Redmond as a place distinct from adjacent communities by establishing, where practical, green buffers, habitat corridors, preserved natural areas and distinctive gateways with features, such as native landscaping, art and markers in other locations.

**B. Land Use Plan Map and Designations**

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

**LU-26** Ensure that decisions on land use designations and zoning are consistent with the City’s vision and policies as articulated in the Redmond Comprehensive Plan, and particularly consider the following:

- Redmond’s land use and community character objectives;
- Whether development will be directed away from environmentally critical areas and other important natural resources and in a way that minimizes impacts on natural resources;
- The adequacy of the existing and planned transportation system and other public facilities and services;
- Projected need and demand for housing types and commercial space;
- The balance between the amount and type of employment in Redmond and the amount and type of housing in Redmond;
- Suitability of an area for the proposed designation or zone; and
- Opportunities to separate potentially incompatible uses by topography, buffers, zoning transitions or other techniques.

**LU-27** Apply zones consistent with the Comprehensive Land Use Plan Map designations as follows:
Residential
Redmond residents treasure their neighborhoods. Each neighborhood has characteristics that are unique and make it special. There are also qualities that many residents throughout Redmond frequently cite as ones they value about their neighborhoods. These qualities include safety, quiet, friendliness, attractiveness and a feeling of connection to their neighborhoods and to the community as a whole.

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

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

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

General Policies
**LU-28  Promote attractive, friendly, safe, quiet and diverse residential neighborhoods throughout the city, including low- and moderate-density single-family to high-density residential neighborhoods.**
**LU-29** Designate allowed residential densities and housing types to provide for a housing stock that includes a range of choices to meet all economic segments and household types, including those with special needs related to age, health or disability.

**LU-30** Allow some compatible nonresidential uses in Residential zones, such as appropriately scaled schools, religious facilities, home occupations, parks, open spaces, senior centers and day care centers. Maintain standards in the Redmond Zoning Code for locating and designing these uses in a manner that respects the character and scale of the neighborhood.

**LU-31** Consider allowing incentives, such as residential density bonuses, variations in allowed housing type, or flexibility in regulations, if a proposal meets community goals for affordable, senior, size-limited or other types of innovative housing. If not permitted outright or through discretionary review processes, provide for these incentives through pilot programs or other innovative measures.

**LU-32** Promote compatibility of attached single-family housing and, as appropriate, other types of innovative housing with the character of surrounding single-family residences. Pay particular attention when such housing is located in Single-Family Urban zones. Achieve this through techniques, such as:
- Requiring that innovative housing maintains the character and quality of detached single-family homes;
- Ensuring that new residences do not appear oversized for their lot size;
- Ensuring that the height, bulk and design of new residences do not overwhelm existing adjacent residences; and
- Maintaining adequate separation between new residential structures to avoid overcrowding.

### Designation Policies

**LU-33** Single-Family Constrained Designation

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

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

**LU-34** Single-Family Urban Designation

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

*Allowed Uses.*
Implement this designation through zones that allow densities of four to eight dwelling units per gross acre. Apply zones by taking into account the direction in Policies LU-10 and LU-26. Require a minimum site size of one acre for rezones to eight dwelling units per acre.
Permit detached single-family homes; in zones that allow eight dwelling units per acre, attached single-family (multiplex) homes. Also permit the keeping of animals compatible with the size of the property.

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

**LU-35 Allow implementation of the Single-Family Urban designation through the Residential Innovative (RIN) zone in order to:**
- Promote a type of single-family housing (smaller dwelling units) that responds to changing household sizes and ages.
- Blend infill development with existing residential development to help maintain neighborhood character, particularly in neighborhoods with a predominance of small to moderately sized dwelling units.
- Provide opportunities for households of various sizes, ages and incomes to live in a neighborhood by promoting variety in the size, type and price of new single-family development.
- Help to provide appealing and active streetscapes that promote a more walkable and enjoyable neighborhood experience for residents by promoting variety in the size and type of new single-family development.

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

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

**General Policies**

**LU-37** Maintain and enhance a well-distributed system of commercial uses that serve the needs of residential neighborhoods, workplaces and the greater Redmond community. Encourage...
commercial land uses that support or provide services to adjacent land uses to encourage nonmotorized travel.

LU-38 Maintain the Urban Centers (Downtown and Overlake) as the major retail, service, entertainment and cultural centers for the city and the greater Eastside. Ensure that other commercial areas in the city do not detract from the Urban Centers and help to meet other community commercial needs.

LU-39 Ensure that commercial areas of all types are located, designed and developed to:

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

Mixed-use developments may contain retail, office and residential uses within a building or complexes of buildings. In certain circumstances, other uses may be included. Mixed-use developments can reduce vehicle trips, more efficiently use land, and provide concentrations of customers that live or work in the area and benefit retail businesses.

LU-40 Allow mixed-use developments in all Commercial designations. Design these developments to achieve compatibility among the uses and with adjacent uses.

LU-41 Reevaluate periodically the Neighborhood Commercial policies and zoning regulations to determine if updates are needed. Carry this out by:

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

Designation Policies

LU-42 Neighborhood Commercial Designation

Purpose.
Provide for attractively designed small-to medium-scale neighborhood businesses that offer convenience goods and services for the daily needs of nearby neighborhoods and can serve as gathering places. Locate and develop these neighborhood commercial areas to:

• Ensure use, scale and design compatibility with the vicinity neighborhood character;
• Provide access from multimodal corridors, transit routes, and existing or planned pedestrian pathways and
bikeways to help minimize additional motorized trips on local streets; and

- Serve as multi-seasonal neighborhood gathering and meeting places, complementary to and in close proximity to other uses, such as parks and open spaces, places of employment or multifamily residences.

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

In the NC-1 zone, permit limited retail, service and other businesses that serve the immediate neighborhood and are small scale. Examples include small-scale food stores, coffee shops, dry cleaning outlets, and cultural or recreational facilities. Limit commercial site size to one acre or less.

In the NC-2 zone, permit limited retail, service and other businesses that serve the immediate neighborhood and are medium scale. Examples include medium-scale food stores, coffee shops, dry cleaning outlets, small-scale medical and dental services, convenience service stations, and cultural or recreational facilities. Limit commercial site size to three acres or less.

**LU-43 Maintain compatibility with and limit impacts to the vicinity neighborhood character by considering application of NC-1 zones in locations that at a minimum meet the following criteria:**

- Include no more than one acre of combined commercial use and associated parking;
  - Are more than one-half mile from the Downtown and Overlake Urban Centers;
  - Are along streets with a classification of collector arterial or higher to support multiple modes of travel;
MAP LU-2

Neighborhood Commercial Overlay Zones

Effective: December 17, 2011

Legend:
- Prohibited areas for rezone to Neighborhood Commercial
- Neighborhood Commercial Overlay zone
- Allowed locations for any requested Neighborhood Commercial rezone within each of six overlay zones
- City Limit

Note: Each of these overlay zones would allow no more than one change to land use and zoning designation for the purpose of subsequent development as small-scale Neighborhood Commercial. Consideration of an application for change to land use and zoning designation of Neighborhood Commercial would include neighborhood-wide benefits and a Neighborhood Commercial Review Panel process.
Currently include at least one of the following within one-quarter mile: existing or planned park facility, Multifamily Residential-zoned property, or business-zoned property, including Business Park, General Commercial, Gateway Design District, Neighborhood Commercial, Manufacturing Park or Overlake Business and Advanced Technology Zone; and

• Provide sufficient parking on street, on-site—or both.

**LU-44 Maintain compatibility with and limit impacts to the vicinity neighborhood character by considering application of NC-2 zones in locations that at a minimum meet the following criteria:**

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

**LU-46 Design neighborhood commercial markets to fit with adjacent uses and neighborhoods, especially by:**

• Ensuring that residential neighborhoods maintain their existing, predominantly residential character and that commercial use does not become a defining element;
• Requiring that neighborhood businesses maintain high visual quality and are consistent in size, height, bulk and design with adjacent uses;
• Using landscaping to enhance compatibility, provide screening, and promote transitions between the commercial uses and adjacent and nearby residential uses;
• Regulating signs and lighting to enhance compatibility, avoid visual clutter, and prevent light trespass onto adjacent uses;
• Placing parking areas away from existing residences;
• Siting and limiting the size of parking lots to encourage the use of alternative travel modes and to avoid large areas of paved surfaces;
• Including features, such as convenient sidewalks and bicycle parking facilities, that encourage access by pedestrians and bicyclists;
• Providing a portion of the required open space as multi-seasonal places for people to gather and for pedestrian-oriented amenities, including public courtyard or plaza;
• Using a portion of the required open space and landscaping where appropriate for multiple purposes, such as on-site stormwater management and native or edible gardens; and
• Regulating hours of operation as needed.

**LU-45 Prohibit modifications of land use and zoning designations to Neighborhood Commercial (NC-1 or NC-2) from the following underlying zones: RA-5, R-1, MP, BP, Industrial and OBAT zones.**

**LU-47 General Commercial Designation Purpose.**

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

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

**Urban and Local Centers**
Center designations are a strategy employed in King County and in the central Puget Sound region for purposes of growth management and transportation planning and for programming of regional transportation funds to areas of concentrated growth.

Urban Centers within the county and Regional Growth Centers within the region are envisioned as higher-density focal points within communities, attracting people and businesses to an excellent multimodal transportation system and diverse economic opportunities, a variety of well-designed and distinctive places to live, and proximity to shopping, recreation and other amenities. Urban Centers are also intended to support more sustainable land use by accommodating growth in urban locations and reducing sprawl.

Local Centers are activity nodes where employment, services, and housing are accommodated in a compact manner and at sufficient densities to make efficient use of urban land, and support transit and other multimodal access.

Redmond’s policies and regulations for these locations meet the housing, employment, transit, and urban design criteria for regional and local centers.

**Urban Centers**
Redmond’s Downtown and Overlake are both major activity and employment centers. The Comprehensive Plan continues to direct the majority of the city’s employment and housing growth to these two areas. In recognition and support of this continued growth, portions of the Downtown and Overlake Neighborhoods are designated as Urban Centers by the King County Countywide Planning Policies and as Regional Growth Centers by the Puget Sound Regional Council as part of VISION 2040. The Urban Centers Element contains policies specific to the two urban centers and includes maps that show the urban center boundaries.

**Local Centers**
Although local centers are not regionally designated, Marymoor’s existing and planned growth exhibits many attributes of a local center albeit smaller in scale than Redmond’s two urban centers. Policies in several elements of the Comprehensive Plan support Redmond’s designation by guiding the transition of the this area to an attractive an vibrant urban neighborhood. Map N-SER-2 shows the Marymoor Local Center boundaries.

**General Policies**

**LU-48** Designate portions of Redmond’s Downtown and the Overlake neighborhoods as Urban Centers under the Countywide Planning Policies and Regional Growth Centers under VISION 2040. Recognize these areas as such in all relevant local, regional policy, planning and programming forums. Through plans and implementation strategies, encourage and accommodate focused office, retail and housing growth, and a broad array of complementary land uses. Prioritize capital investment funds to build the necessary infrastructure for these Urban
Centers, including transportation, utilities, stormwater management and parks. Also, emphasize support for transit use, pedestrians and bicycling.

**LU-49** Leverage local, regional, state and federal agency funding for needed public facilities and services within Redmond’s Urban Centers. Give priority to these centers for transit service and improvements, as well as for other transportation projects that will increase mobility to, from and within these Urban Centers.

**LU-50** Establish development standards, including level of service standards, impact fees, and public facility plans and funding strategies, to focus development within Redmond’s Urban Centers. Periodically review development within these areas to identify and resolve barriers to efficient and predictable permitting. Consider City preparation of SEPA review if issues can be addressed on an area-wide basis to resolve barriers.

**LU-50.1** Designate a portion of Southeast Redmond as the Marymoor Local Center where employment, services, and housing are accommodated in a compact manner and at sufficient densities to make efficient use of urban land, and where transit and other multimodal access is supported through policies and regulations that guide planned growth and investments for this area.

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

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

**LU-52** Overlake Mixed-Use Designation

**Purpose.** Maintain and encourage Overlake as a place that:
- Serves an important local and regional economic role as a center for advanced technology uses, research and development, corporate offices, distribution and compatible manufacturing;
- Encourages high-quality, compact development, while recognizing that many corporate developments will retain their campus-like character;
- Provides an intense comparison commercial shopping district that supports and complements nearby commercial developments.

**Designation Policies**

**LU-51** Downtown Mixed-Use Designation

**Purpose.** Encourage development of the Downtown
employment and residential areas;
• Includes primarily in Overlake Village mid-rise, mixed-use neighborhoods that provide attractive and safe places to live close to amenities, such as restaurants, frequent transit service, and a network of parks, sidewalks and trails; and

• Emphasizes access for pedestrians and bicycles with attractive “local” streets appropriate for a destination environment;

Allowed Uses.
Implement this designation through the Overlake zones.

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

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

LU-52.1 Marymoor Design District Designation
Purpose.
Encourage the development of the Marymoor Design District as a place that:
• Provides a walkable area that develops in a way that leverages investment in light rail and supports Bear Creek, Lake Sammamish and Redmond’s drinking water aquifer and other natural features;
• Provides opportunities for transit-oriented housing, services and employment at and near the planned light rail station;
• Supports business growth and adaptation, and allows general retail and service uses;
• Provides multifamily living opportunities, enhanced by proximity to a regional park and trail, and other services; and
• Provides for a street grid that enhances walkability and connectivity.

Allowed Uses.
Implement this designation throughout the Marymoor Design District zones. In MDD zones 1, 2, 4 and 5, permit compatible manufacturing and wholesale; certain sales and service uses; education, health care, public administration and other institutions, and arts, entertainment and recreation. In MDD zones 1, 2, 3 and 5, also permit multifamily residences (located in either mixed-use or single-use structures).

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

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

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

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

**General Policies**

**LU-53** Provide for business park, manufacturing park and industrial uses in locations that:
- Are suitable for research and development, advanced technology, warehouse, distribution, manufacturing, industrial and similar uses;
- Are located near an arterial or freeway and are served or capable of being served by transit;
- Provide for freight and goods movement;
- Complement the Downtown and Overlake Urban Centers and do not attract uses that are more appropriate in or near a center.

**LU-54** Separate manufacturing uses that create impacts from incompatible uses through techniques, such as creation of buffers or zoning that enables transitions from more intensive to less intensive uses. Take into account during site plan review potential adverse impacts on manufacturing operations due to other proposed uses, as well as potential adverse impacts on nearby uses due to manufacturing operations.
LU-55  Ensure that land use designations along streets that tie manufacturing parks to the regional transportation system are compatible with heavy truck traffic. Consider using truck routes to direct heavy trucks away from residential neighborhoods and commercial areas such as the Downtown where heavy truck traffic is inappropriate.

LU-56  Update periodically standards for minimum lot size and other site requirements for business parks and manufacturing parks to allow for efficient manufacturing development and operations both now and in the future.

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

LU-57  Permit where appropriate adult entertainment facilities in areas designated Business Park and Manufacturing Park.

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

LU-58  Manage the extraction and processing of sand, gravel and other natural resources to prevent conflicts with nearby land uses, protect air quality, and protect ground and surface water quality. Allow exploration and extraction of these resources only when unacceptable impacts on adjoining land uses and natural resources can be satisfactorily prevented. Maintain conditions in the

Redmond Zoning Code concerning transportation access for the site, protection of groundwater resources and other aspects of the natural environment, control of noise and vibration, acceptable hours of operation, buffers and setbacks for the site, and reclamation and future use of the site.

LU-59  Require mining operations to protect groundwater resources and maintain adequate depths between the land surface and the aquifer to protect Redmond’s well system and drinking water.

LU-60  Monitor and comment on the review and enforcement of gravel mine reclamation plans by the State Department of Natural Resources and look especially for provisions to ensure:
• The site will be graded to provide for appropriate redevelopment.
• Any proposed fill material will be tested.
• Grading and proposed fill material adequately protect groundwater resources while allowing for appropriate levels of groundwater recharge.

Designation Policies

LU-61  Business Park Designation
Purpose.
Provide for attractively designed and efficiently used areas for business and manufacturing employment opportunities that complement commercial activities typically found in the Downtown, involve limited outdoor storage and include a high level of amenities.

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

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

**LU-62 Manufacturing Park Designation**

*Purpose.*

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

*Allowed Uses.*

Implement this designation through two zones: Manufacturing Park and Industry. Provide areas primarily for uses, such as manufacturing; research and development; light industry; wholesale, assembly and distribution businesses; and essential public facilities. Limit office and other secondary uses to those that support these primary uses. Consider allowing other limited supportive uses, including but not limited to day care centers, retail vehicle fuel sales and technical colleges. Allow a broader range of commercial uses within the Manufacturing Park Overlay in Southeast Redmond as shown on the Redmond Zoning Map.

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

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

**Design District**

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

**LU-63 Design District Designation**

*Purpose.*

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

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

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

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

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

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

**Urban Recreation, Semirural**

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

**LU-64 Urban Recreation and Open Space Designation**

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

*Allowed Uses.*
Implement this designation through the Urban Recreation zone. Permit uses that fit a constrained area, such as public parks; trails; agricultural uses, including the keeping of animals compatible with the size of the property; riding stables and farm residences.

Consider allowing uses, such as ball fields, outdoor private recreation areas, such as golf courses used primarily for nonmotorized recreation; limited accessory uses, such as a restaurant, and regional utilities.

**LU-65 Semirural Designation**

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

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

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

**LU-66 Encourage clustering on property designated Semirural located in the lower Bear Creek Valley to protect environmentally critical areas. Allow density bonuses provided conditions in the Redmond Zoning Code are met, including but not limited to maintenance of view corridors; provision of small-lot, detached single-family dwellings; dedication of open space; and protection of area wildlife.**
Parks and Open Space

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

LU-67 Park and Open Space Designation

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

Allowed Uses.
Allows for public and private parks; public and private open space; community gardens; produce stands; farmers markets; agricultural uses, including the keeping of animals compatible with the size and location of the property; community centers; golf courses; primarily nonmotorized recreational uses and areas; campgrounds; other public and private nonmotorized recreational activities; and associated commercial uses. Implement this designation by allowing parks and open space in all zones.
each home
as certain as a nest,
safe as a harbor.
Redmond is treasured for its character, natural assets, friendly and welcoming atmosphere, diversity, safety and quiet settings. Redmond includes a broad choice of housing types at a range of prices, including affordable homes. During the past 20 years, there has been much more variety in the types and prices of newly constructed homes, including more cottages, accessory dwelling units, attached homes, live-work units and other smaller single-family homes. New homes blend with existing homes and the natural environment, retaining valued characteristics of neighborhoods as they continue to evolve.

While single-family neighborhoods have remained stable, the number and variety of multifamily housing choices have increased significantly, especially in the mixed-use developments in the Urban Centers. Many more people live in Downtown and in Overlake close to employment opportunities, small-scale shopping and services, connections to parks and trails, transit and other amenities. Through careful planning and community involvement, changes and innovation in housing styles and development have been embraced by the whole community. Residents enjoy a feeling of connection to their neighborhoods and to the community as a whole.

Organization of This Element

Introduction

A. Planning Context
   State, County and Regional Direction
   Regional Coordination
   Tracking Policies
   Community Values and Neighborhood Quality

B. Housing Supply
   Jobs/Housing Balance
   Special Needs
   Development Standards

C. Housing Diversity
   Innovative Housing
   Affordability
   Preservation and Rehabilitation
   Incentive Programs
   Funding Support
Introduction
Housing conditions have a direct impact on Redmond's quality of life. Redmond residents place a high value on having a safe and comfortable place to live—a home that is affordable and is located within a neighborhood that is attractive and conveniently located. These factors must be taken into consideration when planning for housing needs to support the City's sustainability principles and ensure that Redmond's high quality of life is maintained.

Since the early 1980s, Redmond's residential makeup has changed dramatically, due largely to increased employment in the city and the region and the subsequent effect on supply and demand for housing. Other factors, such as changes in family size and composition, job types, mobility and inflation, have also contributed to changes in the social and economic factors relating to housing choices.

The Housing Element is closely linked to other elements of the Comprehensive Plan. For example, the Land Use Element defines the intent and location of Residential land use designations and densities within Redmond. The Neighborhoods Element contains policies that will serve to guide the implementation of housing policies in specific neighborhoods. The Human Services Element emphasizes the need for access to affordable housing as a critical aspect of a socially sustainable community. Policies relevant to housing in terms of the provision of infrastructure and services are described in the Capital Facilities and Utilities Elements. A full understanding of Redmond's housing policies and plans should include an examination of these other elements of the Comprehensive Plan.

A. Planning Context

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

State, County and Regional Direction

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

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

The GMA also states that local Housing Elements must include an inventory and analysis of existing and projected housing needs. In partnership with other cities in East King County, the City through A Regional Coalition for Housing (ARCH) has prepared a housing needs analysis that covers Redmond and the broader East King County area. This analysis is an addendum to the Housing Element.

The Countywide Planning Policies (CPPs), in addition to reaffirming the GMA housing goals, require all cities to share the responsibility for achieving a rational and equitable distribution of affordable housing in King County. Communities in King County agreed that new housing should provide a mix of affordability that reflects the existing countywide mix of household income. The household income demographics for King County have remained fairly steady since the early 1990s, with approximately 24 percent of the King County population consisting of low-income households (those earning 50 percent or less of the King County Median Income) and 17 percent of the population consisting of moderate-income households (those earning 80 percent or less of the King County Median Income). Between 1990 and 2010, market conditions and Redmond's regulations and policies were reasonably successful at helping to achieve the 17 percent target for moderate-income households in Redmond, but fell significantly short of achieving the minimum 24 percent target for low-income households.
The CPPs also direct cities to consider strategies to address affordable housing needs, such as:

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

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

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

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

**HO-2** Promote a mix of new residential units and use other strategies that are designed to at a minimum meet the targets called for in the King County Countywide Planning Policies for creating residences that are affordable to low- and moderate-income households.

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

**Regional Coordination**

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

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

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

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

**HO-6 Support housing legislation at the city, county, state and federal levels which promote the goals and policies of the Housing Element.**

### Tracking Policies

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

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

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

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

**HO-8 Adopt and update every three to five years a Strategic Housing Plan to identify specific implementation strategies that address the City’s housing needs, goals and policies.**

**HO-9 Maintain a housing database to inform City officials and the public on the status of the City’s housing market and the effectiveness of Redmond housing policies and regulations.**

**HO-10 Monitor the number, type and affordability of housing units being built annually to ensure consistency with the number of planned housing units, particularly in Mixed-Use zones.**

### Community Values and Neighborhood Quality

Redmond community members have participated in a number of events to help guide policies for the Housing Element of the Comprehensive Plan. Through these events, participants have consistently reported that more variety in housing choices is important to the community, with particular emphasis on creating smaller attached and detached housing units, accessory dwelling units and homeownership opportunities that will help accommodate diversity in affordability levels, age ranges, family sizes, race and ethnicity.
As Redmond’s housing makeup has changed, so has the population. Between 1990 and 2000, persons aged 65 and older represented the fastest growing segment of the population; over the next 20 years, the number of persons in this age group is expected to significantly increase. In 2010, 20- to 34-year-olds represent just over 30 percent of the population, highest among cities in East King County. Further, since 2000, one- and two-person households represent the largest percentage of households in the city, while traditional two-parent households declined slightly in Redmond. Those who have participated in City planning to guide the direction for housing have identified the importance of providing for the needs of these changing household types and supported policies that would encourage a mix of housing styles and sizes. In addition to meeting the housing demands created by job growth, residents have cited the need to provide housing choices that allow seniors to age in place, families to remain close to one another, and people of all abilities and cultures to have equal opportunities to live in Redmond.

**HO-11** Encourage the development of a variety of housing types, sizes and densities throughout the city to accommodate the diverse needs of Redmond residents through changes in age, family size and various life changes, including:

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

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

**HO-13** Promote fair and equal access to housing for all persons and prohibit any activity that results in discrimination in housing.
Neighborhood planning for each of Redmond's distinct neighborhoods is integral to creating quality housing development. Basic design principles that contribute to neighborhood quality and land use compatibility include: quality open space and landscaping, adequate provision for transportation facilities, sufficient parks and public facilities designed in a sustainable manner, pedestrian amenities such as sidewalks, and safe public and private spaces.

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

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

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

**HO-16** Provide physical infrastructure, recreational and cultural amenities, and educational facilities in Downtown and

---

**Overlake to support the creation of attractive neighborhoods for residents of all ages, incomes and household types.**

---

**B. Housing Supply**

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

**HO-17** Prohibit any rezone that results in a reduction in residential capacity without first approving another rezone or rezones, resulting in at least a replacement of the lost residential capacity elsewhere in the city.

---

**Jobs/Housing Balance**

In addition to addressing the needs of existing residents, the City must plan for meeting the needs of future residents. Much of the demand for future residential growth will come from employment growth within Redmond and the region. To meet that need adequately, there must be a sufficient supply of new housing that must be affordable to a range of incomes.

The Countywide Planning Policies (CPPs) establish minimum job and housing targets for each jurisdiction in King County. As part of the process to update the regional job and housing targets, emphasis was placed on focusing growth in the region's urban centers, including Overlake and Downtown. Within King County, 30 percent of the new jobs anticipated...
through 2030 are expected to be located on the Eastside, resulting in a significant demand for housing. Demand for housing from employment growth exceeds the planned housing growth on the Eastside. The Housing Needs Analysis indicates that in East King County, and in particular Redmond, there is already an excess demand for housing from employment than there is housing available.

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

**HO-18 Ensure an appropriate supply and mix of housing and affordability levels to meet the needs of people who work and desire to live in Redmond, especially near existing and planned employment centers, such as Downtown, Overlake and SE Redmond.**

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

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

**Special Needs**

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

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

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

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

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

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

**HO-26 Encourage a range of housing types for seniors affordable at a variety of incomes, such as independent living, various degrees of assisted living and skilled nursing care.**
facilities. Strive to increase opportunities for seniors to live in accessible housing with services nearby.

**HO-27** Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain in their own neighborhood as their housing needs change.

**HO-28** Work with other jurisdictions and health and social service organizations to develop a coordinated, regional approach to homelessness.

### Development Standards

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

**HO-29** Craft regulations and procedures to provide a high degree of certainty and predictability to applicants and the community-at-large to minimize unnecessary time delays in the review of residential permit applications, while still maintaining opportunities for public involvement and review.
HO-30 Encourage the use of innovative development review processes to promote sustainability, flexibility in development standards and affordability in housing construction.

C. Housing Diversity

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

Innovative Housing

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

HO-31 Support and encourage through use of appropriate incentives innovative and creative responses to meet Redmond’s needs for housing affordability and diversity for a variety of household sizes, incomes, types and ages. Examples include, but are not limited to: cottage housing, size-limited structures, cohousing, accessory dwelling units, and attached units (two to four units per building) that are designed to fit the general character and bulk of other single-family homes in the neighborhood in which the new housing is located.

HO-32 Promote the development of accessory dwelling units (ADUs) within new and existing single-family developments. Consider incentives for new housing developments that include a percentage of ADUs as part of the new construction, as well as explore opportunities to promote ADU construction in existing homes.

HO-33 [Repealed]

Affordability

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

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

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

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

Using the definition of “housing affordability” together with the 2010 median income of $85,600 for a four-person household, Table HO-1 represents the amount of money that Redmond individuals and families earning median income or less can afford to pay for rental and ownership housing:

**Table HO-1: Affordable Rents and Prices Based on 2010 King County Median Income**

<table>
<thead>
<tr>
<th>Income Group</th>
<th>2010 Annual Household Income*</th>
<th>Maximum Affordable Monthly Rent/Utility**</th>
<th>Maximum Affordable House Price***</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low-Income (&lt; 30 percent)</td>
<td>$25,680</td>
<td>$549</td>
<td>---</td>
</tr>
<tr>
<td>Low-Income (50 percent)</td>
<td>$42,800</td>
<td>$978</td>
<td>$132,800</td>
</tr>
<tr>
<td>Moderate-Income (80 percent)</td>
<td>$68,480</td>
<td>$1620</td>
<td>$233,700</td>
</tr>
<tr>
<td>Median-Income (100 percent)</td>
<td>$85,600</td>
<td>$2,048</td>
<td>$300,900</td>
</tr>
</tbody>
</table>

* Based on a household size of four.
** Assumes 30 percent of household income goes to housing costs.
*** Assumes 10 percent down payment on a 30-year fixed mortgage at 6 percent and an allowance for property taxes, hazard insurance and homeowner dues. An increase in mortgage rate to 7 percent will increase overall price by approximately 8 percent.

In 2010 the average sales price for all housing in Redmond was approximately $491,000. The average sales price during the same period for attached housing was approximately $286,300 and approximately $596,000 for detached housing. The average rent for all apartments, with a 4.4 percent vacancy rate, was $1,200 per month.

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

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

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

**HO-34** Promote a mix of housing for all income levels, including a portion of housing that is affordable to households earning 80 percent or less of the King County Median Income, as well as housing that is affordable to households earning between 80 to 120 percent of median income and above. In addition, support the development of housing that is affordable to households earning 50 percent or less of the King County Median Income, including housing affordable to households earning less than 30 percent of median income, to address affordable housing targets.

**HO-35** Promote voluntary efforts to provide a reasonable portion of affordable housing within new housing developments until such time as each neighborhood plan is updated to address affordability requirements.

**HO-36** Encourage the dispersal of affordable housing throughout the city. Some clustering of affordable housing may be appropriate if proximity to public transportation, medical facilities or other essential services is necessary.

**HO-37** Provide incentives and bonuses intended to minimize or eliminate any additional costs to the developer/builder associated with providing housing that is affordable to low- and moderate-income households.

**HO-38** As part of any rezone that increases residential capacity, consider requiring a portion of units to be affordable to low- and moderate-income households.

**HO-39** Encourage housing ownership or rental opportunities for all economic segments of the Redmond community.

**HO-40** Allow manufactured homes in all zones where residential development is permitted in the city.

**Preservation and Rehabilitation**

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

**HO-41** Encourage and support efforts to maintain opportunities for lower-cost housing where relatively affordable housing exists through preservation or other efforts and particularly in centers where most redevelopment pressure will occur.

**HO-42** Cooperate with nonprofit housing organizations and regional efforts to develop a long-term management strategy for creating and preserving existing subsidized affordable housing.

**HO-43** Encourage individual homeowners to reinvest in their homes by providing information and referrals to other appropriate agencies, such as the King County Home Repair program.

**Incentive Programs**

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

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

Redmond should also continue to explore incentives for new types of innovative housing types. Examples of innovative housing types include cottages, duplexes in single-family neighborhoods, accessory dwelling units and size-limited structures.

**HO-44** Allow incentives, such as bonus densities and flexible design standards, that do not adversely impact the general health, safety and welfare of the public to support and promote the construction of new innovative or affordable housing styles.

**HO-45** Consider granting priority in the development review process for projects that offer 15 percent or more of the proposed residential units at affordable rates.

**Funding Support**

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

Direct local funding is perhaps the most effective step the City of Redmond can take in encouraging the preservation and development of low-income housing. For many projects seeking to serve low-income households, local financial assistance is required for the project to work. Direct funding provided by the City will represent only a small portion of the total development cost of any project. However, by using Redmond’s dollars, a project will be able to leverage significantly greater subsidies from federal, state and county funding sources. Most of the significant funding sources used in King County to develop low-income housing require some funding participation at the local level. For example, $10,000 from Redmond to help develop a single, low-income home may leverage...
as much as $50,000 from county, state or federal funding sources. Other public subsidies include:

- Use surplus land for housing and redevelopment,
- Seek grants to predesign for future infrastructure needs,
- Lobby for regional or statewide affordable housing bond issue,
- Reduce permit fees and impact fee waivers for housing, and
- Consider adoption of property tax credit legislation for affordable housing.

HO-46 Pursue creative methods within existing programs, such as the City’s transfer of development rights (TDR) program, impact fee waivers, ARCH Housing Trust Fund, and state enabling legislation for property tax relief, as a means to provide direct assistance to builders and leverage funds for construction of affordable housing.

HO-47 Help educate builders about the availability of funding and incentive programs to promote the construction of affordable housing in Redmond.

HO-48 Minimize unnecessary housing development costs through regulations and standards contained in the Zoning Code and other City regulatory documents that are balanced with and maintained in concert with public safety considerations and all other goals of the Comprehensive Plan and Zoning Code.

HO-49 Offer exemptions or reduced impact fees for construction of affordable housing units in qualifying developments.

HO-50 Participate in relocation assistance to low- and moderate-income households whose housing may be displaced by condemnation or City-initiated code enforcement.

HO-51 Maintain a City housing trust fund for low- and moderate-income housing that is based on the number of affordable units needed to serve Redmond’s projected population and job growth changes. Base the need for affordable units on Redmond's targets for low- and moderate-income housing as defined in the King County’s Countywide Planning Policies.

HO-52 Use performance measures in order to review the housing trust fund as part of the City’s Budgeting by Priorities process to determine its effectiveness in addressing low- and moderate-income housing needs.

HO-53 Use all available federal, state and county programs, as well as private and nonprofit options for financing affordable housing.

HO-54 Give priority to the use of surplus, publicly owned land for housing that provides for a range of household incomes, with an emphasis on encouraging housing for low-income families.
and set aside abundance
and resolve for those who lack, so they might someday thrive.
Human Services

Future Vision for Redmond: Human Services

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

Introduction

The Human Services Element describes how the City’s efforts in planning, funding, coordinating and improving human services delivery contribute to achieving a more socially sustainable community. It defines the City’s roles and describes many tools used to understand and address Redmond residents’ needs for human services.

When people think about the kinds of services their city offers, they often think of roads, water, and police and fire protection, but probably not human services—those services provided directly to persons struggling to meet their basic needs for food, clothing and shelter, as well as assistance related to employment, health, safety and social support. But building, maintaining and 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 its residents and families are able to thrive. An effective human services delivery system is a crucial component of any healthy, sustainable community.

In 2009 guided by the Comprehensive Plan, the City developed and adopted its first Strategic Plan for Human Services. The Strategic Plan defines the City of Redmond’s many roles, as convener, investor, collaborator and educator, which help to build and sustain a comprehensive and accessible safety net of human services for residents. In partnership with other jurisdictions and organizations, the City identifies needs, designs effective and efficient systems to deliver services, cultivates resources and funds programs. Equally critical, the City develops and implements long-term strategies that will ensure resilient and thriving residents. Finally, the City’s newest resource, 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.

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, focused on ensuring that residents are able to be self-sufficient, contributing members of the community.
HS-2 Encourage agencies serving Redmond residents to make their services as accessible as possible.

HS-3 Work with others throughout King County to determine potential areas for cooperative planning, funding and administrative oversight of human services systems and programs wherever there is promise of increased efficiency or improved delivery of service.

HS-4 Work with the Human Services Commission to promote increased awareness of local need for human services through community education and outreach. Support a stronger and more coordinated local response from the faith, business, school and service communities.

HS-5 Monitor changes in local human services needs and priorities in an ongoing way and adjust the City’s response as appropriate.

HS-6 Work to increase the base of both public and private resources to support programs providing human services with a focus on strategic investments.

HS-7 Utilize available Community Development Block Grant (CDBG) funds in support of affordable housing and other needed community projects.
Transportation
What careful artists' hands trace paths and ways
Future Vision for Redmond: Transportation

Redmond’s 2030 transportation system offers people a variety of real choices for how we get between where we live, work, shop and play.

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

The City has invested strategically and leveraged regional funds to ensure a safe, well-maintained system, improve transportation choices and mobility, and support our two Urban Centers, Downtown and Overlake. Neighborhoods have increased access to the hubs of Downtown and Overlake, neighboring cities and the region. Significant investments in SR 520, I-405, and regional and local transit routes have improved mobility for people and goods. In Redmond roadway projects have been built where needed to improve safety and operating efficiency or to create more accessible connections. The City continues to maintain an effective system of access and circulation for delivery and freight. Streetscapes are attractive, well designed, and enhance environmental quality for various travel modes.

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

Organization of This Element

Introduction

A. Streets

B. Local and Regional Transit

C. Walking and Bicycling

D. Transportation Demand Management

E. Parking

F. Regional Transportation

G. Concurrency and Level of Service

H. Transportation Revenue

I. Maintaining Community Character and Enhancing the Environment

J. Neighborhood Traffic Calming

K. Safety

L. Transportation Master Plan
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 by:

• Developing a transportation system that supports mixed land uses, particularly in the Downtown and Overlake Urban Centers and in the Marymoor Local Center;
• Offering multimodal travel choices; and
• 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, work and recreate in Redmond.

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

TR-4 Maintain standards for the design, construction, and safe and efficient operation of streets in Redmond and achieve the following as part of the development process:
• Require that all streets be complete streets, built to accommodate all travel modes in compliance with the City’s design standards and plans for streets, bicycles and pedestrian facilities;
• Require that all property be conveniently accessible from streets, walkways and trails, subject to environmental limitations;
• Maintain continuity of the street pattern by avoiding dead-end and half-streets not having turnaround provisions;
• Avoid the creation of excessively large blocks and long local access residential streets;
• Complete missing links and improve street connections;
• Wherever possible, separate pedestrians from traffic lanes by the use of street trees and landscaped strips, and avoid the construction of sidewalks next to street curbs;
• Manage access to arterials; and
• Identify specific street improvements that benefit transit operations and work with transit providers to prioritize street improvements.

TR- 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.

B. Local and Regional Transit

Transit is a key element of Redmond’s multimodal 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 channeling future growth into regional growth centers and 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** Complete planning for the extension of Sound Transit’s East Link to Redmond Overlake, Southeast Redmond, and Downtown, within the alignment identified on Map TR-1. Work closely with Sound Transit and other agencies to ensure that the Southwest Redmond Station and Park and Ride is seamlessly integrated into the transit-oriented neighborhood.

**TR-11** Maintain the ability to construct the East Link light rail line on the alignment identified through Sound Transit’s planning process and illustrated on Map TR-1. Once the light rail alignment has been approved, ensure that right-of-way is preserved.

**TR-11.1** Collaborate with Sound Transit and other entities to provide opportunities where appropriate in and around Redmond’s light rail station areas to create diverse, vibrant, mixed-use, mixed-income, transit-oriented development including non-motorized access that connects stations to nearby destinations.

### C. 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. 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.
Map TR-1
Sound Transit East Link Project
Light Rail Alignment
Effective: December 17, 2011
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, and the Marymoor Local Center to 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 in the Transportation Master Plan 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.

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

TR-16 Implement the Pedestrian Plan contained in the Transportation Master Plan to:
• Achieve a walkable Redmond community to support active and independent living, health, environmental quality and cost savings for travel;
• Provide for a safe, convenient and coordinated system of sidewalks, trails and pathways, including through routes, crossings and connections, to meet needs for pedestrians;
• Connect neighborhoods and be coordinated with the surrounding jurisdictions to allow people to conveniently travel between and within neighborhoods and local activity centers using nonmotorized 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.

## D. 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 and avoiding the imposition of 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.

E. 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 ongoing 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.

F. Regional Transportation

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

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

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

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

Eastside Transportation Partnership

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

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

State Highways

TR-26 Maintain an inventory of state-owned highways and monitor the
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 either when growth occurs or within six years. 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-27  Use a “Plan-Based” approach as the basis for Redmond’s transportation concurrency management system. Ensure through the Plan-Based approach that the funding of programs, construction of projects and provision of services occur in proportion to the needs of the city and the pace of growth. Ensure that the transportation system, under the Plan-Based approach, explicitly supports achievement of Redmond’s preferred land use pattern and vision.

TR-28  Support planned land use through the use of a citywide person-mile-of-travel-based transportation level of service standard.

Redmond’s transportation level of service standard is established to mean that so long as the growth of the city and the development of the city’s transportation system are proportionate, work in parallel, and are consistent with the Comprehensive Plan, all concurrency management requirements are considered met.

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

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

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

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

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

• Includes a detailed revenue forecast to fund the ongoing 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.

I. 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.

TR-33 Protect air and water resources and conserve energy resources by:
• Maintaining or doing better than under current standards in reducing carbon monoxide, ozone and particulates, 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 existing and future transportation facilities and protecting 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.
J. 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 nonlocal 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 nonlocal traffic. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

K. 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.

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

L. Transportation Master Plan

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

TR-39 Maintain and regularly update the Transportation Master Plan. The Transportation Master Plan is the guide for implementing and funding all transportation programs, projects and services.
TR-40 Identify and implement the long-range Transportation Facilities Plan (TFP) that includes programs, projects and services that can be funded through a sustainable revenue plan.

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

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

- Meet basic safety needs for all transportation users and travel modes;
- Maintain a state of good repair for the basic needs of all transportation users; maintain the system and reconstruct and replace transportation facilities to meet current standards for all modes throughout the city;
- Protect and enhance the natural environment, including water and air;
- Support the Downtown and Overlake Urban Centers as the city’s areas for the majority of growth, destinations and mixed land uses;
- Complete neighborhood connections;
- Provide travel choices for all modes;
- Implement priority corridors to connect key destinations;
- Prepare for high capacity transit (East Link light rail, express bus service and bus rapid transit);
- Design, construct and operate the transportation system in support of the city’s distinct land use patterns, values and community character to create people oriented places;
- Facilitate safe and efficient movements of people, goods and services;
- Maximize the usefulness and efficient use of the existing transportation system, complete and integrate all modal systems, apply technology and coordinate with other plans; and
- Leverage funding.

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

- Mode split targets,
- Trip length targets,
- Delivery of Transportation Facilities Plan projects and programs,
- Concurrency, and
- Other specific targets and measures identified in the Transportation Master Plan.
Parks, Arts, Recreation, Culture and Conservation
where pilgrims
old and new
trade tales
and play
Future Vision for Redmond:
Parks, Arts, Recreation, Culture and Conservation

In 2030 Redmond has a park and open space system that provides a natural area or recreational opportunity within walking distance of every resident. Parks and trails contribute to a high quality of life in Redmond by providing a full array of opportunities ranging from active recreation, such as sports, games and swimming, to more restful and reflective activities, such as walking and viewing wildlife.

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

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

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

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

Other indoor facilities provide unique recreational opportunities, such as aquatics, indoor sports, fitness and dance classes, life-long learning programs, arts classes and performance space, and drop-in spaces. Collaboration with partners helps Redmond reach its goal to have year-round facilities to serve its residents and employees most efficiently.

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

Organization of this Element

Introduction

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

B. Levels of Service

C. Park and Recreation Facility Development

D. Coordination and Communications

E. Funding Strategies

F. Recreation Programs

G. Trails

H. Conservation

I. Cultural Arts

J. Park Operations and Maintenance

Introduction

One of Redmond’s most attractive features is the large number of high-quality recreational opportunities in the area. The City of Redmond, in cooperation with other public and private agencies, provides exemplary parks, open space, and recreational and cultural facilities and programs for the Redmond community.

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

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

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

This Element is coordinated with the Parks, Arts, Recreation, Culture & Conservation Plan (PARCC Plan), which provides specific implementation strategies to carry out these policies. The PARCC Plan is hereby incorporated by reference into this document. The PARCC Plan is updated every six years to comply with requirements for funding from the State of Washington Recreation and Conservation Office (RCO).

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

PR-1 Provide sustainable parks, trails and recreation centers that support healthy recreation and community building opportunities, innovative recreation programs, and unique art and cultural experiences that continue to build a high quality of life in Redmond.
PR-2 Maintain a PARCC Plan that is consistent with the Comprehensive Plan and is flexible in how it addresses:

- The City’s culturally diverse population and recreational needs;
- Accessibility;
- Cultural and arts programs; and
- Park, trail and recreation levels of service standards.

PR-3 Provide opportunities to improve health by encouraging use of parks and recreation facilities and participation in recreational and educational programs.

PR-4 Encourage conservation and sustainability throughout the Redmond parks and recreation system by preserving significant natural areas, protecting natural resources, and incorporating sustainable design, construction, renovation and maintenance of facilities.

PR-5 Provide a vibrant cultural arts program that:

- Builds community character and promotes public participation in the arts;
- Supports Redmond’s identity as a diverse, innovative, and intellectual community;
- Strengthens cultural and economic vitality in the urban centers;
- Contributes to the quality of life of residents;
- Attracts and retains people and businesses in Redmond; and
- Activates the public realm with signature art and cultural festivals and events.
B. Levels of Service

Level of service standards are used to determine the demand for facilities and services. The State of Washington Recreation and Conservation Office (RCO) has requirements and a guidance document for local jurisdictions to develop levels of service in order to be eligible for grant funding.

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

The City of Redmond’s parks level of service methodologies include a citywide analysis of the following categories:

- **Children’s Play Areas & Outdoor Sports & Fitness Facilities Service Areas:** All residents should have convenient access to these facilities, which is calculated as one mile for sites with higher quantity and quality facilities and a half mile for other sites.

- **Outdoor Sports and Fitness Facilities Service Areas:** All residents and workers in Redmond should have convenient access to outdoor sports and fitness facilities from their residence or office. This is calculated as one mile for sites with higher quantity and quality facilities and a half mile for other sites.

- **Outdoor Sports Fields Usage Rates:** Sports fields should be operated at 80 percent capacity or less. If the facility is used at a higher rate, it triggers the need for additional capacity.

- **Urban Parks Criteria:** Both of Redmond’s urban centers, Downtown and Overlake, should contain sufficient urban park acreage to meet all urban park service criteria:
  - Serve the daily recreational needs of neighboring residents, and at the same time, are destination gathering places
  - Approximately two acres in size or larger
  - Urban parks within an urban center combined or individually can accommodate crowds of up to 10,000 people for community events
  - Sufficient infrastructure to support community events
  - Designed and constructed with quality amenities and materials.
  - **Trails:** The target population has convenient access to public trails from home or office.¹ This is calculated as a quarter mile from trail access points.
  - **Recreation:** Achieve or exceed projected number of registrations per year by program area (exercise, recreation, special events, and arts).

¹ Target population is 100% of residents and 25% of workers in Redmond

PR-6  Develop and maintain level of service standards for parks, trails, children’s play features, and sports and fitness facilities based on service area and population.

PR-7  Distribute parks, trails, and associated recreational amenities throughout Redmond to improve walkability and provide geographically equitable distribution.

PR-8  Account for school properties and non-Redmond parks, trails and amenities within the city and within walking distance of the city.

PR-9  Improve the connectivity of Redmond’s neighborhoods so that residents and workers have convenient access to parks and trails within 1/4 mile of their home or work.

PR-10 Develop distinctive parks in the Downtown and Overlake urban centers that serve local needs for neighborhood gathering places, recreation, public art, and to provide cultural programming and events to support the broader community’s needs and support the city’s economic vitality.
PR-11 Preserve and enhance natural areas within parks to help increase citywide tree canopy.

C. Park and Recreation Facility Development

One of the functions of the City is to develop parks and recreation facilities to meet the needs of the community.

The PARCC Plan defines the categories of parks and facilities as follows (refer to Chapter 4 Parks of the PARCC Plan for detailed definitions):

Neighborhood Parks provide space for active and/or passive recreation. These parks are accessible to nearby residents and business people primarily by walking and bicycling. Neighborhood parks are the smallest parks and vary in size from “pocket” parks that are less than one acre, to 20 acres, and typically have fewer activities or amenities than community parks.

Community Parks provide diverse active recreation opportunities with some passive recreation uses. Community parks generally range in size from 20 acres to 40 acres and have a more regional draw than neighborhood parks. Community parks typically include a variety of active amenities that attract hundreds or thousands of users a day and may also have passive uses and natural areas.

Resource Parks include natural areas under City ownership that will not be developed for active recreation use. Development is typically limited to trails and interpretive and educational opportunities. Resource parks include natural attributes that may support wildlife habitat and/or environmentally critical areas that the City intends to preserve and sometimes enhance.

Urban Parks are parks designed to both host community events and provide day-to-day recreation opportunities for people who live or work in the neighborhood. A significant amount of consideration is taken for the design and construction of these parks compared to others due to their multifaceted nature. They are planned and constructed in the urban centers, have the capacity to host events of up to 10,000 people, have significant infrastructure, and are generally built of high quality materials. Some urban parks may be developed by the private sector; ownership may vary between public and private; nonetheless, they are open to the public per an agreement between the City and owner.

Trail Corridors are City-owned properties in which the primary feature is a developed public trail. These properties are typically linear in shape and relatively narrow when compared to other park properties. Trail Corridors can contain other park-like features that support the trail such as waysides for seating, public art and interpretive signage.

Community Center Properties are properties that support public community centers and other indoor recreation facilities. Typically these include little to no outdoor recreation opportunities. Examples include buildings used for recreational purposes, such as community centers, gymnasiums, pools, and cultural arts centers. This includes planning, programming, designing and constructing or reconstructing facilities. These facilities must meet a wide range of community needs.

Private Parks are typically created by a developer in conjunction with residential development. In most circumstances, this land is controlled by the developer or homeowner association and the parks remain as private property. These parks may be classified as neighborhood parks or resource parks.

The following policies provide guidance for development of future park and recreation facilities:

PR-12 Encourage the development of parks, beautification areas, and gathering places throughout Redmond by coordinating planning efforts with other City departments and private development early in the planning process.

PR-13 Design and construct park facilities in a manner that is compatible with the surrounding neighborhood and is sensitive to the environment.
PR-14 Allow use of natural areas, open space corridors and sensitive habitats at a level that will not compromise the environmental integrity of the area.

PR-15 Integrate public art and park design from the onset of facility planning to create dynamic and interesting public places that are informed by the themes and platforms identified in the Public Art Plan.

PR-16 Design new and renovated facilities utilizing appropriate technology, construction materials and maintenance procedures to gain cost efficiencies and conserve resources.

PR-17 Encourage development of outdoor plazas and squares within public and private developments in the Downtown and Overlake urban centers for community events, visual and performance based public art opportunities, and to encourage community connections.

PR-18 Develop facilities and partnerships to inform and educate the public about the rich natural environment of Redmond. Facilities for environmental education and stewardship could include features like classroom or exhibit space, overlooks of natural features, and a citywide interpretative program for shorelines, streams, native growth protection areas, aquifers and other important natural systems by the appropriate agencies or City departments. (SMP)
PR-19 Replace, renovate and expand existing indoor recreation facilities, or provide new ones, to make spaces available for:

- Community recreation;
- Swimming and aquatics;
- Senior activities;
- Teen activities;
- Activities for children and adults of all abilities;
- Cultural arts;
- Community gatherings; and
- Athletic facilities. (SMP)

PR-20 Prepare a plan to meet the Americans with Disabilities Act (ADA) requirements for outdoor recreation facilities. Design and renovate identified parks and recreational facilities in a manner that will, where feasible, provide safe and accessible use by all persons. (SMP)

PR-21 Assess and appropriately manage risk during the design of parks and recreation facilities.

PR-22 Support and enhance the historic resources within the park and recreation system, including Historic Landmarks.

PR-23 Maintain the historic character of the farmsteads in Redmond through preservation, design and interpretation.

PR-24 Acquire land and develop parks in areas that are experiencing or expected to have significant growth, such as the Downtown and Overlake urban centers, or areas identified as having a deficiency.

D. Coordination and Communication

The City works with many organizations to coordinate facilities and programming and will continue to look for ways to collaborate with existing and new partners. New potential partnerships might include co-development of sports fields and recreational centers.

PR-25 Coordinate short-term and long-term plans for the acquisition, planning, development, use and programming of the PARCC system and adjacent non-City park facilities with City departments, King County, Lake Washington School District, other governmental agencies, and private organizations and individuals to maximize resources and avoid duplication of facilities and services.

PR-26 Develop an interlocal agreement with King County to allow the City to provide permits for the development of City parks within unincorporated King County.

PR-27 Encourage property developers, sports organizations and nonprofits to develop and manage private park facilities to serve the larger community.

PR-28 Actively engage community members during the planning process for new projects. Reach out to a wide variety of people through multiple avenues, and identify facilities desired by those who live and work in Redmond.

PR-29 Strengthen volunteerism with an outreach program to encourage community participation.
E. Funding Strategies

The City acquires land and easements for the parks and recreation system within and adjacent to Redmond. There are a variety of methods to acquire and fund these properties. The following policies describe approaches that the City uses to optimize public resources for these purposes.

PR-30 Develop long-term finance strategies that address the funding needs for future capital projects, public art, and maintenance and operations.

PR-31 Prepare, as part of the PARCC Plan, six-year, ten-year and twenty-year capital project improvement plans for a parks and recreation system that serves those who live or work in Redmond and planned growth, is financially feasible, and can be funded at a level which allows for a reasonable implementation schedule.

PR-32 Explore innovative funding approaches and partnerships with public agencies and private entities for access, acquisition, development and joint maintenance of parks, trails, open space and the arts.

PR-33 Establish and implement financial goals, cost recovery targets, and a subsidy allocation model to inform recreation program decision making.

PR-34 Establish and implement financial goals, cost recovery targets, and a subsidy allocation model to inform recreation program decision making. various land uses.

F. Recreation Programs

These policies describe how the City of Redmond will provide for the recreation and cultural needs of the community. These services are provided for the people of Redmond to enjoy all of the aspects that make up the parks, recreation, arts and open space system.

PR-35 Provide comprehensive and quality recreation, arts, social enrichment, sports, and fitness programs that are:

- Enriching;
- Affordable;
- Suitable for all age groups;
- Inclusive;
- Community focused; and
- Offered at a variety of locations in the city, throughout the year.

PR-36 Foster a healthy community by providing active recreation and educational programming that emphasizes access to a variety of fitness programs, and reduces barriers to participation through means such as beginner level and drop-in classes.

PR-37 Partner with and encourage businesses and community organizations to provide programming and community events that expand recreation opportunities.

PR-38 Provide educational and hands-on recreational opportunities that explore the history of Redmond through historic parks, farms, structures, artifacts, natural environment and cultural life.
PR-39 Continue to give those who live or work in Redmond priority in registering for parks and recreation programs and in renting facilities.

PR-40 Develop an understanding of the cultural and linguistic diversity in the community, and respond with appropriate programming, services, and accompanying communications and marketing materials.

PR-41 Provide a variety of recreational programs that meet the community’s demands for swimming and aquatic activities, dance and movement, gymnasium-based sports, and other activities suitable for a recreation and aquatics center.

PR-42 Allow concessions within parks where such uses support the enjoyment of the park and do not have adverse effects on neighboring property.

G. Trails

There are many existing trails throughout Redmond and the surrounding area which people enjoy for a variety of recreational, as well as alternative, transportation purposes. The PARCC Plan shows the existing and proposed trails in the Redmond area (refer in Chapter 6 Trails of the PARCC Plan, for maps and further information). Most trails are City owned and maintained; however, the Sammamish River Trail is owned and maintained by King County and the SR 520 Bikeway is owned and maintained by the Washington State Department of Transportation. The Redmond/Puget Sound Energy (PSE) Trail is owned primarily by PSE and partially by the City of Redmond, and maintained by the City. There are some trails through private developments that allow public access. In addition, the Sammamish River is designated as a “Blue Trail” that is part of the regional Lakes to Locks water trail system for low-impact, nonmotorized watercraft.

This trail network provides for a system of trails which link public lands with residential, employment and shopping areas throughout the neighborhoods and community. In addition, Redmond’s trail network provides connections with the regional trail system, linking Redmond with surrounding communities and unincorporated King County.

Trails consist of in-park amenities (e.g., the trails at Farrel-McWhirter Park) and the City’s trail network. Various elements of the trail network hierarchy include regional, connector, local trails and blue trails, as defined below (refer to Ch. 6 Trails of the PARCC Plan for more detailed definitions).

**Regional trails** pass through the city, connecting to other jurisdictions and other trails and trail systems. In general, regional trails are physically separated from roads by distance or barriers and should be a minimum of 12 feet wide, with a minimum two-foot-wide graded shoulder.

**Connector trails** are the key linkages between regional trails and other facilities. These trails can be paved or soft surface trails and are typically narrower than regional trails, due to more limited use and constraints.

**Local trails** are typically soft surface trails that range from two-feet to six-feet wide. The trails may be used as neighborhood linking trails, park trails and hiking, off-road bicycling and equestrian trails.

**Blue Trails** are water trails along navigable waters, such as the Sammamish River and Lake Sammamish, within the city.

The Parks and Recreation Department and Planning Department’s Transportation Planning and Engineering Division collaborate on trail development throughout the city. The trail network complements the City’s Bicycle System Plan and Pedestrian System Plan in the Transportation Master Plan, which focus on bicycling and walking as a means of transportation. The trail network is a combination of paved and unpaved surfaces and, wherever possible, are separated from streets.

Effective 6/20/17 Ord 2886
Develop and promote an interconnected community through trails and pathways easily accessed by a variety of trail users.

Maintain and utilize a hierarchy of trails and trail design standards based on function.

Ensure the ease of using the trail system and attract new users by providing a well-designed signage and wayfinding system.

Promote the concept and use of the “Blue Trails” waterways by coordinating with jurisdictions and other organizations in the region.

Promote safe and convenient nonmotorized travel to parks, trails, and recreational facilities through the planning of trails, bike lanes, safe walking routes and public transit routes with City departments, surrounding jurisdictions, state and federal agencies and private organizations to reduce dependence on vehicles.

Cooperate with local, state and federal agencies and private organizations in development of the local and regional trail system.

Encourage development of trails that are separated from traffic, with an emphasis on safety and minimizing conflicts between various trail users.

Encourage King County to develop, maintain and promote the trail on the west side of the Sammamish River to enhance access and views of the Sammamish River, and to develop the missing link along the PSE Trail between Farrel-McWhirter Park and the Redmond Watershed Preserve.

Design development along the Sammamish River to orient toward the river and reinforce its identification as a community gathering place and recreation area in a manner that is sensitive to and protects the natural environment.

Coordinate with Eastside Rail Corridor Regional Advisory Committee partners on the planning and development of the Redmond Central Connector, and connections to the Eastside Rail Corridor and East Lake Sammamish Trail, to provide regional trail use with opportunities for community gathering, park space, art, culture and historic interpretation, as well as for light rail transit, options for other transportation connections and utility placement.

As a complement to the citywide pedestrian pathway system, the City should develop a visual system for enhancing connections to the shoreline and identifying shoreline areas, considering such elements as street graphics, landscaping, street furniture or artwork. (SMP)

Increase use of trails by developing trailheads adjacent to regional or connector trails that can be easily accessed by vehicles or transit. Provide parking, trail information and restrooms at trailheads where appropriate.

Conservation

The character of Redmond is largely determined by its beautiful setting of forests, streams, hills, the Sammamish River and valley, and older farmsteads and homes. Conservation and care of these resources are key factors in maintaining this character.
“Conservation” in this context refers to a range of management techniques and approaches that protect and improve the quality or quantity of land, plants, water, wildlife and fish habitat, aesthetic character, and historic and cultural resources.

**PR-55**  Preserve and manage resource parkland and natural areas within parks whenever feasible to retain Redmond’s visual assets and character, protect wildlife habitat and corridors, enhance urban forest canopy, and support recreational uses that do not compromise environmental integrity.

**PR-56**  Provide a comprehensive urban forestry program focused on restoration and stewardship that enriches natural areas and the environmental health of the city, and enhances the built environment.

**PR-57**  Develop a cross-departmental strategic plan to increase tree canopy across the city and provide a canopy coverage goal, proposed timeline, and methods for achieving the goal.

### I. Cultural Arts

In recent years, Redmond has seen steady population growth, welcomed a diversifying global workforce attracted by robust technology businesses, and garnered a reputation for innovation in digital arts, large-scale outdoor cultural festivals, and a high quality of life. The City has produced three master plans in an effort to guide the development of the Arts and Culture Program over the next 20 years and to achieve several citywide goals in both urban centers:

- Attract and retain a talented global workforce;
- Maintain and improve Redmond’s quality of life by providing amenities that make the city a great place to live;
- Improve vibrancy and vitality of Redmond’s two urban centers, Downtown and Overlake; and
- Establish a cultural identity for Redmond.
PR-58 Support the development of a vibrant and sustainable Downtown Redmond through physical and experiential public art as described in the Master Plan for the Downtown Cultural Corridor.

PR-59 Develop a program to work with public and private developers to integrate art and cultural spaces into new development using the process proposed in the Public Art Plan, Leading with Arts and Cultural Engagement (LACE).

PR-60 Encourage City and community investments in artists, nonprofit organizations, creative businesses, and professional presenting arts institutions to strengthen Redmond’s cultural and creative sectors.

PR-61 Support the development of cultural infrastructure and venues such as cultural centers, urban parks, festival streets, and plazas that accommodate diverse cultural activities and anticipate future community growth.

PR-62 Encourage accessible and inclusive learning environments for artists at all levels and ages throughout the city and actively fill gaps in public art education.

PR-63 Manage and maintain parks and trails through developed Best Management Practices which are guided by the principles of Integrated Pest Management (IPM), Low Impact Development (LID), current conservation principles for energy and water use, asset preservation, cultural resource protection, customer service, and industry safety standards.

PR-64 Manage assets such as buildings, infrastructure and amenities to provide durability and functionality. Practice proactive management that results in replacement or renovation in advance of need.

PR-65 Maintain safe parks, trails and facilities by routinely assessing and addressing needed repairs and providing timely response to emerging issues such as damaged or inoperable facilities, failing utilities or downed trees.

J. Park Operations and Maintenance

Park maintenance activities begin when a park or facility becomes the responsibility of the City of Redmond either through purchase or completion of a constructed park or facility. Strategic, regular maintenance ensures on-going quality and longevity of the park. The ability to provide successful maintenance is positively supported by: well-designed facilities; the use of high-quality materials; established maintenance practices; adequately funded capital project renovation and replacement program; and trained, dedicated, professional maintenance staff.
in founts and pools, on streetlift summer nights.
Future Vision for Redmond: Utilities

The planning and placement of utilities in Redmond has supported the community’s vision for the location and amount of growth. Utility planning for future annexation areas and higher growth areas such as Downtown and Overlake has advanced the vision. The City provides certain utilities in support of the desired location and pace of growth. For those utilities provided by private companies, the City has ensured sufficient area is available to locate such facilities and provided a reasonable regulatory climate.

Utility planning has contributed to a high quality of life for Redmond residents and businesses by ensuring efficient utility delivery. Communications facilities are keeping up with changes in technology. Conservation and protection of existing resources has ensured a continued supply of clean water and energy.

Proper utility planning has also protected Redmond’s natural environment and resources. Upgrades to the sanitary sewer system have eliminated many septic systems, thereby controlling contaminants released into the environment. The City has protected the natural environment by developing stormwater systems to prevent or reduce excess stormwater runoff, by designing and upgrading systems and plans to prevent damage to the environment, by fostering conservation operationally and by implementing low-impact development practices.

Organization of This Element

A. General Utility Policies
B. Water
C. Sewer
D. Stormwater
E. Solid Waste
F. Energy
G. Telecommunications
H. Hazardous Liquid Pipelines

A. General Utility Policies

Adequacy and Phasing of Facilities

The City of Redmond provides a variety of utility services, including water, sewer and stormwater. Investor-owned private utilities, such as solid waste removal, cable, gas, electric and telecommunications, serve the City under franchise or other agreements.

Availability of utilities is an important factor considered by developers when deciding where, when and whether to build. Having adequate utilities
is also very important to people who live or work in Redmond. Therefore, land use and utility policies can work together to help achieve Redmond's vision for the future of the community.

To encourage annexation, public utilities are generally not extended beyond the city limits. However, City services will be allowed outside the city limits to address health and safety issues or to serve areas where previous agreements include the area in the Redmond service area. If service is extended to rural lands due to service agreements, design of the systems must be rural in nature to prevent urban sprawl.

**UT-1** Ensure that adequate public utilities and facilities are planned for, located, extended, and sized consistent with the planned growth described in the Goals, Vision and Framework Policies; Annexation and Regional Planning; and Land Use Elements.

**UT-2** Design and maintain public utility facilities to meet service standards identified in the Capital Facilities Element and corresponding functional plans.

**UT-3** Encourage the use of innovative technologies to:
- Provide and maintain utility services;
- Reduce the negative impacts of additional utility service demands;
- Improve the existing service; and
- Reduce, where appropriate, the overall demand on utility systems.

**UT-4** Prevent extension of City-provided urban utilities to rural areas outside the Urban Growth Area except to meet State Department of Health or other applicable health, safety and welfare codes. Design such extensions to rural standards and do not condition the extension with other urban development standards, such as street widening, sidewalks or street lighting.

**UT-5** If utility extension to an unincorporated area becomes necessary and immediate annexation is not possible per Policy A-10 (Annexation and Regional Planning Element), condition extension with an agreement to annex in a timely manner and an agreement to design the extension to City development standards.

**UT-6** Conduct City operations in a manner that leads by example through activities, such as recycling, water conservation, energy conservation and low-impact development processes whenever possible.

**Economic Considerations**

In order to balance capital expenditures with revenues and still maintain established service standards, new development will have to pay for the portion of facility improvements related to its level of demand on the system. In this respect, both development money and City funds have a role in building the City’s capital infrastructure.

There are cases where one development occurs prior to another and is not adjacent to existing infrastructure. The new development may extend transmission pipes across the frontage of nondeveloped properties and incur the cost of that extension in order to develop their parcel. Reimbursement agreements have been a method that Redmond has used to employ equitable cost sharing for development costs. These provide for a reimbursement to the original developer of costs associated with that portion of the line that is later used by another development. This is one way of maintaining the concept of fair share financing.

In limited cases, public utilities may be extended outside the city limits. However, it is more costly to provide long-term, low-density service. Public utilities presently fund improvements from revenues. If in
the future, general taxes were to be used to fund infrastructure, properties outside the city would benefit from the infrastructure without paying those taxes to fund it. Equity can be established through a differential rate structure or differential connection fees to ensure that city residents are not subsidizing the extension of services outside city boundaries.

Right-of-way acquisition and installation of facilities are also factors in the cost of utilities. Coordination of facility planning can reduce those costs in several ways. For instance, if utilities are notified of roadway construction and repairs, they may be able to place or upgrade lines or pipes at the same time, or several utilities may be able to use the same trench. Right-of-way acquisition cost could be shared where such right-of-way would serve joint uses.

**UT-7** Require development to pay for or construct the growth-related portion of infrastructure needs.

**UT-8** Create equity in financing of capital facilities among city residents and those outside the city by reflecting the full cost of providing service outside city limits; for example, in the Novelty Hill service area.

**UT-9** Promote the efficiency of utility placement both in cost and timing through methods such as the following:
- Collocate public and private utilities in shared trenches or utility corridors, provided that such joint use is consistent with limitations as may be prescribed by applicable legal and safety considerations;
- Coordinate facility planning so that utilities may locate in transportation corridors and other dedicated rights-of-way;
- Provide timely notice to utilities or coordinate with them when the construction or repair of existing and new roadway, bridges or sidewalks is anticipated;
- Provide a reasonable regulatory climate, recognizing that utilities provide a critical service to the community;
- Provide expeditious permitting, recognizing that avoiding utility project delay can minimize service disruptions and associated costs for residents and businesses;
- Design new public infrastructure to allow for projected future utilities that may be placed within those facilities at a later time; and
- Encourage joint use of utility corridors for utilities, recreation and appropriate nonmotorized connections.

**UT-10** Determine utility infrastructure necessary for a given development concurrently with site plan entitlement.

**Environmental Considerations**

Redmond has many natural features, such as fish spawning creeks, open space and forested areas. Minimizing utility intrusion into these areas is a means of protecting these important assets by preventing initial destruction of habitat for installation. When utilities are allowed to build in wetlands, periodic maintenance will require intrusion and constructed access into sensitive areas and may disrupt wildlife during critical reproductive periods. Utility corridors often need to be free of vegetation for maintenance purposes. Similarly, sewage or stormwater lines that are not carefully located, designed and constructed can create undesirable environmental impacts.

Placing utilities underground prevents the need to prune trees and shrubs, which can be detrimental to the plant and often result in oddly shaped plants. Undergrounding also can be more aesthetically pleasing. Though undergrounded facilities may not be readily accessible for maintenance, they can reduce the incidence of power and telecommunications loss due to events, such as storms and auto/utility pole accidents, as well as protect the public from fallen lines. Above ground facilities can be designed to be compatible with or to enhance an area. Examples include Well No. 4, the King County York Pump Station at Willows and NE 124th Street, and the SE Redmond Water tank.
UT-11 Balance the need for provision of utilities at a reasonable cost with the need to protect the environment and natural resources.

UT-12 Design, locate and construct facilities to minimize adverse impacts to the environment and to protect environmentally sensitive areas. Take into account both individual and cumulative impacts. Minimize impacts through actions such as:

- Using construction methods and materials to prevent or minimize the risk of overflows into watercourses and water bodies;
- Locating utility corridors in existing cleared areas;
- Locating utility facilities and corridors outside of wetlands;
- Minimizing crossings of fish-bearing watercourses;
- Using biostabilization, riprap or other engineering techniques to prevent erosion where lines may need to follow steep slopes; and
- Minimizing corridor widths.

UT-13 Require underground installation of all new utility distribution lines, except where underground installation would cause greater environmental harm than alternatives or where the Washington Utilities and Transportation Commission tariff structure is not consistent with this policy. Consider new technologies such as wireless transmission as they become available.
UT-14 Promote the undergrounding of existing utility lines by means such as:

• Requiring undergrounding of utility distribution lines or provide for future undergrounding as a condition for development projects,
• Undergrounding utility distribution lines or provide for future undergrounding as street projects occur,
• Funding undergrounding through a capital improvement program or through formation of a local improvement district, and
• Requiring individual service lines to be undergrounded when significant site improvements are made.

UT-15 Require reasonable screening or architecturally compatible design of above ground utility facilities, such as transformers and associated vaults. Promote high-quality design of utility facilities through measures such as:

• Use of varied and interesting materials,
• Use of color,
• Additions of artwork, and
• Superior landscape design.

B. Water

Sources of Supply

Redmond provides water service to most areas within the city limits, the Novelty Hill Urban Area to the east, and some properties outside the city. The City’s water supply comes from its wells and the Cascade Water Alliance (CWA). CWA supplies water from Seattle Public Utilities (SPU) through connections to SPU’s TolT pipeline No. 2; TolT Tie-line; and the TolT Eastside Supply Line. Redmond operates facilities jointly with the cities of Bellevue and Kirkland. A number of water purveyors service the areas surrounding the city, including Bellevue, Kirkland, Woodinville Water District, Northeast Sammamish Sewer and Water District, Union Hill Water Association, and Sammamish Plateau Water and Sewer District.

Future water supply demands will be met by the City through wholesale purchases from CWA and from Redmond’s wells. To meet the growing needs of its members, CWA will continue to pursue additional sources of water supply. CWA has purchased Lake Tapps as a future water supply resource. Redmond’s well system draws from a shallow aquifer and is susceptible to contamination, especially as urbanization of the Aquifer Recharge zone continues. It is imperative to maintain the water quality of the well source. Redmond’s Wellhead Protection Program helps to preserve the resource. In addition, reducing water use through conservation measures lessens the demand for new supply.

The water service area is shown in the City’s adopted Water System Plan, together with an inventory of water facilities.

UT-16 Continue to utilize, protect and sustain the Redmond well system to maximize the efficiency of the system. Ensure water is treated to meet state and federal drinking water regulations.

UT-17 Protect groundwater sources by maintaining and monitoring a Wellhead Protection Program which guides:

• Land use decisions,
• Development regulations,
• Stormwater facility requirements,
• Coordination with other agencies, and
• Other measures necessary to protect Redmond’s well system.

UT-18 Participate with the Cascade Water Alliance to acquire additional sources of supply for future needs.

UT-19 Reduce average annual and peak day water use by participating
in Cascade Water Alliance’s conservation programs.

Facilities

Standardization of design ensures facilities will be compatible and have a reasonable economic life. There are known and accepted system designs which may be less costly to build, less costly to operate or more reliable, such as looped systems and gravity feed systems. If the City maintains a set of standards, developers can be assured of knowing the standards prior to design, and the public can be assured that the system is designed as an integrated whole. System inter-ties allow cooperation between systems other than Redmond's to provide adequate flow in emergency situations. This reduces the need to build larger and more expensive facilities. Defining service standards offers a way of measuring adequacy and safety performance against community standards.

**UT-20** Design water delivery and storage systems to provide efficient and reliable service, to balance short- and long-term costs, and to comply with state and federal regulations through methods, including but not limited to:
- Use of gravity feed whenever feasible,
- Development of a looped system, and
- Standardization of transmission and distribution facility sizing and materials.

**UT-21** Require new development to construct water system improvements necessary to serve the development and to provide a reliable integrated distribution system.

**UT-22** Maintain adequate storage facilities to meet equalizing and fire demand volume and emergency supply.

**UT-23** Pursue the creation of emergency inter-ties with adjacent purveyors.

Redmond is dependent upon City wells to provide a water source. Preventing and reducing the penetration of the aquifer by numerous individual wells helps to ensure the integrity of City wells against both excessive draw and contamination.

**UT-24** Prohibit the creation of new water systems within the City of Redmond to ensure that Redmond is the primary provider of water service. Facilitate the City being the sole provider by encouraging the connection to City water for those properties on existing private well systems.

**UT-25** Require connection to the City water system for all new development permitted by the City.

**UT-26** Require connection to the City water system for existing uses when development, such as a short plat, subdivision or other significant land use action, occurs to that property.

C. Sewer

Facilities

A majority of Redmond is served by a sanitary sewer. However, there are still a few areas which have on-site disposal systems such as septic tank systems. Most of the proposed annexation areas lack sewer. A proliferation of septic systems can reduce the health and safety of the community. Therefore, Redmond should require or encourage connection to the sanitary sewer.

Redmond needs to ensure standardization of sewer facility design so that facilities will be compatible, less costly and have a reasonable economic life. Standards which include system designs such as gravity flow are less costly and more reliable and therefore should be used. Defining service standards offers a way of measuring performance against community standards. Standardization of design and level of service standards also assists the developer in design and cost calculations.
Regional treatment facilities have replaced local ones in the Seattle Metropolitan area due to environmental reasons and economies of scale. Regional facilities have been able to ensure higher levels of treatment for sewage before release back into the environment. This system will likely be the system of choice for some time into the future. King County, which provides wastewater treatment facilities, currently has sufficient capacity to meet Redmond’s present needs and capacity to serve future demand has been added by construction of the Brightwater Wastewater Treatment Plant.

The sewer service area is shown in the City’s adopted General Sewer Plan, together with an inventory of sewer facilities.

**UT-27** Ensure that the City of Redmond is the primary provider of wastewater service within the city limits.

**UT-28** Require connection to the City wastewater system for all new development and for existing uses when development, such as a short plat, subdivision or other significant land use action, occurs to that property. Extend a waiver in limited circumstances where the economic impact of connection is high and there is no public safety concern.

**UT-29** Design wastewater systems to provide efficient and reliable service while balancing short- and long-term costs. Use gravity collection whenever feasible.

**UT-30** Require development to construct sewer system improvements necessary to serve the development and to use design and construction standards for wastewater facilities that:
- Facilitate long-term operation and maintenance at the lowest reasonable cost,
- Meet or exceed the State Department of Ecology standards,
- Comply with state or federal regulations, and
- Provide a reliable integrated collection system.

**UT-31** Support a regional approach to wastewater treatment by contracting with King County for transmission and treatment of Redmond’s wastewater.

**UT-32** Adopt or allow new technologies for waste disposal if they prove equal or superior to existing methods.

Some areas in Redmond are currently served by septic or other on-site wastewater disposal systems. As urbanization continues, these systems become less viable. Sometimes individuals do not properly pump and maintain their systems. To compensate for poor soil conditions, systems more frequently are incorporating mechanical pumps which require periodic maintenance and flow regulation. Some systems are located in Critical Aquifer Recharge Areas (CARA) and pose potential contamination issues to Redmond’s groundwater supply. Generally, soil type and saturation levels in this area are not well suited to these systems. It is necessary to prevent the proliferation of new systems and to convert the existing on-site systems to sewer in order to protect the public health and safety.

**UT-33** Require existing development to connect to the City wastewater collection system when on-site systems have failed and sewer facilities are available.

**UT-34** Encourage conversion from on-site wastewater disposal systems as sewer lines become available so that all septic systems in the city are eventually eliminated.

**UT-35** Prohibit stormwater connections to the sanitary sewer system and
require separation of stormwater and sewer systems except in cases where the public health and safety calls for such connections.

D. Stormwater

Redmond’s stormwater management programs focus on stormwater runoff, groundwater recharge, surface waters, and riparian (water-related) habitat. Programs address basic conveyance of runoff, flood hazard reduction, water quality issues, riparian habitat protection, and protection of groundwater quality. It is especially important that new development or significant redevelopment effectively manages stormwater with the appropriate facilities to ensure the public’s protection.

UT-36 Maintain, use and require development to use stormwater design and construction standards that:

- Address rate of discharge, water quality and method of storm drainage;
- Incorporate the principles of “Best Management Practices”;
- Address methods to control runoff during construction to limit erosion, siltation and stream channel scouring; and
- Minimize adverse impacts to natural watercourses.

UT-37 Evaluate the feasibility of regional detention and treatment facilities and support their use where the concept proves feasible.

UT-38 Ensure that the design of stormwater management facilities approximates predevelopment levels of infiltration and that they are designed to provide recharge in those areas where recharge is appropriate.

UT-39 Encourage open channel drainage systems, natural or man-made, whenever feasible through

UT-40 Allow stormwater retention/detention facilities to qualify towards fulfilling open space requirements. Tie the percentage allowed to the intensity of use and density: a smaller percentage for low-density residential graduating to a higher percentage for high-density residential and nonresidential.

UT-41 Encourage incorporation of natural systems into building designs to minimize runoff. Examples of such designs are sod roofs or rainwater capture to provide on-site landscape watering.

UT-42 Pursue the development of street standards that incorporate natural systems into the design of the streets. Examples of this are swales planted with native vegetation, such as the Street Edge Alternative (SEA) project, a natural drainage roadway in Seattle’s Broadview neighborhood.

There are a number of mandates for groundwater management plans. Even without these mandates, groundwater management is important for Redmond because the City relies on groundwater for a water supply source. Drainage basins extend across city limits and as such require cooperation to manage.
UT-43 Use the 2001 Western Washington Stormwater Management Manual with adjustments to suit local conditions when conditioning development or designing systems.

UT-44 Cooperate and participate in groundwater management and basin plans with surrounding jurisdictions and implement policies where local action is feasible.

Private maintenance of stormwater facilities such as private oil separators is not always performed or is performed improperly. If these systems are not properly maintained, they become dysfunctional, defeating the purpose of requiring such systems.

Ground and surface water management must deal with this; with setting standards for storage, disposal and accidental spillage of hazardous materials; and with preparing for emergency responses to spills. Spill response involves police, fire and transportation, as well as City maintenance or inspections crews. If these staff work together to develop standards and regulations for storage of hazardous materials and an emergency response plan to deal with contamination emergencies, staff time can be reduced by coordination, a wider range of expertise is available, and plans or regulations can address multiple needs.

UT-45 Maintain and enforce minimum operation and maintenance standards for publicly and privately owned stormwater systems as set forth in the Stormwater Plan and the Municipal Code.

UT-46 Coordinate publicly and privately owned stormwater system maintenance activities in accordance with established standards.

UT-47 Consider upgrading existing retention or detention facilities when new technologies prove more efficient or when upgrades such as attractive fencing or landscape materials can add amenity value to the neighborhoods.

UT-48 Develop and implement regulations and procedures concerning the storage and use of hazardous materials in coordination with other City departments.

UT-49 Develop and implement an emergency response plan for responding to surface and groundwater contamination emergencies to protect Redmond wells, coordinating among affected City departments.


E. Solid Waste

Solid Waste Planning

Through an interlocal agreement, King County prepares comprehensive solid waste plans on behalf of the City to ensure that the community has access to safe, reliable, efficient and affordable solid waste handling and disposal. Garbage and recycling pickup and removal is provided by a private company under a contract with the City. Garbage and recycling subscriptions are voluntary for residential and commercial customers; however, the cost for residential curbside recycling is included as part of the residential garbage fee.

Whether pickup is by private carrier, individual or is self-hauled by businesses, the waste stream portion is taken to a transfer station and then hauled to the King County Cedar Hills regional landfill. There is adequate landfill capacity until 2018. Several factors make it difficult to predict future capacity for solid waste disposal: community members’ changing views with respect to waste; technologies of the solid waste
industry; economic trends; state environmental, solid waste and hazardous waste laws; and the regional nature of landfill and recycling operations.

**UT-51 Continue to coordinate with King County on regional hazardous and solid waste issues, such as product stewardship and the “wastemobile,” waste studies, and construction and demolition debris.**

**Solid Waste Management**

The Washington State Solid Waste Reduction Act and the Hazardous Waste Management Act include mandates on reduction of the waste stream, education and recycling. A decline in waste generation typically means that the amount of materials disposed, both garbage and recycling, has been reduced. Even with increased recycling and waste prevention, recent studies indicate that about 60 percent of materials disposed in the landfill could have been recycled.

**UT-52 Provide solid waste and recycling collection services within the city, using contract hauling, or whichever method is most economical and efficient for both residents and businesses, and uses sustainable practices.**

**UT-53 Continue public education programs on solid waste management, recycling, waste reduction, and the proper storage and disposal of hazardous wastes.**

**UT-54 Enforce codes to ensure adequate and conveniently located space for garbage and recycling collection containers in commercial, multifamily and mixed-use buildings.**

City offices can serve as a good example to the community in waste reduction by recycling and purchase of recycled goods. The City also sponsors special recycling days for items which are not easily hauled with curbside service but have recycle or reuse capability. King County sponsors special days for the collection of hazardous substances.

**UT-55 Support recycling through such means as:**
- Composting food waste from kitchen and lunch areas, yard waste from landscaping practices and manure from Farrell McWhirter Farm;
- Placing disposal containers in convenient locations;
- Using incentive programs to encourage recycling of materials;
- Purchasing City goods containing recycled materials; and
- Encouraging procurement of recycled-content products by residents and businesses.

**UT-56 If solid waste reduction and recycling goals are not met, consider implementing mandatory programs which would further sustainability goals by minimizing impact to the Cedar Hills landfill and preventing cost increases associated with securing alternative waste disposal sites.**

**UT-57 To prepare for potential emergencies, work with state and county agencies to coordinate a debris management plan so that materials can be recycled and disposed of properly.**

### F. Energy

**Relation to Redmond’s Sustainability Principles**

A variety of energy sources are used in Redmond, each playing a vital role in the City’s infrastructure. Energy directly contributes to Redmond’s economy and community character, residents’ quality of life, and the experience for Redmond visitors. Energy also has an environmental dimension; how the City, residents and businesses consume energy in buildings, processes...
and vehicles can influence the environmental impacts associated with energy production. Efficiencies in energy distribution, such as smart grid technology, and energy consumption, such as low-voltage LED lighting, make it possible to reduce energy demand without compromising benefits.

Moreover, clean energy, such as wind and solar, and alternative approaches, such as electric vehicle charging, can potentially increase Redmond’s energy supply in an environmentally sustainable manner. Pursuing these options can enhance our economic security and prosperity while minimizing environmental risks associated with traditional energy sources.

Because energy is so intimately tied to Redmond’s economy and quality of life and because environmental impacts of energy consumption have local, regional and global implications, sound energy practices are prime contributors in furthering Redmond’s sustainability principles.

Service Overview

The availability of energy infrastructure can influence developers’ decisions to locate particular land uses. Conversely, demands resulting from land use decisions may influence the need for energy utilities to support the land use. It is important to link the provision of energy with the Land Use Plan.

The City can take steps to promote efficient use of energy resources. Examples of such steps include land use planning that can reduce vehicle trips or encourage transit, using building codes to promote efficient heating/cooling, encouraging common wall construction, adding street trees which cool asphalt, and maintaining height codes which protect solar gain. Less conversion of fossil fuels to energy or use of cleaner, more efficient fuels can also lead to cleaner air and reduced cost to individuals and society. It is also prudent to encourage conservation and efficient land uses to reduce the need for additional facilities which can result in higher utility costs.

Electrical energy and natural gas is provided to the City of Redmond and surrounding communities by Puget Sound Energy (PSE).

UT-58 Work with energy service providers to ensure energy facility plans reflect and support Redmond’s Land Use Plan and that energy resources are available to support the Land Use Plan.

UT-59 Work with energy service providers to promote an affordable, reliable and secure energy supply that increases development and use of renewable and less carbon-intensive sources, and that minimizes demand and consumption.

UT-60 Coordinate and seek to cooperate with other jurisdictions when energy transmission facility additions or improvements cross jurisdictional boundaries. Include efforts to achieve consistency between jurisdictions in permit timing.

Electrical Energy and Facilities

Redmond is served by PSE, a private electrical utility whose operation and rates are governed by the Washington Utilities and Transportation Commission. PSE is part of a western regional system, which means electricity is produced elsewhere and transported to Redmond through high-voltage transmission lines. As electricity nears its destination, the voltage is reduced and redistributed through the use of transmission substations, distribution substations and transformers. Redmond has several high-voltage transmission lines running east-west and north-south. At present, it has one transmission substation and a number of smaller distribution substations.

Map UT-1 shows the locations of major existing electrical facilities.

Map UT-2 shows proposed major electrical facilities.

Planning for electrical production and distribution is done on a regional basis. Currently the majority of electricity in the region is from hydroelectric, natural gas and coal-fired plants, and increasingly wind.
generation. Future possibilities of demand reduction are also factored into the planning process through probable conservation factors.

The electrical transmission system is a utility system that fills an essential public need. Therefore, zoning should allow the siting of major transmission lines at or above 115 kilovolt capacity and substation facilities in areas where it is reasonably necessary to provide efficient service. With coordination between the utility and the City in advance of facility siting, problems of conflicting land uses may be reduced or avoided.

**UT-61 Recognize the current Electrical Facilities Plan, authored by Puget Sound Energy, as the facility plan for electrical utilities serving Redmond and the vicinity. Use this plan, where it is consistent with Redmond’s land use goals, as a guide in identifying and preserving utility corridors and locating electrical facilities.**

**UT-62 Allow electrical utility facilities as a permitted use where appropriate to ensure that land is available for the siting of electrical facilities.**
MAP UT-1
Existing Electrical Facilities
Effective: December 17, 2011

Legend

- Transmission
- Distribution

Electric Station Type

Electric Lines

Size

115 KV

Note:
This map depicts electrical facilities as of 2011.
For updates or more information contact Puget Sound Energy.
UT-63 Coordinate with Puget Sound Energy or any successor when considering land use designations or new development in the vicinity of proposed facility locations that might affect the suitability of the designated areas for location of facilities.

Community members have a high regard for maintaining the forested appearance of Redmond. Professional arborists have expressed concern that excessive pruning around electrical lines can kill or weaken trees. While the City of Redmond values safe and reliable electrical power, which requires proper pruning and appropriate removal of vegetation, at the same time care must be taken to minimize damage to and the loss of trees. It is also preferable to reduce the use of herbicides to control such growth as this can contaminate surface and groundwater.

UT-64 Encourage pruning of trees to direct growth away from overhead utility lines, education about proper placement and choice of landscape plants, and encourage phased replacement of vegetation located improperly in the right-of-way. To the extent possible, maintain ecological functions and values when managing vegetation located in critical areas.

UT-65 Ensure that pruning of trees necessary for safe and reliable utility service is performed in an aesthetic manner to the greatest extent possible and performed according to professional arboricultural specifications and standards.

UT-66 Discourage the use of herbicides to control vegetative growth around utility facilities, encourage alternative methods such as mowing or selective treatment, and encourage more environmentally friendly herbicides.

There have been a number of studies that have examined possible health effects of extremely low-frequency (ELF) electric and magnetic fields (EMF) which are generated by power lines, household wiring and appliances. Many are statistical incidence studies, not controlled laboratory studies. Even with controlled laboratory studies, results have been mixed and do not clearly point to a connection between ELF/EMF and health effect. Since some evidence indicates there may be an effect on the body but at present the effect is not sufficiently linked with a particular result, the risk remains undefined.

Facility siting and design standards, many of which are presently used by electrical utilities, can reduce exposure to ELF/EMF. Transmission line configurations affect field strength. Reverse phasing, a method of running current in opposite directions, may result in magnetic field reductions. Magnetic field strength also falls off dramatically as distance increases. Any of these known and acceptable low-cost methods can be used to reduce ELF/EMF exposure without placing an undue burden on the electrical provider.

UT-67 Require designs that incorporate known and accepted low-cost technological methods of reducing magnetic fields or the exposure to them when siting high-voltage electrical facilities until further research provides more information on the health effects of electromagnetic fields. Methods may include:

- Line configurations that reduce field strength,
- Sufficient right-of-way widths, and
- Sufficient height of lines from the ground for high-voltage transmission facilities.

UT-68 Periodically review the state of scientific research on ELF/EMF and modify policies and regulations, if warranted, by changing knowledge or if new state or federal regulation requires changes.

Electrically powered buses and cars are available in the market. These vehicles cause no emissions harmful to air quality at the point of vehicle usage, although...
there may be increased environmental effects at the location where the electrical energy is generated. The change in technology or the use of existing electric vehicle systems will result in infrastructure changes. Redmond should continue to adapt to newer and cleaner technologies as conditions warrant.

**UT-69 Implement electric vehicle charging stations infrastructure to help encourage the deployment of electric vehicles, using public and private facilities throughout the central Puget Sound region.**

**UT-70 Transition the City’s fleet away from fossil fuels to alternatives such as electric and hybrid vehicles.**

**Natural Gas Energy and Facilities**

PSE, a private utility that provides natural gas service to six counties within the Puget Sound region, is the provider of natural gas within Redmond and the surrounding annexation area. PSE purchases natural gas from a number of sources; the natural gas is transported to the Redmond area via a high-pressure pipeline system operated by Williams Northwest Pipeline and delivered at the Redmond Gate Station. The pressure is reduced, an odorant is added for safety, and the gas is metered. The pressure is further reduced at limiting stations, district regulators and at individual meters. Existing delivery systems within Redmond have enough capacity to meet current demand.

Map UT-3 shows the location of natural gas facilities.

Direct heating by burning natural gas is more efficient than certain types of electrical heating because there is a loss of energy during production and transmission of electricity. Redmond can encourage energy efficiency by facilitating conversion to natural gas through such efforts as a timely and simplified permit processing and reasonable permitting fees.

Some personal and mass transit vehicles are designed to be fueled by natural gas, and there is a potential for conversion of other types of vehicles to natural gas. These vehicles give off substantially cleaner emissions, and their use would improve air quality. In addition, natural gas delivery technologies do not use underground storage tanks, thus avoiding an environmental concern associated with other fossil fueled vehicles.

**UT-71 Encourage and provide opportunities to convert existing homes or businesses to natural gas from oil and less efficient electric space and water heating equipment.**
Facilitate efforts to develop a natural gas fuel infrastructure. This may include:

- Updating regulations to address this technology,
- Training fire and police personnel so they are well versed with this technology,
- Taking leadership or cooperating with other jurisdictions in building a natural gas fueling facility for government vehicles, and
- Identifying areas for the potential siting of a biomass production facility.

Alternative Energy

Energy sources that provide an alternative to carbon-based fuels provide many benefits. Renewable energy can create new jobs and promote economic development. Alternative energy can provide a hedge against rising fuel prices and add to the reliability of the electricity grid. Solar and wind technology are emission free, making them attractive from an environmental standpoint, since use of carbon-based fuels contribute to climate change. Additionally, applications of renewable energy (and energy conservation) can enhance the disaster resiliency of the community and individual structures.

PSE is incorporating wind generation technology to meet future demand and is assessing the use of other alternative energy generation technologies such as solar. There is also a possibility that biomass production (the burning of methane or organic products to produce energy) may become economically viable in the long-term future.

Present technologies are producing and using methane from sewage treatment and landfills. A greater percentage of the natural gas source may come from renewable resources as technology advances the use of biomass production.

Promote, support and increase the use of clean alternative energy by:

- Advocating for the development of renewable energy sources;
- Facilitating development and use of innovative technologies, such as alternative fuels and on-site renewable energy; and
- Providing incentives for development that incorporates renewable energy.

Energy Efficiency

Awareness of energy conservation practices can help make a positive impact by allowing individuals and businesses to be more efficient in their energy consumption. Home, school, office, government and industrial environments all benefit from cost-saving and energy-saving innovations. Studies show that energy conservation at the local level has been quantified as tons of air pollutants avoided and dollars saved. This can be accomplished in the home by using energy-efficient lighting, programmable thermostats, or by simply turning lights off when leaving a room.

Driving eco-friendly cars, walking and using transit are other ways to save energy. For businesses, it could mean conducting energy audits and reviewing operational procedures or processes to ensure efficient energy consumption that maximizes energy cost savings. It could also mean purchasing only Energy Star equipment and appliances for business operations. Conserving energy allows the efficient consumption of energy resources. The community benefit is less contamination of the land, water and air, and support for a sustainable lifestyle.

Support an affordable, efficient and secure energy supply that increases the development and use of renewable and less carbon-intensive sources and that minimizes demand and consumption.

Promote decreased energy consumption and enhanced energy efficiency throughout the City’s building stock.

Explore methods to increase the opportunities for individuals to realize greater energy efficiencies in their use of the built environment.
UT-77 Promote the development of energy management technologies as part of efficiently meeting the City’s energy needs through techniques, such as benchmarking buildings for energy performance, optimizing input energy requirements, and initiating incentive programs for net-zero energy structures.

UT-78 Support economic development strategies that emphasize recruitment of businesses involved in renewable and clean energy.

UT-79 Develop an energy conservation awareness program that:
- Educates residents on the benefits of energy conservation;
- Educates the public on the energy benefits of having trees and planting trees;
- Educates business owners and employers in long-term savings from energy efficient investments; and
- Assists businesses with identification of funding assistance for energy upgrades, retrofits and new technology.

UT-80 Reduce energy consumption through actions by the City of Redmond and encourage residents and businesses to conserve energy through measures such as:
- Supporting trip-reducing or transit-oriented land use;
- Supporting community use of alternative fuel vehicle;
- Using alternative-fuel vehicles;
- Requiring installation of street trees and parking landscape;
- Allowing clustering with common wall construction;
- Encouraging the use of “Green” roofs or reflective roofing materials that reduce the heat island effect; and
- Encouraging building design with natural solar gain for heating;
- Promoting energy-efficient design, including siting, building envelope and use of natural light; and
- Providing tools that help residents and businesses quantify the effectiveness of their conservation efforts.

G. Telecommunications

Inventory of Conditions and Future Needs

Telephone service for Redmond is provided by Frontier and Comcast Communications and wireless phones service by a number of different providers. Cable services are provided by Comcast. Telephone facilities consist of transmission lines and switching facilities. Cellular facilities consist of switching offices and low-powered antennas which transmit and receive radio signals. Cable facilities consist of microwave relay sites and a branching trunk system of overhead and buried cable.

Frontier and Comcast have facilities in place to provide land line service to all Redmond households and businesses. Future capacity is more demand driven in nature due to regulations governing investment recovery. Cellular technology planning is demand driven also. The capacity to serve is presently governed by the ability to finance and place new infrastructure, primarily antennas, often associated with large poles.

Map UT-4 shows the location of telecommunications facilities.

Facilities

The telecommunications industry is changing rapidly from fiber optics to digital technology. The distinction between phone service, data transmission and video transmission has become blurred. For residents and business, Redmond should encourage new technological advances, while still considering the implications of continuing availability of basic communication services to all persons.
UT-81 Work with telecommunications providers to ensure facility plans reflect and support Redmond’s Land Use Plan and that resources are available to support the Land Use Plan.

UT-82 Negotiate mutually beneficial franchise contract conditions that support the delivery of cost-effective services desired by Redmond residents and businesses.

UT-83 Promote a wide range of telecommunications options. This can include:
- Making City facilities available for placement of antennas,
- Treating attached cellular base antennas as other building or rooftop appurtenances, and
- Support website communication between the City and its residents and customers.

UT-84 Reconsider and update, as appropriate, existing regulation of satellite dishes as newer technology leads to downsizing of the dish antennas.
MAP UT-4
Telecommunications Facilities
Effective: December 17, 2011

Legend

- Telephone Switching Station
- Cable Trunk Lines
- Telephone Main Feeder Route

Note:
This map depicts general locations as of 2011. For updates or more information contact the respective carriers.

0 0.5 1 1.5
Miles

Redmond Comprehensive Plan 11-21
The changing regulatory framework and rapidly advancing communications industry have created new pressures to find appropriate locations for the placement of antennas. Because these systems operate on line-of-sight communications, mounting at the highest point in a given area, which could be a publicly owned water tank or large telecommunications tower, is often necessary. To reduce visual impacts, the City can encourage use of existing structures and shared or cluster facilities.

**UT-85** Prioritize City emergency and operating communications over private telecommunications in the case where a private telecommunication service desires use of a public building or facility to avoid conflicts between signal interference and mounting space.

**UT-86** Acknowledge the importance of citizen band and amateur radio services in potential emergency situations when considering regulatory changes that would affect the operational ability of such facilities.

**UT-87** Avoid the proliferation of telecommunications towers and reduce the visual impact of telecommunications equipment through such means as:

- Requiring facilities to be mounted on existing high structures such as water towers if sites are available,
- Requiring telecommunications providers to share tower facilities except in cases where the location would not be feasible due to operating parameters,
- Using paint colors or tower materials that blend with or complement the nearby area,
- Encouraging individual taller towers over multiple shorter ones,
- Requiring removal of towers no longer needed, and
- Using screening or architecturally compatible design of service boxes.

**UT-88** Maintain Redmond’s competitiveness in support of businesses, residents and visitors by promoting access to advanced and affordable communications technology citywide.

**H. Hazardous Liquid Pipelines**

**Facilities, Inventory of Conditions and Future Needs**

The Olympic Pipe Line Company, operated by BP Pipelines, North America, operates a 400-mile-long petroleum pipeline system from Ferndale, Washington, to Portland, Oregon. Two parallel lines, 16-inch and 20-inch, pass through the west portion of Redmond generally along the Puget Sound Energy easement. The pipelines carry gasoline, diesel and aviation fuel. Delivery lines carry products from this mainline to bulk terminals at Sea-Tac International Airport; Seattle, Tacoma, Olympia and Vancouver, Washington; and Linnton and Portland, Oregon.

The pipelines are hazardous liquid pipelines, as defined by state law. Liquid pipelines transport petroleum products much more efficiently and safely than is possible by truck. Pipeline facilities, if ruptured or damaged, can pose a significant risk to public safety and the environment due to the high operating pressure and the highly flammable, explosive and toxic properties of the transported products.

The Federal Office of Pipeline Safety (OPS) is responsible for regulation of interstate pipeline facilities and addresses safety in design, construction, testing, operation, maintenance and emergency response for pipeline facilities. The Washington State Utilities and Transportation Commission (UTC) has authority to act as an agent for OPS.

In 2000 Redmond’s Fire Department established a response plan in the event of a pipeline failure. The Olympic Pipeline Response Plan includes technical information about the pipeline, potential hazards, a guide to hazardous materials scene management, emergency response and evacuation plans, and contacts and other resources.
The policies below supplement existing state regulations and the City’s risk management/response plan by focusing primarily on land use measures that help minimize and prevent unnecessary risk to the public due to hazardous liquid pipelines, recognizing it is impossible to eliminate risk entirely. These policies address the risk by addressing the issues most likely to be safety concerns, such as:

- Damage to hazardous liquid pipelines due to external forces such as construction equipment, the leading cause of pipeline accidents;
- Location of land uses with high on-site populations that are difficult to evacuate; and
- Location of emergency facilities and other land uses where the consequence of the loss in the event of a pipeline failure is high.

Other actions that can be taken to ensure a higher degree of safety include early detection of potential pipeline damage or failures through adequate maintenance of the hazardous liquid pipeline corridor, neighborhood education, and working with other governments and industry representatives to seek improvements in safety measures for hazardous liquid pipelines. Although many of these provisions by their nature address uses, individuals, class of individuals or organizations located near the hazardous liquid pipeline, they are more broadly intended to protect the health, safety and welfare of the general public.

**Policies to Minimize Pipeline Damage**

The corridor for the hazardous liquid pipeline system through Redmond varies, but is typically about 50 feet wide and contains the pipelines and right-of-way or easements. The depth and location of the pipelines within the corridor also varies, although the lines are typically buried at a depth of less than five feet. The depth of cover over the pipelines may change over time due to erosion or other reasons. If not properly directed, on- or off-site stormwater discharge can erode soil cover over the pipelines, particularly where the pipeline is located in areas of steep slope, such as the Willows/Rose Hill Neighborhood.

External forces, accounting for 31 percent of all accidents, are the leading cause of reported pipeline releases according to OPS statistics. Damage from external forces such as construction equipment can produce an immediate release or a scratch on a coated-steel pipeline can lead to accelerated corrosion and failure at a later time.

During development review and construction for projects in the vicinity of the pipelines, setting requirements for avoidance of damage and coordination between Redmond and the pipeline operator, Olympic Pipe Line Company, or its successor can help avoid problems. The following actions can reduce the chance of an incidence:

- Identifying the location of the pipeline corridor on site plans, plats or other construction drawings;
- Using the one-call locator service, particularly during construction on adjacent properties;
- Physically verifying pipeline locations as needed to minimize the likelihood of damage;
- Establishing and maintaining setback requirements from the hazardous liquid pipelines for new or expanded structures and other significant land disturbance; and
- Monitoring land disturbance close to the pipeline by the pipeline operator or its representative.

**UT-89 Require proposed developments, expansions of existing uses and construction projects, both public and private, located near hazardous liquid pipeline to:**

- Show the location of the liquid pipeline corridors in relation to proposed structures, utilities, or clearing and grading activities;
- Use techniques prior to and during construction to minimize the potential for disturbing the pipeline;
- Identify and mitigate potential erosion over pipelines from stormwater discharge;
- Use setbacks and other site design techniques to minimize the potential hazard; and
- Develop emergency plans as appropriate.

**UT-90 Coordinate with the pipeline operator when developments**
are proposed near a hazardous liquid pipeline corridor to reduce the potential for problems. Methods include but are not limited to:

- Notifying the pipeline operator of proposed development projects located within one-quarter mile of a pipeline corridor;
- Seeking the pipeline operator’s participation in preconstruction meetings for projects located within 150 feet of a pipeline corridor;
- Requesting the operator to determine if additional measures above the normal locating process are necessary to physically verify pipeline locations before proceeding to develop; and
- Seeking monitoring by the pipeline operator of development that involves land disturbance or other significant work within the pipeline corridor, or within 30 feet of a pipeline, whichever is greater.

There are other developments, such as the businesses located along Willows Road and multifamily development in the Grass Lawn and Willows/Rose Hill Neighborhoods, that while not defined as high consequence land uses are located in the vicinity of the hazardous liquid pipelines. Because of this location, these developments warrant special consideration due to the number of occupants, characteristics of the development or other factors and should have in place appropriate emergency procedures, such as an emergency guide or plan. New or expanded developments can use measures such as site planning that reflect anticipated flow paths for leaking hazardous materials and emergency procedures.

**UT-92** Require appropriate mitigation measures that help reduce adverse impacts in the event of a pipeline failure to be used by commercial, industrial, multifamily or other development which, because of proximity to a hazardous liquid pipeline corridor, poses safety concerns due to characteristics of the occupants, development or site.

**Land Use Compatibility**

Redmond can help reduce the risk of injury in the event of a pipeline failure by not allowing certain land uses to locate near hazardous liquid pipelines. Land uses with high-density on-site populations that cannot be readily evacuated or protected in the event of a pipeline failure are considered “high consequence land uses.” Examples are schools and multifamily housing exclusively for elderly or handicapped people. Uses such as these carry a relatively higher risk and have higher potential consequences in the event of a pipeline failure and therefore are not as appropriate as other uses near pipelines. Facilities that serve critical “lifeline” or emergency functions, such as fire and police facilities or utilities that provide regional service, are also considered “high consequence land uses.”

**UT-91** Prohibit new high consequence land uses from locating near a hazardous liquid pipeline corridor. Design proposed expansions of existing high consequence land uses to, at a minimum, avoid increasing the level of risk in the event of a pipeline failure, and where feasible, to reduce the risk.

**Pipeline Safety**

The pipeline operator can help reduce the likelihood of accidental damage by adequately maintaining the pipeline corridor. Dense vegetation such as blackberry bushes can impede visibility and access. Instead, the pipeline corridor can be properly maintained with grass or other low-growing vegetation that enables easy inspection while preventing erosion. Ensuring that the pipeline locations are marked and that missing markers are replaced is also important, as is periodic aerial inspection of the pipeline corridor to detect potential problems. Redmond can assist this effort when permits are necessary for inspections or repair with prompt processing of permits.

**UT-93** Require, through a franchise agreement or other mechanisms, maintenance of the hazardous liquid pipeline corridor through activities, including but not limited to the following:

- Maintaining vegetation to enable visibility and access for inspection while ensuring that such maintenance does not contribute to soil erosion;
• Using plant species and plantings that prevent erosion;
• Ensuring that above and below grade pipeline markers containing information, such as operator name and number and facility type, are in place; and
• Conducting periodic visual inspections of the corridor.

**UT-94** Expedite permits for the hazardous liquid pipeline company necessary for inspections and repairs.

People who live, own property or work near the pipelines can play an important part in avoiding pipeline damage and identifying potential problems early on. Redmond and the Olympic Pipe Line Company or its successor can promote public safety through periodic neighborhood mailings and meetings. Important information should include facts about the pipelines, how to avoid damage, potential problems to watch out for, such as unusual smells or suspicious construction activities, and how to respond in the event of a failure or other problem. Working with other jurisdictions and agencies as part of a unified approach to addressing pipeline safety issues is also important. This unified approach can address issues, such as maintaining a model franchise agreement, periodic review of the pipeline operator’s safety action plan to identify any deficiencies, and advocacy of City and County concerns regarding pipeline safety regulation.

**UT-95** Strive to establish, in cooperation with the pipeline operator, a neighborhood education program with a frequency of every two years for those who live or work within one-quarter mile of the hazardous liquid pipeline to educate them and the general public about pipeline safety.

**UT-96** Continue to work with other jurisdictions, state and federal governments, and the pipeline operator to seek improvements in safety measures for hazardous liquid pipelines.
So each one
add one
‘til our fortunes build
Future Vision for Redmond: Capital Facilities

Infrastructure and services meet the needs of a growing population and promote a safe and healthy community.
Redmond provides high-quality public safety services and well-maintained and dependable public facilities. The community continues to enjoy excellent fire and emergency response times, professional police services, beautiful parks, clean drinking water, and effective wastewater and stormwater management because the capital facilities needed to provide these services were, and still are, planned and maintained for the long term. An efficient multimodal transportation system has taken shape and is continually improved. Redmond residents also embrace and support the high-quality educational, cultural and recreational facilities in the community.

This long-term planning for services and facilities carries out the Comprehensive Plan goals and policies, such that new development and new services and facilities arrive concurrently. Over the past 20 years, all the areas of urban unincorporated King County within Redmond’s Potential Annexation Area have been annexed to Redmond, so that residents may receive a full range of urban services.

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

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

Organization of This Element

Introduction

A. Capital Facilities Inventory

B. Capital Facility Planning

C. Capital Investment Strategy

D. Redmond’s Revenue Sources

E. Lands Useful for Public Purposes

F. Capital Planning References
Introduction

The Capital Facilities Element is a critical part of Redmond’s Comprehensive Plan. It establishes policies to direct the development of the City’s capital investment program in support of the community’s vision for the future. It guides the actions of public agencies, as well as private decisions related to individual developments. The Capital Facilities Element helps achieve Redmond’s vision by:

• Providing a clear definition of the role and purpose of the City’s capital investment program, which refers to all planning and budget documents that guide Redmond’s capital investments;

• Assuring that capital facility investments are prioritized to support growth in the locations targeted in the Land Use Element, including infrastructure to support the Downtown and Overlake Urban Centers and the Marymoor Local Center;

• Identifying service standards for capital facilities to meet community expectations for municipal service delivery;

• Requiring that adequate long-term financial capacity exists to provide capital facilities needed to support expected growth, while maintaining adopted service standards;

• Furthering Redmond’s sustainability principles by minimizing environmental impacts of capital facilities when possible and mitigating unavoidable impacts; and

• Anticipating capital asset maintenance and replacement.

A. Capital Facilities Inventory

This section provides a brief summary of existing publicly owned capital facilities that support services to those who live and work in Redmond. The descriptions are intentionally brief; the documents listed at the conclusion of this element contain more detailed information on existing and planned capital facilities in the City of Redmond.

Fire and Emergency Medical Response

The Redmond Fire Department serves the City of Redmond and Fire District 34, providing a full range of fire suppression and emergency medical response services. The Fire Department’s eight stations serve an area of approximately 47 square miles. The Department’s mission is to continuously protect and preserve life and property through quality education, prevention, disaster preparedness and rapid emergency response within the City of Redmond and King County Fire District 34 (see Map CF-1). The Department also provides emergency medical services at the “Basic Life Support” level and is the lead agency for Northeast King County Medic One to deliver “Advanced Life Support.”
MAP CF-1
City of Redmond and King County Fire Stations and Fire District #34
Effective: December 17, 2011
Parks and Recreation Facilities

Redmond operates four recreation centers and 41 parks. The City’s facilities include a range of neighborhood, community and resource parks, and a network of trails used for transportation and recreation. There are more than 40 miles of trails in Redmond that have been constructed by the City, King County and Washington State Department of Transportation. Private parks and trails are also owned and maintained by entities such as homeowners’ associations. The four recreation centers operated by the City are: the Old Redmond Schoolhouse Community Center, the Old Firehouse Teen Center, the Senior Center and the Redmond Pool.

King County’s Marymoor Park is located in the heart of Redmond between the Downtown, SE Redmond and Idylwood neighborhoods. It contains more than 600 acres of recreational area, such as baseball and soccer fields, a velodrome, a climbing rock, model airplane flying, a dog off-leash area and horseback riding trails.

Police Facilities

The City of Redmond Police Department provides quality policing in partnership with the community, through long-term problem solving, crime prevention and law enforcement in the City of Redmond, and backup for surrounding jurisdictions. The Police Department’s primary capital facility is its operations center located in the City’s Public Safety Building on the Downtown Municipal Campus. That building contains a booking and temporary holding facility, as well as a property impoundment area, classrooms and an evidence room.

Public Educational Facilities

The Lake Washington School District (LWSD) serves the City of Redmond by providing public primary and secondary education. The locations of existing LWSD facilities are shown in Map CF-2. The Bellevue School District serves portions of Redmond in the Idylwood and Overlake neighborhoods. The Northshore School District serves the English Hill neighborhood, which is part of Redmond’s Potential Annexation Area north of NE 128th Street.
MAP CF-2
Redmond Area Schools
Effective: December 17, 2011

Legend

- Schools
- School District Boundaries
- City Limit
Sewer Facilities

The City of Redmond through its sewer utility is the sole provider of sewer service within the Redmond city limits. The Redmond sewer system consists of a network of conveyance pipes and pumping facilities, including 220 miles of sewer line and 23 pump stations. The system works primarily on a gravity feed basis with some assistance from pumping stations. Larger transmission mains carry waste to King County interceptors, with sewage ultimately treated at King County’s Brightwater treatment plant for the majority of the city and at the South treatment plant for a portion of Overlake. Some properties in Redmond are served by private septic systems.

Stormwater and Surface Water Facilities

The City of Redmond Department of Public Works Natural Resources Division manages drainage systems, stormwater facilities and surface water systems for the city. The goals are to: (a) convey water runoff from common storm events so that the utility of streets, sidewalks and public lands/facilities is not adversely impacted; (b) provide for system overflow during significant storm events to minimize impacts to buildings and property; (c) provide treatment facilities to remove pollutants; and (d) provide for natural systems that are stable and maximize the habitat value. There are more than 220 miles of public drainage pipes in the city, more than 50 miles of surface waters (such as streams and creeks), and hundreds of stormwater control facilities (detention/retention and water quality). The Natural Resources Division inspects the more than 1,400 private drainage and stormwater facilities to ensure these systems are maintained and functioning as designed. Maintenance of the public stormwater system occurs via the City’s Maintenance and Operations Center.

Transportation Facilities

Redmond is served by a wide variety of transportation facilities, ranging from biking trails to transit stations, to a major network of arterial and freeway facilities, and in the future, light rail. The City’s transportation system supports and enhances the City’s land use vision through 350 lane miles of roadway, 180 miles of sidewalk, and 13,000 street and traffic control signs. This is done by maintaining and developing a sustainable, clean, accessible, safe and efficient transportation system that moves people and goods. The City is primarily responsible for the development and maintenance of over 140 linear miles of existing streets and associated traffic control hardware, sidewalks and bicycle lanes. Public transportation facilities are operated by King County Metro and Sound Transit and include a variety of Park and Ride lots and transit stops and stations. The Washington State Department of Transportation is responsible for the development and maintenance of the State Route 520 Corridor and has some limited maintenance and development responsibilities associated with other state routes in Redmond.

Water Facilities

Water facilities serving the City of Redmond and the Novelty Hill Service Area are developed and maintained by the City’s water utility. Water is supplied through a combination of local City-owned wells and water purchased from Cascade Water Alliance. Redmond’s water system consists of five well sites, 10 water storage tanks, and 320 miles of water pipe, serving residential and business customers through 17,500 meters. The City also owns 87 monitoring wells in the wellhead protection areas. Several facilities are jointly owned with the Cities of Bellevue or Kirkland.

General Government Facilities

The City owns, leases and operates a number of other capital facilities to provide administrative, maintenance or special services. Facilities include Redmond City Hall, Senior Center and Public Safety Building, located within Redmond’s Downtown Municipal Campus, and the City’s Maintenance and Operations Center (MOC) located in SE Redmond. MOC personnel conduct repair and maintenance activities on the City’s entire capital infrastructure and provide fleet management services for more than 250 pieces of rolling stock and 150 pieces of equipment.
B. Capital Facility Planning

Capital Facilities and Functional Plans

Successfully planning for the development of major capital facilities, such as water, sewer, public safety, parks and transportation, requires a disciplined and comprehensive process. The City of Redmond accomplishes that objective through the development of functional plans consistent with policies in the Capital Facilities Element and requirements for capital facility planning set forth by the Growth Management Act. The City of Redmond Water System Plan and Transportation Master Plan are examples of such functional plans.

Together, the policies in the Capital Facilities Element, the City’s functional plans, its capital budget, and long range financial strategy for capital investments comprise Redmond’s Capital Facilities Program (CFP). This comprehensive planning and budgeting framework is used to assess the capital facility needs of the City based on service standards, the cost of obtaining and maintaining facilities over the long term, and financing strategies. Functional plans are core components of the CFP and provide opportunity for a detailed, professional assessment of background information, current and future needs, and alternative strategies for meeting those needs. Development of some of these documents, such as the PARCC Plan and the Transportation Master Plan, also incorporates significant public involvement through the use of open houses and other outreach efforts.

CF-1 Develop and regularly update functional plans that assess capital facility needs and strategies for addressing such needs. Provide opportunities for public involvement appropriate to the nature of the update. Use functional plans to guide the development of capital priorities and investment decisions within each of the following functional areas:

- Fire protection and response, including the city and Fire District #34;
- Police protection;
- Stormwater and surface water management;
- Water and sewer systems;
- Parks, arts, recreation, culture and conservation;
- Transportation;
- Emergency preparedness and management;
- General government facilities; and
- Other functional areas as identified.

CF-2 Include in functional plans and supporting documents, at a minimum, the following features necessary for maintaining an accurate account of long-term capital facility needs and associated costs to the City, and consistency with the Comprehensive Plan and the Zoning Code:

- A description of the current capital facility infrastructure and the scope and cost of its operation and maintenance;
- A description of current capital facility deficiencies and appropriate funding strategies to remedy these deficiencies;
- An analysis of capital facilities needed through the year 2030, at a minimum, and estimated costs to meet those needs;
- An analysis specifying how capital facilities will be financed and maintained;
- A description of the functional plan’s public outreach, participation and review process;
- A set of criteria to be used to prioritize projects and inform the City’s Six-Year Capital Improvement Program (CIP) and long-term capital investment strategic plan;
- A description of how the functional plan and supporting documents respond to Growth Management Act requirements; and
- An analysis indicating that the functional plan, including any subsequent revisions
to or modifications of the functional plan, is consistent with the Comprehensive Plan policies, Zoning Code regulations, and the capital investment strategic plan.

**CF-2.5 Ensure that functional and strategic plans address emergency preparedness needs as applicable including:**
- Seismic retrofits;
- Infrastructure resiliency (“Safe-to-fail”) mechanisms including backup power generation, resilient network infrastructure, and communications; and
- Methods and facilities (“Alternative Service Centers”) to provide essential services including shelter, food and water, medical care, cleanup, and restoration. Local alternative Service Centers in areas of the City less susceptible to hazards liquefaction, landslides, and floods.

**CF-3 Review proposed functional plans and updates to existing functional plans to ensure that the plans:**
- Focus on infrastructure needs in both developed and developing areas of Redmond,
- Are consistent with the Comprehensive Plan, and
- Comply with state law.

**CF-4 Require that new functional plans and updates to existing functional plans adhere to the following review processes:**
- For minor modifications to existing plans, administratively review changes that are consistent with and do not impede the implementation of the Comprehensive Plan.
- For major updates and new functional plans, use the Comprehensive Plan amendment review process. A major update is characterized by any of the following:
  - Amendments representing more than clarification of existing language or intent;
  - Significant changes to anticipated service provision based on new analyses, assumptions or implementation strategies;
  - Changes proposed by private parties that are inconsistent with or may impede implementation of the Comprehensive Plan.

**CF-5 Require that properties, when they develop or redevelop, construct or contribute to improvements as identified in adopted plans.**

**Service Standards**
Service standards represent a yardstick against which to measure the performance of a particular type of capital facility. Service standards may be defined by local, state or federal law, as is the case with water and sewer systems and facilities. Standards may also be recommended by national professional associations, as is the case for parks, or may be locally defined based on community preferences, such as policing standards. Once service standards are established for capital facilities, they become a requirement that dictates what type and level of investment must be made to maintain the standards. Increased population and employment growth, for example, may generate the need for increased levels of capital investment to keep capital facilities performing up to standard.

**CF-6 Establish capital facility service standards that help determine long-term capital facility and funding requirements.**
- Water system:
  - A flow volume that meets instantaneous demand together with projected fire flows.
- Sewer system:
  - A level that allows collection of peak wastewater discharge plus infiltration and inflow.
• Transportation facilities:
  » Transportation service standards help identify the need for growth-related transportation programs and projects, as well as those that serve people already living and working in Redmond. Redmond has adopted a type of standard based on mobility, which encompasses the overall transportation system.

  Mobility-based standards support transportation concurrency, meaning the transportation system is continually balanced as programs and projects are implemented proportionally with the level of growth and implement the City’s land use vision. Refer to the Transportation Master Plan and policies TR 26-28 for further information on mobility.

  The target threshold for Redmond’s mobility-based transportation service standard strives for a condition where enhancement of the transportation system occurs concurrently, proportionately, in parallel with city growth, and in a manner consistent with the Comprehensive Plan. This arrangement meets state requirements for establishing service standards.

  In addition, the mobility-based service standard is designed to have the effect of expanding travel choices and achieving a multimodal travel environment. Programs, projects and services in response to existing and growth-related travel include those that improve access and connections, including motor vehicle operations, public transit service levels, the walking and bicycling environment, and transportation demand management.

• Parks and recreational facilities:
  » Neighborhood parks: 1.0 acres per 1,000 neighborhood population
  » Community parks: 3.0 acres per 1,000 citywide population
  » Resource parks: 2.5 acres per 1,000 citywide population
  » Trails: 0.25 miles per 1,000 neighborhood population until 2017, then 0.35 miles per 1,000 neighborhood population

• Fire protection:
  » Travel time of six minutes or less for 90 percent of emergency fire and medical calls in the city.

• Police protection:
  » Police capital facility needs are associated with police protection, operations, special operations and support services. The service standard is to have facilities and equipment sufficient to meet the demand for police services.

• Stormwater and surface water facilities:
  » A level that permits adequate drainage for the appropriate rainfall duration and intensity to ensure the safety, welfare and convenience of people in the developed areas.
  » A level of stormwater treatment that adequately protects surface and groundwater quality and aquatic life.
  » A level of stormwater detention such that the rate of flow from a property shall not exceed pre-development levels.
  » A stormwater system that is maintained per NPDES permit requirements.
  » A level that permits fish passage through all Class 2 streams.
  » A level that adequately protects fish and wildlife habitat.

• General government facilities:
  » Facilities that are safe and meet all applicable building standards, codes, state and federal regulations, and environmental quality aspects.
  » Facilities that are properly sized, designed for their intended purpose, and evolve to meet future demands, such as population growth, expanded infrastructure, and changes in regulatory requirements.
C. Capital Investment Strategic Plan

Plan-Level Financial Balance
Fulfilling Redmond’s vision for the future is highly dependent on the City’s ability to provide and maintain adequate capital facilities. The City must be able to demonstrate that it can afford to construct the facilities that are needed to support growth anticipated by the Land Use Plan, both to preserve the high quality of life offered by Redmond, as well as to meet mandates of the Growth Management Act.

The success of the Comprehensive Plan hinges on “plan-level financial balance.” This means the financial capability to operate programs and construct adequate facilities at the time they are required, in support of growth anticipated by the adopted Land Use Plan through the planning period (year 2030). This does not require that the details or timing of every capital project be identified in advance. Rather, it calls for general comparison of anticipated capital improvements to be made against reasonably expected revenues to ensure that they are in balance.

CF-7 Develop and maintain a strategic plan for implementing capital projects in support of the City’s land use vision as described by the Comprehensive Plan. The intent of the plan is to:
• Guide the City’s investment decisions in the near, middle and long term as part of the overall 20-year plan;
• Further strengthen the City’s readiness for grant applications and partnerships;
• Help the City leverage capital investments and ensure effective use of public funds;
• Highlight key strategic actions necessary to carry out planned capital investments; and
• Inform the community of the overall improvement plan.

CF-8 Ensure that the capital investment

strategic plan:
• Is consistent with the Comprehensive Plan;
• Summarizes the revenue and expense components of the City’s functional plans;
• Includes financial data for capital spending in support of growth anticipated by the adopted Comprehensive Plan through the planning period to 2030 and the 20-year capital investment period;
• Identifies key strategic actions and investments needed to carry out the Comprehensive Plan vision for Downtown, Overlake and established neighborhoods;
• Summarizes planned capital facility improvements, sequencing and costs over a 20-year period;
• Includes all functional areas: Transportation, Parks, Water, Stormwater, Sewer, Police, Fire and General Government;
• Addresses service deficiencies;
• Addresses ongoing operating costs, maintenance and retrofitting;
• Addresses funding strategies; and
• Addresses monitoring and reporting on progress.

CF-9 Define “plan-level financial balance” as the financial capability to construct and operate adequate capital facilities at the time that they are required, in support of growth anticipated by the adopted Comprehensive Plan through the planning period to 2030 and the 20-year capital investment period.

CF-10 Biennially evaluate the City’s ability to achieve “plan-level financial balance.” Take one or more of the following actions if the financial capacity to provide necessary capital facilities for all or part of the city is found to be insufficient:
• Reassess planned land use and adjust the capacity for growth,
• Institute mechanisms for phasing or deferring growth,
• Reassess service standards for capital facilities, or
• Identify new revenue sources.

**CF-11** **Adopt the City’s Six-Year Capital Improvement Program (CIP) as the short-term budgetary process for implementing the long-term capital investment strategic plan. Ensure that project priorities, funding allocations, and financing strategies incorporated in the CIP are substantially consistent with the strategic plan.**

**Focus on Redmond’s Centers**

The Downtown Redmond and Overlake Urban Centers will accommodate much of Redmond’s growth over the planning period and beyond. The Land Use Element recognizes that since growth will focus on these areas; investment in facilities should likewise focus on these areas.

**CF-12** **Use capital facilities to attract growth to centers by:**
• Giving priority to funding for public facilities and services within the Downtown and Overlake Urban Centers,
• Creating a mechanism to provide ongoing capital funds for Redmond’s Urban Centers, and
• Prioritizing projects outside these Urban Centers that will increase mobility to and from the centers.
D. Redmond’s Revenue Sources

Unrestricted Capital Revenue
Consistent with the long-range revenue forecast, a portion of revenues available for capital investment within the City of Redmond’s Six-Year Capital Improvement Program (CIP) are unrestricted revenues. Unrestricted revenues do not have restrictions placed by state law on how they are spent. The City may allocate unrestricted funds to various functional areas on a percentage basis to better facilitate long-range capital planning and year-to-year consistency within the capital investment program. This permits the community to clearly assess the City’s funding priorities to particular functional areas, and also permits those responsible for development of capital facilities to rely on specific revenue streams and plan facility development accordingly.

CF-13 Prepare a long-range revenue forecast to promote consistency and stability in capital planning and programming, as well as to inform the Budgeting by Priorities process and capital investment strategic plan. Determine through the biennial review of fiscal policies the percentage allocation of unrestricted capital revenues to functional areas.

Developer and Other Restricted Funding
Restricted revenues include those collected through taxes and fees. Impact fees are a type of restricted revenue that allow new growth to assume an equitable share of the costs associated with growth. To promote orderly growth and ensure that adequate facilities are available to serve it, the Growth Management Act (GMA) provides the City of Redmond with the authority to collect impact fees for (a) public streets and roads; (b) parks, recreational facilities and open space; (c) school facilities; and (d) certain fire protection facilities. State law also allows for the “pooling” of impact fees, whereby fees are allocated to projects that will be completed within the six-year fee collection window.

The City’s policies for establishing and maintaining impact fees are provided below. For Redmond, impact fees are a necessary funding strategy that allows the community to achieve its vision for 2030—that while growth will occur, quality capital facilities will be provided for the long term.

CF-14 Follow the principle that growth shall pay for the growth-related portion of capital facilities. When imposing impact fees on new development, the City will:
• Impose fees only for system improvements that are reasonably related to growth;
• Structure the impact fee system so that impact fees do not exceed the proportionate share of the costs of system improvements attributable to growth and are reasonably related to the new development;
• Balance impact fee revenues with other public revenue sources to finance system improvements that serve new development;
• Use fee proceeds for system improvements that will reasonably benefit the new development;
• Prohibit the use of impact fee proceeds for correcting existing capital facility deficiencies;
• Maintain an annual adjustment to impact fees based on an appropriate capital cost index and other relevant local construction data, subject to annual City Council approval;
• Review the impact fees and the indices used periodically to ensure that the fees reflect the cost of planned system improvements related to growth; and
• Pool fees to more efficiently fund capital facilities resulting from new growth.

Many opportunities arise for the City to obtain funding for capital facilities from outside sources, such
as state and federal grants. Securing these outside funding sources usually requires supplying some local matching funds. Using local funds as a match to grant funds, as opposed to using local funds as the sole source of funding of projects, allows the City to more efficiently leverage its financial resources. In addition, other financing strategies are available to the City to further support the capital program. Presenting these options in tandem with capital plans allows decision makers and the public to consider implications of alternative financing.

**CF-15** Aggressively pursue funding from other levels of government, nonprofit and private agencies to accomplish the City of Redmond’s capital investment program, while optimizing use of City resources. As appropriate, pursue alternative financing strategies such as public-private partnerships to further support the capital program.

**CF-16** Consider exempting from payment of impact fees certain developments that have broad public purpose when adopting an impact fee ordinance.

### School Facilities

Upon the formulation of a school Capital Facility Plan and at the request of the responsible school district, the City of Redmond has the authority to impose impact fees to pay for new school facilities that future growth necessitates. The City must exercise diligence in assuring that the facility plans developed by the school district are consistent with the amount and location of growth envisioned in the Redmond Comprehensive Plan. Similarly, the City must determine that the school service standards used by the school district in development of the school facility plan are consistent with community expectations and values.

**CF-17** Require school districts that propose to have the City of Redmond impose impact fees for them to prepare Capital Facility Plans that include:
- Plans for capital improvements and construction over a 20-year horizon,
- A demonstration of how facility and service needs are determined,
- An annually updated six-year (or longer) finance plan that demonstrates how capital needs are to be funded,
- Population and demographic projections consistent with those used in developing the City’s Comprehensive Plan, and
- An assessment and comparison of the condition and functional characteristics of school facilities across the entire district.

### E. Lands Useful for Public Purposes

To ensure that adequate lands are available for public uses, the GMA requires local governments to identify lands useful for public purposes, including land for governmental functions, such as parks and recreation areas, streets, trails, transit, fire stations, other governmental buildings and utilities.

Redmond’s primary strategy for identifying lands useful for public purposes is to identify them in functional plans (and therefore the Capital Facility Element). Many of these sites are also identified in general terms in the various elements of the Comprehensive Plan. As the City acquires these properties, they may be identified more specifically in functional plans; or, if they are large, they may be identified on the Land Use Plan Map.

**CF-18** Identify lands useful for public purposes in functional plans and in the appropriate elements of the Comprehensive Plan. Identify alternative sites or lands more generally where acquisition is not immediate. Identify lands specifically when acquired and used for public purposes on the Land Use Map, or in the appropriate...
elements of the Comprehensive Plan where not otherwise identified by City or other governmental agency functional plans.

In addition to identifying lands useful for public purposes, the GMA also requires the local governments in a county to cooperatively develop a prioritized list of lands required for public facilities that serve more than one jurisdiction. These “shared needs” public facilities may include joint-use facilities or facilities that serve a region or the whole county. Local capital acquisition budgets must be consistent with this prioritized list.

**CF-19** Identify shared needs and the lands that may be used to meet these needs with nearby cities, King County, neighboring counties, the State of Washington, the Puget Sound Regional Council, school districts, special purpose districts and other government agencies. Maintain a capital acquisition budget and schedule that reflects the jointly agreed upon priorities.

**F. Capital Planning References**

Functional plans are major components of the City’s overall Capital Facilities Program. The following functional plans have been adopted by the City and may be consulted for more detailed information regarding existing and planned facilities, service standards and facility development:

and we see ourselves in our neighbor’s eyes
Future Vision for Redmond: Neighborhoods

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 accommodating growth and change; as a result, Redmond’s high quality of life, cherished natural features, distinct places and character are enhanced. The community’s evolution has successfully woven the small town feel of older, established neighborhoods with the energy and vitality of Redmond’s urban centers. The result is a place where people are friendly, often meet others they know, and feel comfortable and connected. It is a place where diversity and innovation are embraced and action is taken to achieve community objectives. It’s a place that is home to people from a variety of ethnic backgrounds, which contribute to the richness of the city’s culture.

Achieving a balance between accommodating growth and preserving Redmond’s unique features and livability has been challenging, but over the past 20 years through the clear, shared direction contained in the Comprehensive Plan, the vision has taken shape. Throughout Redmond the results are apparent.

Many citizens continue to actively participate in Redmond’s planning process and system improvements, and their preferences are incorporated so that Redmond continues to be the community desired by its citizens.

In 2030 as in 2010, Redmond is a community working together and with others in the region to implement a common vision for Redmond’s sustainable future.

Organization of This Element

Introduction

A. Planning for Neighborhoods

B. Implementing Neighborhood Plans

C. Neighborhood Policies for Redmond

Introduction

The Neighborhoods Element contains neighborhood-specific policies. The overall goal of neighborhood plans is to maintain and enhance the quality of life for all who live or work in Redmond’s neighborhoods today and in the future.

Neighborhood planning uses the City’s overall policies, neighborhood issues and neighborhood opportunities to develop solutions that foster opportunities and address problems. The other Comprehensive Plan elements—for example, Transportation, Housing, and Utilities—address these topics citywide; the Neighborhoods Element addresses these issues in a neighborhood-specific manner. The Neighborhoods Element is coordinated with other elements to ensure that policies are not duplicated. In addition to the neighborhood policies in this element, the Urban Centers Element includes policies applicable to the Downtown and Overlake Neighborhoods.

Figure N-1 illustrates the neighborhood planning and update process and the relationship of neighborhood plans to the Comprehensive Plan. The neighborhood planning and update process gives neighborhood citizens the opportunity to develop or refine neighborhood policies to fit community circumstances while meeting citywide objectives.
Neighborhood planning has the following benefits:
- Working at the neighborhood level, City staff are able to develop and respond to a comprehensive inventory of neighborhood-specific issues and concerns.
- Addressing neighborhood problems and recognizing, enhancing and maintaining neighborhood opportunities helps improve neighborhoods.
- Neighborhood-specific policies can help residents retain or strengthen a sense of place; that is, a combination of character, setting, land uses and environment that makes a neighborhood unique and sustainable for the long term.
- Neighborhood planning efforts bring together those who live, work or own property and encourage participation by a diverse array of people in the neighborhood to address neighborhood concerns and goals jointly.
- Neighborhood planning brings together residents and City staff and officials, contributing to a stronger community.
- Two-way communication is enhanced among the neighborhood; the City staff, the Planning Commission; other City committees, boards and commissions; and the City Council so that information and ideas may be shared between the groups.
- Opportunities and barriers to implementing citywide policies are identified and addressed, enhancing the effectiveness of citywide planning.
- Policies developed on a neighborhood level may inspire efforts for the entire city, improving planning and implementation citywide.

By addressing neighborhood concerns and drawing on the desirable attributes of neighborhoods, the Neighborhoods Element works to enhance Redmond’s quality of life. For example, neighborhood traffic management and land use policies help provide for efficient development, while minimizing land use conflicts and adverse impacts on neighboring uses.

The citywide vision and policies describe an overall preferred growth strategy for Redmond, while the Neighborhoods Element establishes a specific vision and policies for each neighborhood. The neighborhood policies are consistent with the citywide framework, as required by the Growth Management Act. Fulfilling each neighborhood vision will collectively achieve the citywide vision. For example, the citywide policies call for creating opportunities within Redmond to provide a diversity of housing types at a range of prices, including affordable homes. The neighborhood policies identify the desired qualities of each residential neighborhood and the neighborhood’s strategies for promoting innovative and affordable housing within the neighborhood.

A. Planning for Neighborhoods

Redmond’s substantial residential and employment growth has increased the complexity of opportunities and issues the City faces. While many of these opportunities and issues can be effectively addressed at a citywide level, others need more specific solutions. This section includes policies that will guide the preparation, review and update of neighborhood plans, including plans for the Downtown and Overlake Neighborhoods in the Urban Centers Element. Redmond’s neighborhoods are shown on Map NP-1. These areas form the boundaries for the neighborhood plans, based on geography, the transportation network and land use; they are utilized for planning purposes only.
Figure N-1
Neighborhood Planning Process

Comprehensive Plan
- Comprehensive Plan sets policies that apply citywide and to neighborhoods.
- Neighborhoods Element contains a process for preparing neighborhood plans and policies that guide factors considered when preparing a neighborhood plan.

Mayor and City Council develop and approve neighborhood planning schedule and Redmond Planning and Community Development Department Workplan

Planning and Community Development Department provides data, analysis, staff support and communicates City policy

Residents, businesses, property owners, institutions and interest groups cooperatively plan for the neighborhood.

Planning Commission holds hearings, reviews and makes recommendations on proposed Neighborhood Plan.

City Council holds hearings, reviews, modifies and adopts Neighborhood Plan.

Neighborhood Plan Implementation

Plan
- Plan Added to Neighborhoods Element
- Amendments to Other Comprehensive Plan Elements
- Zoning Amendments
- Neighborhood Capital Facility Improvements
- Other Implementing Measures
Preparation and Coordination of Neighborhood Plans and Updates

Since the preparation and adoption of a neighborhood plan is typically an extended process, preparation of plans for different neighborhoods must be staggered to minimize costs and utilize staff effectively. The timing of the preparation of a plan for a given neighborhood will be based on the urgency of the issues, opportunities that need to be addressed, and the level of growth facing each neighborhood. For example, a neighborhood plan might be regarded as a high priority for update due to increased development activity or significant transportation concerns.

To be effective, plans must be current. Neighborhood plans will be periodically reviewed in anticipation of and during periods of growth. Based on that review, the City may decide that the plan does not require any changes, that limited updating is needed, or that the neighborhood plan should be redone.

NP-1 Plan for and undertake updates to neighborhood plans at consistent intervals as follows:
- Meet annually with neighborhood citizens to discuss progress of neighborhood plan implementation, neighborhood goals and vision, timely topics of interest, and priority projects;
- Review and complete refinements to policies and regulations, as necessary every six years; and
- Review and complete more significant updates to policies and regulations, as necessary every twelve years.

NP-2 Maintain and foster awareness of neighborhood interests at regularly scheduled intervals on behalf of the Redmond community, staff and City officials. Use a variety of communication tools, such as newsletters, staff reports and public meetings.

The Planning Commission will be informed of neighborhood events and the resulting citizen interests and feedback using a variety of communication techniques, such as newsletters, written updates and staff briefings. The Planning Commission will review and conduct a public hearing on the six- and twelve-year neighborhood plan updates and make a recommendation to the City Council. The City Council will then consider adoption of the plan, after modification if needed, and incorporate it into the Neighborhood Element.

Maximum public input is essential for the preparation of, update to, and review of a neighborhood plan. At key milestones throughout the neighborhood planning and update process, staff emphasizes involvement from the community using a variety of methods, such as direct mailing, web announcements, flyers, and through other existing communication networks, such as homeowners’ associations and faith-based communities.

In addition to encouraging participation from the neighborhood as a whole, a Citizen Advisory Committee may be established to help inform the neighborhood plan update. Potential committee members are recruited broadly through techniques such as direct mailings and web announcements and may also be recommended by City staff and officials. The process includes recommendation of committee members by the Mayor and confirmation by the City Council.

Public involvement may also be pursued by using existing neighborhood organizations as advisory groups, conducting neighborhood surveys or holding workshops. The techniques selected should be appropriate to the planning effort and the community, while providing a fair and equal opportunity for all who live, work and own property within the neighborhood to participate.

NP-3 Maximize public input to neighborhood plans through the guidance of a Citizen Advisory Committee or other representative group composed of people who live, work, own property or own a business in the neighborhood. Ensure that neighborhood residents, businesses and property owners always have the opportunity...
to be involved in the review, preparation and adoption of neighborhood plans. Use techniques appropriate to the neighborhood and to the issues under consideration and involve affected City departments, boards and advisory committees in the update and review of neighborhood plans.

### Techniques and Structure of the Neighborhood Plan Update Process

Redmond’s neighborhoods are unique, and each neighborhood plan will address different issues and opportunities. However, to ensure that plans are consistent with the Citywide Comprehensive Plan and that appropriate problems and opportunities are addressed, each plan should consider a common set of issues and opportunities.

One such consideration is neighborhood character. Neighborhood character refers to the overall sense of a neighborhood. It evolves over time and results from the interaction of a variety of factors. Those factors include the appearance of the neighborhood, such as the buildings, landscaping and streets; the types of land uses; natural features and open space; and other focal points, such as schools, churches, parks and neighborhood businesses.

Staff will utilize a variety of techniques with the neighborhoods so that interested people may equally understand issues, opportunities, trends and possible innovations, establish a common knowledge base, and prepare for considering updates to each neighborhood plan. From this base knowledge, recommendations will evolve. As a result of this process, participants may begin to identify with future leadership roles with Redmond government.

**NP-4** Provide a common framework or knowledge base for people to capitalize upon, particularly when considering plan updates. Offer the Citizen Academy or a similar tool at regular intervals for helping to establish the common framework.

**NP-5** Address issues and opportunities in preparing neighborhood plans and updates, such as:
- Implementing the Citywide Comprehensive Plan;
- Establishing a long-range vision for the neighborhood;
- Coordinating neighborhood communication;
- Reviewing neighborhood boundaries;
- Preserving the natural environment;
- Promoting parks, recreation, open space and cultural arts, especially those that address local neighborhood needs;
- Identifying community facilities and services;
- Encouraging provision of housing to serve people of a diversity of income levels, ages, family sizes and special needs;
- Supporting commercial uses, when appropriately sited, and informing future consideration of commercial land use and zoning;
- Establishing and enhancing neighborhood character and design issues, such as identification and enhancement of formal and informal neighborhood gathering places, and identification and enhancement of neighborhood gateways;
- Conserving and improving historic, archaeological or cultural sites;
- Supporting neighborhood transportation needs, including strategies to improve transportation connections, encourage use of alternative travel modes, and manage traffic; addressing modes of transportation, such as walking, bicycling, transit and personal motor vehicle;
• Addressing sustainable, healthy and active living at the neighborhood scale;
• Identifying and reporting other issues and opportunities raised by neighborhood residents, businesses, property owners and other interested groups and individuals; and
• Developing a list of priority projects based on recommendation by neighborhood representatives.

The weight given to each of these areas will vary with its significance to the neighborhood.

While each neighborhood will require individual solutions and have individual opportunities, a “tool kit” of solutions forms the starting point that can be applied to neighborhoods, reducing planning costs and easing implementation. The tool kit includes planning techniques, zoning techniques, traffic-calming methods, design standards and other implementation measures. While these tools should be customized to fit the neighborhood, they must also be consistent with the Comprehensive Plan and Zoning Code and be economical to administer. Over time, new tools will be added to the tool kit.

**NP-6** Identify techniques and methods that can be used to address neighborhood issues and opportunities. Choose solutions that are compatible with Redmond’s Comprehensive Plan and development regulations.

**NP-7** Update policy and development regulations necessary for a neighborhood plan concurrently to enable the Planning Commission and City Council to review and amend both the policies and development regulations at the same time.
B. Implementing Neighborhood Plans

Once a neighborhood plan is prepared and adopted, it must be implemented. Neighborhood plans, including those for the Downtown and Overlake neighborhoods in the Urban Centers Element, will be implemented through coordination among City staff, programs and policies carried out by City departments, and by applying neighborhood policies and regulations to specific developments through land use reviews. Examples of situations in which related neighborhood policies and implementing regulations would be applied include proposed Comprehensive Plan amendments, rezones, subdivisions, site plan entitlements, SEPA (State Environmental Policy Act) reviews, certain building permits, and similar permits and approvals.

NP-8 Implement the neighborhood plans’ vision, policies and improvements by:

• Using discretionary land use reviews;

• Identifying capital facility improvements needed in a neighborhood and ways of funding them;

• Providing follow-up communication among interested parties and the members of the neighborhood;

• Offering the Neighborhood Spotlight Fund to complete appropriate projects; and

• Using other implementing measures.

Initial Neighborhood Improvements

The neighborhood planning and update process provides an opportunity to identify improvements of particular importance to the neighborhood that can be completed through the Neighborhood Spotlight or Neighborhood Matching Fund. Projects for consideration may include improvements to bus shelters, public amenities such as benches and gardens, traffic safety improvements in conjunction with the City’s Neighborhood Traffic Calming program, and other projects that serve the greater public good of a neighborhood. The neighborhood planning and update process also provides opportunities to foster citizen stewardship. Stewardship can consist of organizing collaborative efforts to implement smaller neighborhood beautification projects. As well, citizen interest in stewardship can help implement programmatic efforts, such as planting along the Sammamish River, establishing neighborhood-based community gardens, and promoting awareness of disaster preparedness.

NP-9 Work with neighborhood representatives to recommend projects for inclusion in the priority projects list. Give deference to neighborhood recommendations provided projects are consistent with the Comprehensive Plan and in compliance with safety standards set by the City. Periodically review the priority project list with neighborhood representatives, City staff and officials, as well as key individuals identified by City staff and officials, in order to determine priority and feasibility.

NP-10 Identify and implement one or more small neighborhood projects to respond to specific issues identified during the planning process. Work together with representatives of the neighborhood to ensure completion of the projects in a timely manner.

Process and Planning Review

Ongoing review of the plan, assessment of the planning process and evaluation of the tools utilized allow staff and residents to examine and improve the neighborhood update procedure. The review serves as a check-in period with the neighborhood residents during which new ideas and issues are presented, in addition to an examination of the steps taken to promote plan implementation. Methods for assessment will be designed to meet
the specific needs of the neighborhood. For example, communication may continue through public sessions and surveys with citizen advisory group members and other representatives of the neighborhood. Review also occurs at the staff level to ensure that best management practices continue to be utilized and methods improve as identified.

Key milestones provide opportunities for feedback from the residents of a neighborhood. At those times, notification of a survey, workshop, open house or other collaborative effort is provided in an effort to bridge the interests and issues reflected by City staff and officials, the neighborhood representatives and neighborhood residents. Milestones include but are not limited to:

• Announcement of the neighborhood planning and update process and recruitment of neighborhood representatives;
• Presentations of the initial identification of issues and opportunities regarding the neighborhood;
• The formal development of a neighborhood vision which includes the long-range ideas and concerns for the neighborhood in its entirety; and
• The development of recommendations by the neighborhood representatives, which are the basis for the creation of neighborhood policies within the neighborhood plan, as part of the Comprehensive Plan.

NP-11 Utilize all reasonable measures of communication with the neighborhood and neighborhood representatives throughout the neighborhood planning and update process. Periodically review and evaluate the neighborhood plan update process in order to improve the planning process and to strengthen communication among City staff and officials and the neighborhoods through:

• Updating of current issues and feedback regarding the neighborhood planning and update process by representative groups within the neighborhood;
• Coordination among the Strategic Neighborhoods Team, comprised of staff from City departments and divisions, for the purpose of ongoing contact with the neighborhood, providing continued support throughout the plan update, and developing future enhancements to the update process;
• Maintenance and enhancement of communication strategies to achieve an active network for reporting and sharing feedback among City staff and officials and the neighborhood; and
• Identification and recruitment of neighborhood representatives and organizational contacts to provide ongoing maintenance of the neighborhood plan, to offer feedback to City staff and officials, and to remain informed of City projects and processes.
C. Neighborhood Policies for Redmond

C.1 Bear Creek Neighborhood Policies

Neighborhood Vision

Bear Creek is unique in Redmond: it is a residential area adjacent to Downtown that contains large, ecologically important open spaces enjoyed not only by those who live there, but also by those whose only link with the neighborhood is a commute on Avondale Road.

The neighborhood vision describes the Bear Creek neighborhood in 2030. It represents what the neighborhood will look and feel like when the neighborhood plan is implemented.

By 2030 the Bear Creek neighborhood has grown, while still sustaining natural and recreational resources for future generations. People live in a clean, healthy and well-maintained environment in which everyone has a stake. The City and neighborhood work cooperatively to promote environmental quality.

Character: Bear Creek continues to be a safe neighborhood where people feel connected to one another. The neighborhood has a green character. It retains a significant tree canopy, and those in the neighborhood take advantage of the latest in energy-efficient and low-impact development techniques. The Bear/Evans Creek valley—the neighborhood’s front yard—continues to have a rural-agricultural feel.

Housing: Residents take pride in living in the Bear Creek neighborhood, while builders take pride in providing attractive housing in the neighborhood. Builders and designers seek out the neighborhood to pioneer new housing technologies and construction methods. People who live in the neighborhood appreciate that they can find homes that match their life needs—from apartments, cooperative housing, condominiums and senior housing to traditional single-family detached housing. Multiunit housing is located near arterials and transit, with some limited attached homes designed to look like single-family dwellings in single-family zones. The neighborhood is safe, and housing is affordable at a variety of income levels.

Business: Neighborhood businesses prosper. This is in part because residents and the business community support each other by working cooperatively to address common issues. Residents take pride in the successful businesses in and adjacent to the neighborhood, while business owners and employees are partners in maintaining a high quality of life in the neighborhood and in Redmond as a whole.

Transportation: Redmond and the region have grown and that has led to additional congestion on major roadways. Even so, everyone has safe access between the neighborhood, the rest of Redmond and the region using a variety of travel modes. Pedestrians can safely cross busy streets to access transit and can also safely walk within the neighborhood to access parks and other recreation opportunities. Some services are easily accessible by foot and bicycle, while other local destinations may be easily reached by transit. Those visiting find that there is sufficient guest parking.

Natural Environment: The Bear Creek neighborhood values a culture of conservation and education. This has helped promote the health of the valley’s ecosystem. In the Bear/Evans Creek valley, plants and wildlife thrive in the streams and the riparian corridors. For example, the creeks support healthy salmon runs and freshwater mussels and have been reconnected to surrounding wetlands. Educational signage has made the neighborhood keenly aware that Redmond’s drinking water aquifer lies just beneath the creek valleys, teaching people to minimize groundwater pollution. Neighborhood awareness and enjoyment of these assets is enhanced because of easy access to natural areas. Residents breathe clean air, and wildlife benefit from improved surface water quality.

Parks & Recreation: Residents, employees and visitors alike enjoy parks in the neighborhood that offer a balance of active and passive recreation opportunities. Natural park areas are walkable, educational and designed to minimize environmental disturbance. Park visitors arrive by a number of travel modes, and most times there is sufficient parking to accommodate those arriving by car.
**Neighborhood Character**

The Bear Creek neighborhood has at the same time an urban and rural feel. It is busy and it is calm. Here the past and future come together in a kaleidoscope of uses and landscapes. The neighborhood values this unusual mix of nature and city.

Chief among the unique features in the Bear Creek neighborhood is Bear Creek itself, along with Evans Creek and their respective riparian corridors. These creeks are home to critical salmon runs and other freshwater marine life. The aquifer below is a major source of Redmond’s drinking water. The neighborhood has retained its connection to a rural-farming past. It includes a diversity of housing types and has sports and recreation facilities at Perrigo Park.

Three neighborhood subareas have distinct land use mixes.

1. The west subarea, west of Avondale Road, is predominantly Multifamily Urban with apartments and condominiums on the hillside overlooking the Bear/Evans Creek Valley. This subarea also contains a small cluster of commercial uses and a small amount of property zoned for Single-Family Urban uses.

2. The central subarea—generally the east side of Avondale Road and the west portion of the NE 95th Street corridor—has predominantly Single-Family Urban uses. This area also includes the Fairwinds Retirement Community. Together, the west and central subareas make up the populated parts of the neighborhood.

3. The south and east subarea is largely open space in the Bear/Evans Creek Valley. At the east end of this subarea is Perrigo Park as well as other City-owned open spaces. A large portion of this subarea is commonly known as the Keller Farm. This subarea is sparsely populated.

The following policies pertain to the character of the Bear Creek neighborhood.

**N-BC-1** Foster the Bear Creek neighborhood’s diverse character through environmental stewardship, innovative land-use techniques, and urban design and activities that bring people in the neighborhood together.

**N-BC-2** Partner with educational organizations to ensure that all in the Bear Creek neighborhood recognize the critical importance of the underground aquifer, Bear Creek, Evans Creek and associated wildlife and wetlands. Consider interpretive signage as an educational tool.

**N-BC-3** Preserve the public view corridor from Avondale Road through the Keller Farm toward Mount Rainier.

**N-BC-4** Maintain the rural feel along NE 95th Street, also known as Conrad Olson Road. Ensure that this corridor is safe for bicyclists and pedestrians.

**N-BC-5** Work in collaboration with residents to create and maintain a welcoming feature at the south end of Avondale Road to signify the end of the freeway and the beginning of a neighborhood setting. Consider use of vegetation, traffic control measures and other techniques.

**N-BC-6** Promote nonmotorized connectivity throughout the neighborhood and to adjacent areas. In particular, improve nonmotorized connectivity from west of Avondale Road east to Perrigo Park.

**N-BC-7** Ensure that future improvements to Avondale Road promote neighborhood quality of life, such as by providing safe crossings and by discouraging speeding, while facilitating local access and regional connection.
Communication

Neighborhood plans are not written in a vacuum, and they do not implement themselves. Therefore, it is important to express how the plan was created and what will be done once the plan is adopted.

This neighborhood plan was created with the essential input of neighborhood residents, property owners, nearby business owners, natural resource stewards, and others with an interest in the Bear Creek neighborhood. A four-member Citizen Advisory Committee (CAC) advised City staff, the Planning Commission and the City Council throughout the development of the plan. The CAC met twice monthly for about one year to consider the future of the neighborhood. In addition, the CAC took its meetings to the neighborhood, attended multiple open houses to gather feedback, and brought issues of neighborhood importance to the attention of City staff and officials.

The policies below describe ongoing efforts to ensure that this plan is a living document that remains relevant to the neighborhood. The policies commit City representatives to two-way dialogue with neighborhood stakeholders, periodic evaluation of plan objectives, and participation in meetings about development proposals.

N-BC-8 Support Bear Creek residents and other stakeholders in ongoing and enhanced communication with the City and on community building efforts.

N-BC-9 Meet with neighborhood stakeholders periodically after the adoption of the Neighborhood Plan to evaluate implementation of the Plan, identify any needed changes, and discuss projects or issues of concern to the neighborhood.

N-BC-10 Attend required neighborhood meetings for development proposals in the Bear Creek neighborhood.

Natural Environment

The Bear Creek neighborhood is home to two key natural resources: the Bear/Evans Creek system and Redmond's drinking water aquifer. Policies in other Comprehensive Plan elements already speak to the protection of these resources. The policies below are geared toward neighborhood-level actions that will help ensure that these resources remain healthy for the long term.

N-BC-11 Take an active role in educating residents and others to make choices that support the long-term health of natural resources. Examples include natural yard care, landscape classes, and educational opportunities related to groundwater protection.

N-BC-12 Locate interpretive signage along the Bear/Evans Creek Trail to highlight the benefits of a healthy creek and aquifer ecosystem.

N-BC-13 Encourage builders to plant native and drought tolerant vegetation to reduce irrigation needs and encourage healthy landscaped areas.

N-BC-14 Encourage agricultural activities that use best management practices to protect stream and aquifer health.

N-BC-15 Partner with property owners and stewardship and other volunteer organizations to revegetate the Bear/Evans Creek corridor.

Land Use

Land is used for four broad purposes in the Bear Creek Neighborhood: for homes, businesses, parks and open space, and agriculture. By 2030 the balance of those uses is not expected to change significantly.
• The Avondale corridor will be the most densely populated area of the neighborhood, with homes, businesses and small parks.

• The Bear/Evans Creek Valley will continue to be open. Land uses in the valley, whether based in agriculture or habitat enhancement, will be stream and aquifer friendly.

• Most of the west hillside and east edge of the neighborhood will be in open space and recreation. The west edge because much of it is too steep for development, and the east edge because it is home to the Bear/Evans Creek Greenway as well as Perrigo Park. The east edge helps transition from Redmond to rural unincorporated King County.

The policies below pertain to land use in the neighborhood.

**N-BC-16** Focus urban development outside the Bear/Evans Creek Valley by clustering development outside the 100-year floodplain. Preserve undeveloped portions of the Bear/Evans Creek Valley for habitat enhancement or stream-and aquifer-friendly agriculture.

**N-BC-17** Support the buildout of the PARCC Plan and East Redmond Corridor Master Plan to ensure a definite transition from urban to rural along the eastern edge of the neighborhood.

**N-BC-18** Maintain predominantly Multifamily Urban land uses west of Avondale Road, except on steep slopes and in other environmentally critical areas, where the land use designation should be Single-Family Constrained.

**N-BC-19** Maintain Single-Family Urban land uses east of Avondale Road, beginning at Avondale Green east to the east edge of Friendly Village and north to the city limit.

**N-BC-20** Encourage commercial enterprise in the commercial area south of the “Y” of Avondale Way and Avondale Road.

Policies N-BC-21 and N-BC-22 describe criteria for potential future rezone requests to Neighborhood Commercial or Multifamily Urban in the Avondale corridor. One important criterion is that one indoor gathering place be provided through a rezone. After one indoor gathering place is provided, the criterion would no longer apply. Policy N-BC-50 has more description of an indoor gathering place.

**N-BC-21** Consider allowing neighborhood commercial zoning on a site when the following conditions are met:

• The site is at least 2.5 acres;
• The site has bidirectional direct access to a principal arterial;
• The site is located outside of the 100-year floodplain;
• The rezone proposal includes a provision for an indoor gathering place for the general public, whether publicly or privately owned; and
• The site meets additional criteria specified in LU-43 and LU-44.

**N-BC-22** Consider approving rezones from Single-Family Urban or Bear Creek Design District Performance Area 1 to Multifamily Urban on the east side of Avondale Road between NE 88th Place and the entrance to the Avondale Green development when the following conditions are met:

• At least 2.5 acres of land outside the 100-year floodplain are owned or controlled by one entity and are part of a single development proposal;
- The applicant submits a conceptual site plan for approval concurrently with the rezoning application;
- The site plan shows a single vehicular access point to Avondale Road or to another single ingress/egress;
- The development provides a way for future adjacent redevelopment to use the same single vehicular access point to Avondale Road or another single ingress/egress;
- The rezone proposal includes a provision for an indoor gathering place for the general public, whether publicly or privately owned; and,
- The rezone application meets all other criteria for Comprehensive Plan and Zoning Code amendments.

Transportation and Circulation

The Transportation Element of the Comprehensive Plan sets citywide transportation policy in Redmond. This part of the Bear Creek Neighborhood Plan addresses long-term neighborhood transportation and circulation priorities.

Avondale Road is the principal route to and from the neighborhood for those who live and work there and also a major commuting corridor for thousands of others. For those reasons, policies that pertain to the purpose and character of Avondale Road are critical.

Another defining transportation characteristic of this neighborhood is the existing and planned trail network. These trails not only provide for excellent recreation opportunities, but also serve as transportation facilities for people who walk and bicycle to and through the neighborhood to access other destinations.

Finally, the developed portion of Bear Creek neighborhood has sufficient population density to support frequent transit service. Public transit in this neighborhood is a critical tool to easing congestion on arterials like Avondale Road and to providing transportation choices for people who live and work in the neighborhood. Convenient connections to future light rail stations will be particularly important.

The Bear Creek Neighborhood Transportation Connections Map follows the policies.

N-BC-23 Coordinate location of crosswalks near transit stops and future trail connections to facilitate safe and convenient pedestrian crossings of Avondale Road.

N-BC-24 Ensure that transit stops and crosswalks are well lighted and that lighting is not unduly obscured by trees or other objects.

N-BC-25 Support reliable and frequent regional transit service in the Avondale Road corridor to increase personal mobility within the existing right-of-way.

N-BC-26 Ensure that there is reliable and frequent transit service, and convenient access by other modes, to the Bear Creek Park and Ride and the future light rail stations in Southeast Redmond and Downtown Redmond.

N-BC-27 Provide safe and convenient bidirectional access to Avondale Road for local residents. Achieve this by building new local street connections to provide access to signalized intersections, creating safe U-turn opportunities, or using other traffic management techniques.

N-BC-28 Discourage speeding on Avondale Road. In addition to regular enforcement activities, achieve this by altering the street cross section, such as by adding planting or using other design techniques or best practices.
N-BC-29  RemEDIATE local access issues in the Avondale corridor when opportunities arise through private development or capital improvement projects, consistent with transportation planning documents. For example, replace individual residential driveways with consolidated access to a signalized intersection.

N-BC-30  Design site plans for new developments so that they accommodate planned street connections as shown in the Transportation Master Plan and Bear Creek Neighborhood Transportation Connections Map.

N-BC-31  Complete the bike facilities along Avondale Road and Avondale Way. Connect these facilities to the local and regional trail networks.

N-BC-32  Complete the regional trail system in the neighborhood in order to provide multimodal transportation access to parks and throughout the neighborhood.

N-BC-33  Provide sufficient parking to accommodate visitors to community parks in the neighborhood, including Perrigo Park. Balance parking provision with space for recreation facilities, habitat and open space protection.

N-BC-34  Evaluate strategies in future Avondale corridor planning efforts that would:
• Improve safety for students walking and riding the bus to school,
• Work to improve traffic flow by partnering with the school district and other transit agencies to evaluate and encourage alternatives to in-lane stops, and,
• Manage speeds to posted limits.
Housing

The amount of land available for residential development or redevelopment is limited in the Bear Creek neighborhood by Bear Creek itself and its associated environmentally critical areas. As a result, development activity is limited mainly to the Avondale corridor and the portion of the NE 95th Street corridor that is within city limits. Because of development limitations in the neighborhood, these policies focus on making the most of existing housing opportunities and finding innovative ways to include new types of housing in the neighborhood.

N-BC-35 Continue to encourage a diverse mix of single-family and multifamily housing types, in recognition that the Bear Creek neighborhood is diverse in its makeup, and as a way to achieve citywide goals of providing a variety of housing options.


N-BC-37 Allow the subdivision of existing lots to encourage the development of smaller, affordable homes in Single-Family Urban zones. Permit “backyard homes” as described in the Zoning Code.

N-BC-38 Permit single-family attached housing in all Single-Family Urban zones, using an administrative review process. Ensure that neighbors are notified when a triplex or fourplex is proposed so that the builder and the neighborhood can identify and work through design and compatibility concerns.

N-BC-39 Design single-family attached housing to portray the appearance of single-family detached homes. Use techniques such as shared driveways, single front entries and varied facades to achieve this.

N-BC-40 Require that a minimum of 10 percent of units in all new residential developments of 10 units or more be affordable to individuals or families earning up to 80 percent of the King County median income. Provide at least one bonus market rate unit for each affordable unit, constructed in accordance with citywide policy and regulation.

N-BC-41 Design new single-family homes to maintain visual interest and compatibility with the neighborhood’s character. In new developments provide a variety of home designs and vary sizes, types and site design features, such as setbacks or lot sizes, to maintain variety and visual interest, to avoid repetitive style, and to avoid a bulky and massive appearance.

N-BC-42 Design new single-family homes to feature living space as the dominant feature of the street elevation to encourage active, engaging and visually appealing streetscapes. Minimize the garage feature of the street elevation unless the home is located on an arterial and options to minimize the appearance of the garage through design are limited.

N-BC-43 Require abutting property owners to make use of joint driveways whenever practical.

N-BC-44 Require builders to use technologies and practices that reduce resource consumption and minimize development’s
footprint on the land. For example, this could involve selecting renewable materials, conserving energy and water, encouraging the use of native landscaping, and using low-impact development techniques.

N-BC-45 Require that clean stormwater runoff from new residential development be infiltrated onsite as conditions permit.

N-BC-46 Encourage accessibility, particularly for seniors, by allowing single-story homes that meet universal accessibility standards to exceed ordinary maximum lot coverage standards. Limit this allowance to no more than 10 percentage points over the ordinary standard.

N-BC-47 Maintain a balance of active and passive recreation opportunities in the neighborhood. Look for opportunities to enhance both, especially if those opportunities can be reached by pedestrians in the neighborhood.

N-BC-48 Include educational components in park and recreation facilities, especially regarding the Bear/Evans Creek valley ecosystem and Perrigo Springs and Creek. Consider interactive educational components like demonstration plantings. For example, consider using the future rerouting of Evans Creek away from industrial properties as an education and partnership opportunity.

N-BC-49 Maintain a sense of openness in the Bear/Evans Creek valley.

N-BC-50 Look for opportunities to locate one publicly or privately owned indoor gathering place, such as a community hall or café. Such a place might also serve as a library book drop or include meeting rooms.

Parks & Recreation

The Bear Creek neighborhood is lined with community and resource parks on its eastern edge, including popular Perrigo Park. In the future, there will be better connections from the Avondale corridor to these parks as the Bear/Evans Creek Greenway is completed. Connections to parks on Education Hill and Downtown will also be maintained, providing opportunities for recreation and also alternative commute options. High priorities of the neighborhood include building awareness about the natural resources in the area and creating an indoor gathering place.
C.2 Education Hill Neighborhood Policies

Situated on a hillside overlooking the Sammamish Valley to the west, the Bear Creek Valley and the Cascade Mountains to the east, the Education Hill Neighborhood is centrally located in Redmond. Its name derives from the numerous schools located in the area, including Redmond High, Redmond Junior High and two elementary schools: Horace Mann and Rockwell Elementary. The southern end of the planning area borders the Downtown Neighborhood, providing access to a variety of shopping and other services. Education Hill is one of the oldest areas in Redmond and consists of largely low- to moderate-density residential housing. The neighborhood’s boundaries are (generally): north, the Puget Sound Energy power line (west to east); south, Downtown Redmond; west, Redmond-Woodinville Road and also including the Mondavio (Redmond 74) development; east, Avondale Road NE/Avondale Way NE. The surrounding neighborhoods are: north, North Redmond; east, Bear Creek (mostly unincorporated King County); south, Downtown and Southeast Redmond; and west, Sammamish Valley.

Public Participation in the Neighborhood Plan Update

This Neighborhood Plan was based on participation by people who live, work or own property in the Education Hill Neighborhood. A 12-member Citizen Advisory Committee participated throughout the process, including reviewing background information, identifying issues to address, considering alternative responses, and recommending updated policies and regulations.

The Citizen Advisory Committee received input from residents in the area throughout the process. In June 2004, a neighborhood-wide workshop and City Services Fair was held. At the workshop, citizens identified what should be preserved in the neighborhood, what should be improved, and what should be kept in mind during the Plan update. After working together during the fall and winter, the Citizen Advisory Committee hosted a neighborhood open house in May 2005 to preview the group’s preliminary recommendations and to solicit additional ideas and comments. The Citizen Advisory Committee continued to refine the policies, with a subsequent open house in December 2005. Prior to this event, a newsletter was mailed to the neighborhood to seek input on the Committee’s preliminary plan recommendations. The Plan development process also included input on recommended updates from the Redmond Parks Board and Trails Commission.

In addition to the public events, the Education Hill Plan update had continuous coverage on the City’s web page. Through the provision of meeting details, call to action notices, contact information and neighborhood history, residents remained informed on current actions and plans. As well, links on the City’s web page provided supplemental information related to citywide events, opportunities and project status.

Redmond’s FOCUS magazine, cable access channel RCTV, and the Redmond Reporter newspaper were also used to announce meetings and neighborhood-wide events and to seek participation and input.

Neighborhood Vision

The vision statement below is a word picture of the Education Hill Neighborhood projected into the year 2020. It is intended to describe what the neighborhood will look and feel like when the Plan is implemented.

- The Education Hill Neighborhood remains a vital neighborhood that is residential in character. The neighborhood includes a mix of Single-Family Urban (four to eight dwelling units per acre) and Multifamily Urban (12 to 30 units per acre) residential areas. The central portion of the neighborhood is predominantly low to moderate-density, single-family in character, with the higher density areas along Redmond-Woodinville Road on the western edge and Avondale Road NE on the eastern boundary. Higher-density residential development has occurred near access to transit, and residents enjoy a wide variety of housing choices with an increase in new housing types, such as cottages, multiplex homes, and accessory dwelling units, or ADUs. New housing forms blend in well with the neighborhood and are accessible to a diverse population.
• Education Hill is an attractive, green area. Critical areas, such as streams and unstable slope areas, have been protected from development. Most of the slopes overlooking the Sammamish and Bear Creek Valleys are maintained in a native, undeveloped condition to protect the environment and preserve the woodland views valued by neighborhood residents.

• Community gathering places are enhanced with special amenities to encourage their use and to further identify the neighborhood. These “special places” are within parks; for example, tables, benches and concessions at Hartman Park; major trails developed with greater pedestrian facilities; or pedestrian comfort areas developed as part of the streetscape at the “crossroads” of Education Hill, which is the intersection of 166th Avenue NE and NE 104th Street.

• Those who live or work in the neighborhood have a variety of travel choices, including driving, walking, bicycling, transit and other forms of new technology transportation, such as moving sidewalks. Safe pedestrian crossings are provided on all busy streets. Streetscapes are attractive and functional for all travel modes, with street trees and landscaped areas that separate walkways from traffic where possible.

• A system of parks, trails and pathways has been enhanced in the neighborhood. Most residents are now located within walking or bicycling distance of a park. The trails and pathways provide connections within the neighborhood, and connect the neighborhood to other parts of Redmond and to other areas in the region.

• The Redmond/Puget Sound Energy Trail forms an important recreation and transportation linkage for west/east travel and is developed to allow greater use and enjoyment by Education Hill residents, as well as others from adjacent neighborhoods and the region.

• The Redmond-Woodinville Road (SR 202) and Avondale Road NE are main north/south arterials which also form the western and eastern boundaries to the neighborhood. The major access from the south to the central portion of the neighborhood remains 166th Avenue NE, developed to carry local traffic, as well as to enhance the safety and enjoyment of pedestrians and bicyclists. More recent north/south corridors are 160th Avenue NE and 172nd Avenue NE, north of the Puget Sound Energy power line. The main west/east arterial for the Education Hill Neighborhood is NE 104th Street.

• There are more transportation choices in addition to the auto. Mobility and access through the neighborhood has improved. The Education Hill Neighborhood is considered in regional plans to increase bus and other transit stops along neighborhood arterials identified as multimodal corridors. The frequency of transit service to Downtown Redmond and major employment centers has increased with easy neighborhood access to a major transit hub and shopping in Redmond’s Downtown. Transportation improvements include: roadway enhancements, bus pullouts on arterials, dedicated bus lanes on arterials, overall improved transit service, more pedestrian walkways, and bikeways. The trail and pedestrian linkage system also provides important pedestrian connections to Downtown and other areas, both within and adjacent to the Education Hill Neighborhood.

Neighborhood Character

Education Hill is one of Redmond’s largest residential neighborhoods, yet is cohesive, largely due to the topography of the hill, which defines the area and creates a neighborhood that is somewhat geographically distinct from other areas in the city. In addition, due to its size, the neighborhood can be thought of as consisting of several smaller areas (subareas) and neighborhoods that share similarities in character and needs, as well as unique differences.

The entirety of the Education Hill Neighborhood is zoned for residential uses, and the neighborhood has expressed an interest in the continuation of this policy. The majority of the residences are built at a low to moderate density, with the exception of three areas of apartment and condominium developments: the western and eastern edges of the neighborhood; for example, along Redmond-Woodinville Road and Avondale Road NE, as well as centrally located along the west side of 166th Avenue NE from NE 85th to NE 95th Street. It is anticipated that shopping for daily needs will be accommodated by retail services adjacent to the neighborhood; e.g., Downtown, NE
116th Street and Avondale Road NE, and elsewhere. In the future, these needs could be met by a small store within the Education Hill Neighborhood if determined to be appropriate through a land use application or neighborhood planning process.

Education Hill is predominantly a mature neighborhood with established character and a significant number of large trees. Central to the neighborhood is Hartman Park, a facility highly valued by the neighborhood as a community gathering place and organized sports venue. Many neighborhood residents cherish the walkability of their neighborhood, the number of schools and churches in the area, and the friendliness of neighbors who look out for each other. Panoramic views from various locations on Education Hill further add to the neighborhood’s character and identity and include vistas of Bear Creek Valley and the Cascade Mountains to the east; Mount Rainier, Downtown Redmond, Lake Sammamish and the Cascade foothills to the south; and the Sammamish River and Sammamish Valley to the west.

**Neighborhood Identity and Character**

The Community Character and Historic Preservation Element of the Comprehensive Plan describes entrances and landmarks that may set apart one community from another, as well as define a sense of place. Neighborhoods may also use this concept in the form of a neighborhood gateway. As defined in the Community Character and Historic Preservation Element, a gateway possesses distinctive design elements through the use of symbolic markers, landscaping or monuments.

The Education Hill Neighborhood Plan promotes the use of gateways to serve not only as entry points to the neighborhood but also to assist with traffic calming at the intersection of NE 85th Street and 166th Avenue NE, for example. Additional gateway locations may also provide opportunities for defining the character of the Education Hill Neighborhood.

**N-EH-1 Identify and develop gateway entries to the Education Hill Neighborhood. Promote the following intersections**

- 166th Avenue NE and NE 85th Street,
- Redmond-Woodinville Road and NE 109th Street,
- Avondale Road NE and NE 104th Street.

**N-EH-2 Identify public view corridors unique to the Education Hill Neighborhood, such as those of the Sammamish River and Sammamish Valley, Bear Creek Valley and the Cascade Mountains, Lake Sammamish and Mount Rainier. Design streets, trails and parks, as well as elements adjacent to the public right-of-way, to preserve and enhance those view corridors, while considering safety and privacy concerns of private property owners.**

**Subareas**

Subareas are defined herein for planning purposes only and contain a diversity of housing types. The Education Hill subareas also serve to assist with the planning of innovative housing opportunities that may be created throughout the neighborhood, dispersed equally throughout the four subareas, preserving the unique variety and diversity of the existing housing. Refer to Map N-ED-2 for geographic descriptions.

Southwest Education Hill: This subarea is bounded by the Downtown Neighborhood on the southern and western edges. This area is on the lower part of the hill adjacent to Downtown and contains some of the oldest housing stock in the neighborhood. Included in this subarea are Nike Park and Reservoir Park.

Central Education Hill: This subarea extends north of an alignment with NE 95th Street. It continues north to the Redmond/Puget Sound Energy Trail. Included in this subarea are Hartman Park, Redmond High School, Redmond Junior High School, Horace Mann Elementary School and the Emerald Heights Education Center.
Retirement Community.

Northwest Education Hill: This subarea is bounded on its western edge by the northern portion of the Downtown Neighborhood and the Sammamish Valley Neighborhood. This subarea includes the Mondavio (Redmond 74) development on the west side of Redmond-Woodinville Road, as well as Meadow Park and Rockwell Elementary School.

East Education Hill: This subarea follows Avondale Road NE and Avondale Way NE along the eastern and southern edges of Education Hill. This area is somewhat geographically separate from the other subareas as it borders the west side of Avondale Road. This area includes Sunset Gardens Park.

Neighborhood Communication Policies

The neighborhood planning process provided several opportunities to improve communication between the City of Redmond and people who live or own property in the Education Hill Neighborhood. Based on input received during the planning process, the City’s neighborhood team will continue to work to develop stronger connections with the neighborhood and to enhance delivery of City services through a coordinated effort. The Education Hill Neighborhood Plan policies strongly encourage the continued involvement and coordination with the community through the use of a City representative who would assist in this ongoing communication process.

Formation of a Neighborhood Citizens Committee whose purpose is to maintain communication with the City has been emphatically supported by the Neighborhood Plan. In addition to providing annual feedback to the City on implementation of the Neighborhood Plan, the Neighborhood Citizens Committee would be a resource for the City to discuss issues that may be of interest to the neighborhood. The Neighborhood Citizens Committee could also help create a stronger identity for the neighborhood by considering issues, such as neighborhood identification and gateway signs, providing information about development proposals and public process requirements, and increasing the involvement of other residents in neighborhood issues.

N-EH-3 Support Education Hill residents in the formation of a Neighborhood Citizens Committee to assist neighborhood residents in communication and community building efforts.

N-EH-4 Meet with the neighborhood one year after adoption of the Neighborhood Plan update and biannually thereafter to evaluate implementation of the Neighborhood Plan, identify any needed changes, and discuss projects or issues of concern with the neighborhood.

N-EH-5 Encourage continued communication and assistance with the City of Redmond by the use of a City representative to provide information and support to the neighborhood regarding land use issues.

N-EH-6 Encourage members of the neighborhood committee and require the City representative to participate in neighborhood meetings required by new forms of innovative housing and other developments. Require the City representative to prepare a document that summarizes the issues and concerns raised in the meeting, including a response by the developer and/or staff.
Redmond Comprehensive Plan

Neighborhoods

Education Hill

Map N-ED-2

Education Hill Subareas

Legend

- Central
- East
- Northwest
- Southwest
- City Limit

Effective: July 28, 2007

Note: The Education Hill neighborhood boundary was amended by the Bear Creek neighborhood plan effective March 12, 2011. Refer to the Bear Creek neighborhood plan policies and maps regarding the areas adjacent to Avondale Road.
Parks, Recreation and Open Space Policies

Redmond’s Parks, Recreation and Open Space (PRO) Plan identifies needs for parks and recreation facilities and how those needs will be met. The Education Hill Neighborhood enjoys many parks which serve a variety of needs, including active recreation, such as at Hartman Park and Nike, Reservoir and Meadow Parks, which serve adjacent neighborhoods and provide both active and passive recreational opportunities. The Redmond/Puget Sound Energy Trail provides a linear open space recreation area at the northern edge of the Education Hill Neighborhood. Sunset Gardens is the newest and also at one acre in size the smallest park in the neighborhood. It is situated on the west side of Avondale Road NE near its intersection with NE 95th Street.

At 40 acres, Hartman Park is the largest park in Education Hill and is centrally located in the neighborhood. As such, it serves the area as both a community and neighborhood park, with its proximity to schools and nearby residences as well as incorporating the Redmond Pool. As a community park, Hartman Park is a venue for various athletic activities and organized sports, including swimming, baseball and softball. As a neighborhood park, the facility provides recreational and social opportunities for nearby residents, such as passive open space, a play area for children and nearby trails. The Neighborhood Plan supports further enhancement of Hartman Park as a community gathering place with more amenities for neighborhood residents. As Hartman Park undergoes a master planning process to update the Park’s facilities and services, opportunities for some of these suggested changes should occur.

Preservation of existing open space and wooded areas is a goal that is strongly emphasized by the neighborhood policies. Wooded areas enjoyed by many that are on privately held land are becoming no longer available as residential development continues to occur at a rapid pace. While public budgets cannot always meet the demand to purchase these open space areas, the policies encourage the concept of preservation to the greatest extent possible through negotiated agreements with developers, other government entities, and the Lake Washington School District when surplus land becomes available.

The desire for the continuation and enhancement of the trail system in the Education Hill Neighborhood is also reflected in the Parks and Recreation Policies. New trails should be developed where indicated by this plan and as opportunities arise through private development projects.

The Redmond/Puget Sound Energy Trail is a significant element in the city’s, as well as the region’s, trail system. It should be preserved and enhanced for continued use by Education Hill and other area residents, through a renewed lease with Puget Sound Energy. Future recreational use of the Redmond/Puget Sound Energy Trail is encouraged by the Education Hill Neighborhood Plan and should be further defined through community input, the Redmond Parks Board and the Trails Commission.

N-EH-7 Encourage the preservation of wooded areas and open space in larger, undeveloped areas to the greatest extent possible. Provide trail connections through these areas to allow access through future developments, as well as further enhance the pedestrian circulation system in the area.

N-EH-8 Encourage the acquisition or shared use of land that may become available for open space or recreational purposes; e.g., such as the City of Redmond water utility property adjacent to Hartman Park or school district surplus property.

N-EH-9 Promote Hartman Park as a neighborhood community gathering place. Provide amenities in Hartman Park, such as food concessions, tables, benches and covered picnic areas to encourage gathering and other passive recreational activities.

N-EH-10 Work in collaboration with Puget Sound Energy to explore the designation and
development of the Redmond/Puget Sound Energy Trail as a linear park that both serves and unifies the Education Hill and North Redmond Neighborhoods.

- Maintain pedestrian-friendly, soft-surface trails;
- Promote trails and landscaping that are compatible with operation and maintenance of the power line, as well as other amenities as determined appropriate by the City's Parks Board;
- Encourage the development of a variety of parks and open spaces along the Redmond/Puget Sound Energy Trail as development occurs on adjacent parcels;
- Support City efforts to negotiate with Puget Sound Energy for the renewal of easements allowing use of the Redmond/Puget Sound Energy Trail for the linear park, including trails and linkages; and
- Consider amenities, such as:
  - Combined multipurpose trails that support pedestrians and bicyclists, including nonmotorized road bicycles;
  - Dog service stations, drinking fountains and exercise stations; and
  - Educational signage concerning nearby natural features, critical areas and area history.

**N-EH-11** Provide additional trail connections throughout the Education Hill Neighborhood, as identified in the Redmond PRO Plan, and through private developments where feasible. (Pedestrian connections are identified in Table I.)

**N-EH-12** Explore opportunities for additional neighborhood park or local park facilities in the northeast section of the Education Hill Neighborhood.
N-EH-13 Consider providing low-intensity, cost-effective lighting in parks after dusk when necessary for public safety.

**Residential Policies**

As Redmond seeks to increase its supply and diversity of housing available to various income levels and family types and sizes, a number of opportunities exist to provide for the housing needs of the community. The Education Hill Neighborhood Plan promotes the development of more affordable home options that encourage a diverse population and keep residents from having to move from the neighborhood or Redmond. Examples of such residents include individuals who work in Redmond but may not earn enough money to live here, and those who already live in Redmond but must move away due to a change in family size or other financial circumstances.

In order to address these needs, the Education Hill Neighborhood Plan supports cottages, accessory dwelling units (ADUs), backyard homes and multiplex units, particularly duplex or single-family attached housing, as desirable options when sited appropriately. The residential policies recommend that innovative housing projects should also be encouraged through the Innovative Housing Ordinance or other demonstration projects. Cottage housing provides a housing type that responds to changing household sizes and ages, such as retirees, small families and single-person households. Since cottages are smaller (limited to 1,000 square feet in size), they provide opportunities for ownership of small detached dwelling units than can blend well within a single-family neighborhood and encourage the creation of more usable open space for residents through flexibility in density and lot standards. Accessory dwelling units are currently permitted throughout the city and are a viable means to create an additional housing opportunity at relatively low cost and impact to the neighborhood. Backyard homes are a new means to create additional home ownership opportunities that would be similar in design and impact as detached accessory dwelling units. It is also important that multiplex homes are designed to look like single-family homes and blend in well with the existing neighborhood character.

While encouraging innovative forms of housing, there is the recognition that service capacity issues could arise from additional infill housing. As new, innovative housing projects come forward, they should be carefully evaluated for impacts to capacity with regard to all public services, particularly sanitary sewer service capacity in certain portions of the Education Hill Neighborhood. In estimating the impacts on services, however, it should be assumed that innovative housing types have a lower demand on public services than that of standard single-family residential uses. This is primarily due to the size restrictions placed on these housing alternatives and the likelihood of fewer persons living in the household. Further, new “green” development practices and increased conservation efforts may serve to extend capacity limits.

N-EH-14 Encourage a mix of housing types, styles and a range of choices, while maintaining the overall single-family character of established neighborhoods in Education Hill.

N-EH-15 Promote a variety of housing choices that are accessible to persons of all income levels.

**Cottage and Multiplex Housing Policies**

N-EH-16 Encourage cottages in the Education Hill Neighborhood. Allow two cottage units for every standard single-family residence allowed in the R-4, R-5 or R-6 zone in which the property is located. Allow up to a maximum of eight cottages per cottage housing development except in the East Subarea, within which a maximum of 12 cottages are allowed per development; and otherwise pursuant to RZC 21.08.290 - Cottage Housing Development.
N-EH-17 Encourage multiplex homes on individual lots in the Education Hill Neighborhood in locations designated Single-Family Urban and higher densities, subject to the provisions of RZC 21.08.260 - Attached Dwelling Units. Strongly encourage the development of duplexes through more flexible lot size standards and Type I review. Allow triplexes or fourplexes on individual lots, subject to a Type II permit process, including review by the Design Review Board.

N-EH-18 Design duplexes, triplexes and fourplexes to portray the appearance of single-family houses and be compatible with the character of nearby single-family homes. Allow the same number of dwelling units for triplexes or fourplexes on a proposed site as the allowed number of detached single-family dwelling units for the zone in which the site is located, exclusive of any bonuses allowed on the site.

N-EH-19 Require a minimum of 80 percent of the total dwelling units within the single-family portion of each residential subarea of the Education Hill Neighborhood to be detached single-family dwellings to maintain the primarily single-family detached character of the neighborhood. Require multiplex homes (specifically triplex and fourplexes on separate lots), and cottage housing developments to locate a minimum of 500 feet from any of the above-named residential units. Require duplex structures on separate lots to locate a minimum of 250 feet from each other. Maintain these requirements unless otherwise determined by the Code Administrator. Evaluate compliance with this policy and the continued need for this policy annually with participation by the City of Redmond and a representative neighborhood group. If the finding of an evaluation is that the minimum percent of detached single-family dwellings has not been met in a subarea, no more development applications that propose multiplexes in that subarea may be accepted unless this policy is revised or deleted or the required minimum percentage of single-family dwellings has been met. Review other infill housing developments, such as cottage housing developments, triplex or fourplex structures, in consideration of this policy. Accessory dwelling units and backyard homes are excluded from this calculation.

N-EH-20 Evaluate the need to hold neighborhood meetings associated with the construction of cottage and multiplex housing (specifically triplex or fourplex structures), or their dispersion requirements within two years after adoption of the Plan, or after the construction of three cottage and/or multiplex housing projects, whichever occurs first.

Affordable Housing Policies
Citizens in the Education Hill Neighborhood have expressed concern about rising home costs and the likelihood that many households, such as those with one wage earner, seniors, day care workers and technicians, will not be able to afford to live in the neighborhood. Over time, the neighborhood has
included a wide variety of household incomes and family sizes. Neighborhood residents desire providing options so a diversity of people can continue to live in the neighborhood and contribute positively to the community. More proactive steps are needed to address the needs for affordable housing, while ensuring that affordable homes are designed to be similar in appearance to existing and new market rate homes in the neighborhood.

The Education Hill Neighborhood Plan encourages the development of affordable options in a variety of ways. The neighborhood is one of the oldest residential areas in Redmond; as such, it is mostly built out, with diminishing opportunities for large-scale new developments. Policies that require a percentage of new units to be affordable are one means to encourage affordability. However, with less available land for development, the number of potential affordable units to be developed in this way may be limited. Therefore, the Plan also strongly encourages the development of affordable housing through the use of accessory dwelling units, additional flexibility for multiplex units, particularly duplexes, and a new concept, “backyard homes.” The backyard home will enable property owners to build an additional dwelling unit on their property if they have a suitable amount of land that is available for development on their lot, possibly behind their existing house. The additional land required for the backyard home is slightly less than would be required to create an additional standard-sized home. Also, the backyard home would be limited in size to 1,000 square feet and would be maintained as affordable to persons earning 120 percent of the King County median income by providing resale controls.

Redmond’s goals for affordable housing reflect the Washington State Growth Management Act mandate to encourage affordable housing for all economic segments of the population. As home prices continue to increase at a more rapid rate than the increase in household incomes, there are very few opportunities for households that earn the King County median income or less to buy a home in Redmond. Further, as land that is costly is developed with more expensive homes, less land is available to meet the needs of other income groups. By providing incentives, bonuses, resale controls and public funding for creating and preserving affordable housing, the Education Hill
Neighborhood will help support the City’s goals for housing that is affordable to all of its residents.

**N-EH-21** Require a minimum of 10 percent of the units in all new housing developments of 10 units or greater in the Education Hill Neighborhood to be affordable to individuals or families earning 80 percent of the King County median income. Minimize development costs associated with this requirement by providing incentives and bonuses. Maintain the long-term affordability of the dwelling unit through resale controls.

**N-EH-22** Encourage strongly the development of accessory dwelling units through information and promotion of the concept to residents and a more user-friendly review and approval process by the City.

**N-EH-23** Allow the subdivision of existing lots to encourage the development of smaller, affordable homes in Single-Family Urban areas. Permit “backyard homes” on lots that are 200 percent of the average lot size of the underlying zone per RZC 21.08.170.E.2.a.ii - Small Lot Short Plats, and limited to 1,000 square feet in size, excluding garage area. Ensure the affordable nature of the home by establishing the initial and subsequent sales price at 120 percent of the King County median income.

**Residential Character and Design Policies**

The Education Hill Neighborhood has its own unique character, including differences in each of the residential subareas as noted above. Key aspects of the neighborhood and character of each subarea can be maintained by considering the existing context defined by built and natural features, including architectural details and development patterns, when designing new residences for the neighborhood. Neighborhood residents would like to ensure that site and building design for new residential developments provide variety and visual interest that are compatible and blend with the neighborhood. The design concepts set forth in these policies will be implemented through regulations that use criteria and illustrations to demonstrate the concepts.

**N-EH-24** Design single-family dwellings and significant expansions to existing single-family dwellings to maintain visual interest and compatibility with the neighborhood’s character. Provide in new residential developments a variety of home designs and vary sizes, types and site design features, such as setbacks or lot sizes, to maintain variety and visual interest, to avoid repetitive style, and to avoid a bulky and massive appearance.

**N-EH-25** Design single-family dwellings and significant expansions to single-family dwellings to have living space as the dominant feature of the street elevation to encourage active, engaging and visually appealing streetscapes with vegetation and design features that bring the living space toward the front street. Minimize the garage feature at the street elevation, unless the home is located on an arterial and options to minimize the appearance of the garage through design are limited.

**Neighborhood Commercial Policies**

Commercial areas that are adjacent to the neighborhood provide a wide selection of choices.
for stores and services to Education Hill residents. While these services are convenient mostly to those traveling by car, the distance from these areas to portions of Education Hill, particularly the top of the hill, are challenging to those who would like to walk. The long-range vision for the neighborhood includes the desirability of providing some of these services within reasonable walking distance for residents needing to pick up a quart of milk and not have to get in to their car to do so. Most people will walk a quarter- to a half-mile to purchase convenience items. The topography of Education Hill is such that existing commercial areas that are adjacent to the neighborhood involve a fairly steep climb either coming or going. If there are items to carry, the trip is even more challenging. Thus, future gathering places with small commercial nodes ideally could be located in the area that is central to the neighborhood, near the NE 104th Street corridor. Also, increased trail connections, additional transit service, or other alternative forms of travel in the future will allow greater accessibility to these goods and services.

If designed appropriately, a very small neighborhood commercial service can encourage people to gather and build community by providing a physical place to greet neighbors while shopping for daily needs. Future planning efforts within the neighborhood and/or proposed land use amendments will continue to allow the consideration of a well-situated and compatibly designed commercial space within the Education Hill Neighborhood.

**Transportation Policies**

Redmond’s Comprehensive Plan includes extensive policies on transportation that apply citywide. In addition, the Transportation Master Plan is a functional plan that establishes the direction for the City’s future transportation improvements. This section includes transportation policies specific to the Education Hill Neighborhood.

The Education Hill Neighborhood Plan transportation policies recommend consideration of the long-term usability, accessibility and design of the transportation infrastructure that serves the neighborhood and surrounding areas. In support of the Transportation Master Plan as well, the goal of providing additional forms of alternative travel modes in order to reduce car trips within and surrounding the neighborhood is widely emphasized.

Priorities addressed by the policies included: additional transit service, possibly in the form of a shuttle that provides more frequent and direct service to Downtown; traffic-calming measures along 166th Avenue NE, 183rd Avenue NE, NE 111th and NE 104th Streets; safe and accessible trails; noise reduction along SR 520; and connection of bicycle routes and sidewalks primarily in the areas of schools, parks and providing access to Downtown. The Plan policies also support the provision of vehicular connections, where compatible with the neighborhood, to allow more opportunity for through traffic rather than concentrating automobile traffic on existing arterials.

**N-EH-26** Encourage and facilitate transportation mobility of all forms, including pedestrian, bicycle and vehicular, in the Education Hill Neighborhood. Provide the necessary connections to support these modes of transportation within the neighborhood and between the neighborhood and other areas of the city, including schools, Downtown and connecting transit routes. See Table 1 and Map N-EH-3: Education Hill Connections Map.

**N-EH-27** Require, within utility corridors and associated easements to off-site connections, the granting and/or improvement of pedestrian and other nonmotorized public access easements, when determined appropriate by the City’s Technical Committee for all new development.

**N-EH-28** Encourage transit service providers to consider alternative choices of vehicles for service within and connecting to the Education Hill Neighborhood.
to facilitate more direct and frequent transit service to Downtown and other major employment centers.

**N-EH-29** Minimize the use of cul-de-sac streets to further encourage a more grid-like pattern of streets and promote connectivity in the Education Hill Neighborhood.

**N-EH-30** Support improvements as defined in the Transportation Master Plan to Redmond-Woodinville Road, Avondale Road NE, Willows Road and SR 520; also support the extension of 160th Avenue NE to Redmond-Woodinville Road at approximately NE 106th Street, in order to enhance the variety of transportation corridors available for navigating around the perimeter of Redmond’s northern neighborhoods.

**N-EH-31** Encourage the connection of neighborhoods north and south of the Puget Sound Energy power line easement along the approximate alignment of 183rd Avenue NE to provide additional access for local neighborhood residents, enhanced access to Albert Einstein Elementary School, and greater connectivity for the Education Hill and North Redmond Neighborhoods. Encourage pedestrian and bicycle access at a minimum.

Through a variety of meetings with Planning, Parks and Public Works staff, the Education Hill Citizens Advisory Committee defined priority connections for consideration along streets and trails. The following list represents the location of the project.

*Improvements along Red-Wood Road*
### Table 1: Street, Trail and Sidewalk Connections

#### Streets:

1. Extension of 160th Avenue NE to connect with Redmond-Woodinville Road at approximately NE 106th Street

#### Trail Connections (In addition to those already shown on PRO Plan):

1. Avondale Estates/Tyler’s Creek: trail connection north to Redmond/Puget Sound Energy Trail
2. East Valley Heights/Valley View Trail: maintain existing and construct “missing link” and provide safe pedestrian crossing of NE 104th Street at 183rd Avenue NE to enhance trail connection to south
3. Provide west/east access from Valley View Trail to Avondale Road NE (approximately NE 108th Street)
4. Perrigo Heights, north/south link, to encourage ultimate connection to north side of Nike Park
5. Trail from Rainsong Condominiums (PRD) down slope to Redmond-Woodinville Road, provide connection to Downtown and Bella Bottega at NE 90th Street
6. Shaughnessy Heights trail connections:
   a. East/west from NE 85th Street, down through western ravine
   b. North to 169th Place NE
7. Hartman Park Connection to NE 100th Street to west and south
8. Extension of NE 80th Street east down slope to Avondale Road NE
9. Redmond/Puget Sound Energy Trail Enhancements at SR 202, NE 104th Street, NE 110th Street and 172nd Avenue NE
10. Redmond 74/Mondavio: trail linkages from project to Redmond/Puget Sound Energy Trail
11. Trail from Nike Park south along ridge line (east of 172nd Avenue NE) to NE 80th Street

#### Sidewalk Connections:

1. South Education Hill:
   a. NE 89th Street: 166th to 168th Avenue NE
   b. NE 88th Street: 166th to 172nd Avenue NE
   c. NE 87th Street: 166th to 169th Court NE
   d. 172nd Avenue NE: NE 88th Street to Nike Park
   e. 172nd Avenue NE: NE 100th to NE 104th Street

2. Redmond-Woodinville Road: completed connections from NE 90th Street, north to city limits

#### Safe Crossing Improvements:

1. Provide safe crossing improvements to NE 111th Street when warranted
The Education Hill Neighborhood Plan identifies the intersection of NE 166th Avenue NE and NE 85th Street as an important neighborhood gateway. Establishing a gateway at this location will further define a major entrance to the Education Hill Neighborhood and possibly serve as a means to calm traffic that is entering the neighborhood from the south. A gateway may also promote pride in the neighborhood and its historic beginnings. Gateways may be defined with a variety of landscaping materials and distinctive signage as specified in the Community Character and Historic Preservation Element of the Comprehensive Plan.

Additionally, 166th Avenue NE has been identified in the City’s Transportation Master Plan as a multimodal corridor, which indicates its significance not only as a central vehicular route into and through the Education Hill Neighborhood, but also as an important route for other modes of travel; e.g., transit, pedestrians and bicyclists. The Neighborhood Plan also encourages the consideration of other even more “alternative” solutions, such as moving sidewalks, as a future means of navigating the hill as a pedestrian.

One means to accommodate these various modes of travel along 166th Avenue NE, as well as to provide a safe and inviting entry to the neighborhood, is the conversion of 166th Avenue NE from a four- to three-lane configuration. This type of conversion has already occurred on the southern end of 166th Avenue NE from Redmond Way to NE 85th Street with positive results on traffic management and calming. The continuation of the four- to three-lane configuration up the hill from NE 85th to NE 104th Street is consistent with Transportation Master Plan goals, such as improved vehicular and pedestrian safety. However, the community has voiced a significant amount of concern about the potential negative impacts the reconfiguration may have on vehicular mobility and turning movements. The Neighborhood Plan supports further study of the reconfiguration when other improvements to 166th Avenue NE are considered, such as the possible installation of a traffic signal at NE 104th and 166th Avenue NE. In addition, when the reconfiguration is under further review, there should be a major communication outreach to the community to provide education about the design and potential impacts. One area in particular that should be addressed is in developing solutions to the conflicts caused by drop-off traffic at Redmond Junior High School along with any change to the existing roadway. A traffic signal at the intersection of NE 104th Street and 166th Avenue NE near Redmond Junior High School is also recommended to provide additional safety at the major vehicular and pedestrian intersection in the neighborhood.
Redmond Comprehensive Plan

Neighborhoods

Education Hill - Neighborhoods

MAP N-ED-3
EDUCATION HILL CONNECTIONS

Effective: July 28, 2007

Note: The Education Hill neighborhood boundary was amended by the Bear Creek neighborhood plan effective March 12, 2011. Refer to the Bear Creek neighborhood plan policies and maps regarding the areas adjacent to Avondale Road.
The intersection of NE 104th Street and 166th Avenue NE has also been identified as a central core of the neighborhood, forming a “crossroads” through which much local traffic may flow. To retain the character of Education Hill, encourage community building, and supplement efforts of traffic calming, the intersection and area adjacent should include physical improvements and amenities, such as benches, streetlights, planter boxes and hangers, art exhibits for local area students, and a neighborhood information kiosk. The infrastructure should also include elements, such as unique materials defining crosswalk paths and pavement design.

**N-EH-32** Develop gateway features at entrances to the neighborhood to further identify and promote the uniqueness of Education Hill, with priority given to the intersection of 166th Avenue NE and NE 85th Street.

**N-EH-33** Support the conversion of 166th Avenue NE from NE 85th Street to NE 104th Street from a four-to three-lane configuration contingent upon solutions provided for vehicular conflicts near the intersection of 166th Avenue NE and NE 104th Street, including the installation of a traffic signal at that intersection.

**N-EH-34** Support placemaking, with neighborhood-based character and infrastructure design improvements at the intersection of 166th Avenue NE and NE 104th Street. Encourage the addition of features, such as:

- Unique materials to define crosswalk paths,
- Streetlights characteristic of the neighborhood,
- Planter boxes and hanging baskets,
- Benches and other pedestrian or bicycle amenities,
- Art exhibit space in cooperation with local students, and
- Neighborhood information kiosk.
- Neighborhood residents have expressed concern about dark streets and are supportive of improving street lighting to minimize opportunities for vehicular and pedestrian conflicts and to increase pedestrian safety.

**N-EH-35** Improve street lighting in the Education Hill Neighborhood to help avoid pedestrian and vehicular conflicts and to improve pedestrian safety, while minimizing disturbances to nearby residences.

Additional improvements are needed to further improve pedestrian safety and to promote alternative forms of transportation. In order to improve safety and more efficiently move traffic within the neighborhood, the Education Hill Neighborhood Plan recommends various improvements and several actions as top priorities. See Tables 1 and 2.

**N-EH-36** Develop street standards for new or redeveloped local streets within the Education Hill Neighborhood that allow for a narrow street width, yet meet required standards for safety, mobility and emergency access.

**N-EH-37** Promote the retention and health of landmark trees and improve the pedestrian experience by designing sidewalks to meander around the tree(s) or include them within curb bulbs, unless said location would prove a danger to public safety. Incorporate these improvements in locations along principal, minor and collector arterials where there is sufficient existing right-of-way.
N-EH-38 Preserve the west side of 171st Avenue NE from NE 80th Street to NE 88th Street as a wooded corridor with limited driveway access whenever possible.

N-EH-39 Provide limited access on the west side of Avondale Road NE in the area north of NE 104th Street and approximately south of NE 108th Street, if extended.

N-EH-40 Work with the Education Hill Neighborhood to implement priority improvements as identified in Table 2: Education Hill Neighborhood Highest-Priority Pedestrian Mobility and Safety Improvements.

Table 2: Education Hill Neighborhood Highest-Priority Pedestrian Mobility and Safety Improvements

<table>
<thead>
<tr>
<th>Improve Pedestrian Safety and Mobility</th>
</tr>
</thead>
<tbody>
<tr>
<td>The goals of the improvements below are to improve safety for pedestrians by providing sidewalks and walkways that are separated from motorized traffic when possible and to promote opportunities to walk to schools, parks, trails, transit stops and other destinations within or near the neighborhood.</td>
</tr>
<tr>
<td>• Address visibility issues and crossing opportunities along 166th Avenue NE, including the intersections with NE 104th Street and NE 95th Street.</td>
</tr>
<tr>
<td>• Consider an enhanced connection between Redmond High School and Hartman Park with consideration of a pedestrian overpass or tunnel design.</td>
</tr>
<tr>
<td>• Complete sidewalks in the neighborhood based on citywide criteria at locations described in the previous connections table (Table 1).</td>
</tr>
<tr>
<td>• Work in partnership with transit authorities, City staff and the Neighborhood Citizens Committee to address transit ridership issues that include:</td>
</tr>
<tr>
<td>» Placement of shelters at bus stops;</td>
</tr>
<tr>
<td>» Increased choices, efficiency and frequency of routes within and connecting to the neighborhood;</td>
</tr>
<tr>
<td>» Student access to and from school and school-related activities; and</td>
</tr>
<tr>
<td>» Coordination with housing policies to optimize the alignment of transit services.</td>
</tr>
<tr>
<td>• Provide improvements to the intersection at 166th Avenue NE and NE 104th Street, including street lights for safety and a traffic signal that gives higher priority to pedestrian flow over vehicular flow. Design the improvements to promote interactivity within the neighborhood, to be pedestrian-oriented and to provide character and identity to the Education Hill Neighborhood.</td>
</tr>
</tbody>
</table>

Consider a “scramble phase” option for the intersection of 166th Avenue NE and NE 104th Street through which traffic stops in all directions, while providing pedestrians and bicyclists ample time for street crossings during high-pedestrian-volume periods.

Analyze the effectiveness and design alternatives for a roundabout or signalization at the intersection of 166th Avenue NE and NE 95th Street.

Work with the Neighborhood Citizens Advisory Committee to consider additional and alternative forms of pedestrian access along the southern slopes of the neighborhood as they meet the edges of the Downtown Neighborhood.
Public Facilities and Services
The Utilities Element of Redmond’s Comprehensive Plan addresses public facilities and services for the entire city, including Education Hill. Included within are policies that plan for a future vision, while ensuring a continued supply of clean water and energy, and protection of the natural environment and resources.

The Education Hill Neighborhood places emphasis on sustainable land use and building practices in order to promote a livable neighborhood, while preserving natural space for public use and environmental consideration. The use of low-impact development (LID) standards for new construction and stormwater management will help further these goals.

LID practices as a stormwater management strategy emphasize conservation and the use of existing natural features integrated with distributed, small-scale stormwater controls to more closely mimic natural hydrologic patterns. Hydrology and natural site features that influence water movement will guide the site planning for streets, structures, and other infrastructure layout. LID standards establish the conservation of natural site assets, which include native vegetation and soils, existing drainage courses, and directing development away from environmentally critical areas. When strategically distributed throughout the project, the native vegetation and soil also function as a hydrologic control that helps to slow, store and infiltrate storm flows. One specific example of a low-impact development treatment is the Street Edge Alternative (SEA) street in Seattle, which uses bioswales to slow and filter runoff.

While citywide policies may be found in the Utilities, Natural Environment, and Community Character Elements, the Education Hill Neighborhood encourages additional efforts toward caring for the natural environment, while meeting demands for growth. This section includes those policies specific to the Education Hill Neighborhood.

The Education Hill Neighborhood Plan views expanded and enhanced educational opportunities as one method for encouraging greater application of projects that meet sustainable living and growth trends. The education components are expected to supplement the existing policies that support sustainable and environmental practices.

N-EH-41 Support public education programs, such as:
- Sustainable and green building practices;
- Low-impact development and related technologies;
- Conservation and natural resource management;
- Water conservation/efficient irrigation;
- No- and low-maintenance landscaping;
- Narrow street, Street Edge Alternative (SEA), and Green Street standards, including landscaping; and
- Land use opportunities specific to Education Hill’s natural environment.

N-EH-42 Use a variety of methods to encourage development practices and infrastructure maintenance practices that promote sustainability, such as Street Edge Alternative (SEA) streets, green streets, and low-impact development and associated technologies.

N-EH-43 Provide additional and enhanced reference materials in a variety of formats and at various locations, including Redmond’s web page to support educational programs aimed toward conservation and environmentally sound practices.

The Education Hill Neighborhood, with its wealth of parks, schools and other gathering places, is seen as an attractive location for the addition of a botanical garden space. Such a garden would be an opportunity to provide educational programming in support of sustainable living practices through demonstration, a place to connect residents with City staff through the development and maintenance of the site, and a gathering location for residents of the neighborhood and beyond.
N-EH-44 Consider placement of benches on publicly owned lands where appropriate, such as the intersections of 172nd Avenue NE and NE 104th Street, 171st Avenue NE and NE 80th Street, and 172nd Avenue NE and NE 100th Street.

In support of policies that describe the evaluation of regional stormwater facilities, the Neighborhood Plan encourages cooperative agreements through which costs and maintenance fees may be shared among users of the system. In promotion of limiting individual collection and treatment, in addition to individual maintenance cost requirements, the Plan supports a collective effort that also serves to beautify the neighborhood.

N-EH-45 Consider cooperative stormwater agreements to consolidate facilities whenever possible.

N-EH-46 Promote cooperative partnerships among residents and the City in order to create or upgrade storm retention and detention facilities through the use of natural and native landscaping, as well as attractive fencing.

Residents promote an inventory of local businesses through which recycling and reclamation of goods is provided and coordinated. The identification of said businesses enables community choices and enhances
the awareness of the need for lesser impacts on the environment and nonrenewable resources.

C.3 Grass Lawn Neighborhood Policies

Situated on a hillside overlooking Redmond’s Sammamish Valley and the Cascade Mountains to the north and east, Grass Lawn Neighborhood is located on the west side of Redmond. Neighborhood boundaries are: north, Redmond Way; south, NE 60th Street; and east, SR 520 and West Lake Sammamish Parkway. The western boundary is 132nd Avenue NE.

Public Participation in the Neighborhood Plan Update

This Neighborhood Plan was based on participation by people who live and own property in the Grass Lawn Neighborhood. A seven-member Citizen Advisory Committee participated throughout the process, including reviewing background information, identifying issues to address, considering alternative responses, and recommending updated policies and regulations.

The Citizen Advisory Committee received input from residents in the area throughout the process. A neighborhood-wide workshop and City services fair was held. At the workshop, citizens identified what should be preserved in the neighborhood, what should be improved, and what should be kept in mind during the Plan update. A newsletter was mailed later to the neighborhood to seek input on the Committee’s preliminary Plan recommendations.

Neighborhood Vision

The vision statement below is a word picture of the Grass Lawn Neighborhood in the year 2020. It is intended to describe what the neighborhood will look and feel like when the Plan is implemented.

• Like its namesake park, Grass Lawn remains an attractive green area. The neighborhood includes a mix of Single-Family Urban (four to eight units per acre) and Multifamily Urban (12 to 30 units per acre) Residential areas. Higher-density residential development has occurred near access to transit. There are a variety of types of housing that blend in well with the neighborhood.

• The forested slopes along several streams have been protected. Most of the unstable slopes overlooking the Sammamish Valley remain forested to protect the environment and maintain the woodland views valued by neighborhood residents.

• Two- to three-story buildings are located in the Neighborhood Commercial zone with ground floor small retail neighborhood commercial uses that have a neighborhood feel and are located on street corners. The buildings have offices, professional and technical services on the upper floors and are within walking or bicycling distance of many residences. The structures also serve as a community gathering place, have high-quality architecture, and are situated in a way that is sensitive to the environment.

• Those who live or work in the neighborhood have a variety of travel choices, including driving, walking, bicycling, transit and other forms of new technology transportation. Safe pedestrian crossings are provided on all busy streets. Streetscapes are attractive and functional for all travel modes, with street trees and landscaped areas that separate walkways from traffic.

• A system of parks, trails and pathways has been enhanced in the neighborhood. Most residents are located within walking or bicycling distance of a park. The trails and pathways provide connections within the neighborhood and connect the neighborhood to Downtown Redmond and to other cities in the region.

• Grass Lawn Park is an athletic venue for the community, as well as a gathering place for the neighborhood. Gathering place examples include a small stage available for theater groups, high school bands, and display of student art projects; an at-grade labyrinth; and checker boards. Concession stands and small rentals are allowed uses in the park.

• West Lake Sammamish Parkway, I 40th Avenue NE, I 48th Avenue NE, I 32nd Avenue NE, Redmond Way, and Old Redmond Road remain the main arterials in the neighborhood.

• There are more alternative modes of transportation in addition to the auto. Mobility and access through the neighborhood has
improved. Grass Lawn Neighborhood is considered in regional plans to increase bus and other transit stops along neighborhood arterials. There is a neighborhood link to a major transit hub and shopping in Redmond City Center. Transportation improvements include: roadway enhancement, bus pullouts on arterials, dedicated bus lanes on arterials, overall improved transit service, transit shelters, more pedestrian walkways, and bikeways.

- Redmond and Kirkland have worked together to improve 132nd Avenue NE. Speeds along 132nd Avenue NE are safe; bicycle lanes, sidewalks and a turn lane have been added to improve safety and access. Landscaped medians and street trees have been added to manage traffic flow and improve the visual quality of the street.

**Neighborhood Character**

The Grass Lawn Neighborhood consists of several smaller neighborhoods with similarities in character and needs, as well as unique differences. The majority of the neighborhood is zoned for residential uses, with two small commercially zoned areas. The majority of the houses are built at a low to moderate density, with the exception of a fair amount of apartment and condominium developments in the eastern part of the neighborhood. Grass Lawn is a mature neighborhood with established character and includes Grass Lawn Park, a facility highly valued by the neighborhood as a community gathering place. Many neighborhood residents cherish the walkability of their neighborhood and friendliness of neighbors who look out for each other. Map N GL-1 shows the study area for the Grass Lawn Neighborhood Plan.

**Subareas**

Northeast Grass Lawn: There is a colorful variety of housing and architectural style in the NE Grass Lawn Subarea. Housing ranges from condominium complexes to single-family homes. Roughly half of the area’s land is dedicated to condominium developments zoned for Multifamily Urban Residential, and many of the developments reflect the architectural styles of the past two decades. The other half of NE Grass Lawn is zoned for Single-Family Urban Residential development. Single-family homes were built over a time span of about 100 years with the majority being built in the 1980s. The single-family homes reflect varying styles, such as one-bath ramblers built to take advantage of larger lots and open space, two-story homes with protruding garages, and new luxury homes built on smaller lots.

Northwest Grass Lawn: Single-family homes are the dominant type of housing in the northwest portion of the neighborhood, although the area does contain some townhomes. Most of the parcels are zoned for Single-Family Urban Residential development. Home styles are typical of suburban homes from the 1960s, including small ramblers on large lots, cottage-like homes with detached garages, and two-story homes fronted with a garage. The subarea offers a suburban feel. The majority of the streets are residential collectors with sidewalks and cul-de-sacs. The surrounding streets to the north, west, south and east support through traffic, as does 140th Avenue NE that cuts through the area. The Grass Lawn Community Park on Old Redmond Road and 148th Avenue NE contributes to the suburban feel of the area. The small area at 132nd Avenue NE and Old Redmond Road zoned for Neighborhood Commercial uses supports neighborhood-scale retailers, such as a video store and a hairdresser. The development also links to other commercial developments in Bellevue and Kirkland at the other corners of the crossroads. The building contains apartments on the second and third stories. Though this retail area gives an urban feel, it supports the suburban community and fits well into the suburban feel of the subarea.
Legend

Grass Lawn Neighborhood

---

City Limit

MAP N-GL-1
GRASS LAWN NEIGHBORHOOD

STUDY AREA

Effective: January 31, 2009

Ord. 2441
Southeast Grass Lawn: Single-family homes are the only type of housing in the southeast portion of Grass Lawn. Housing styles and types vary, but most have a suburban look from the 1960s and 1970s. All of the parcels are zoned for Single-Family Urban Residential development. The subarea has a suburban feel. Most of the developments have wide streets, sidewalks and many cul-de-sacs. The surrounding roads to the north, west and south support some through traffic, but the main source of traffic on the interior streets is from the residents themselves.

Southwest Grass Lawn: The southwest area of Grass Lawn is composed of both single-family homes and apartment complexes. The western half of the area is mostly unincorporated and has pre-annexation zoning of single-family residential. With very large lots, most are ranch style from the 1960s and 1970s, and some properties contain horse stables. The eastern half of the southwest subarea of Grass Lawn is zoned for residential development at eight to 12 units per acre and consists mostly of gated apartment complexes accessed along Old Redmond Road and 140th Avenue NE. The complexes consist of multistory buildings with styles dating back to the 1970s. The very low-density area juxtaposed with the moderate density provides contrast. The low-density areas consist of ranch-style homes, some horse stables with split-rail fences and large open spaces. The area provides an open, countryside feeling.
Neighborhood Communication Policies

The neighborhood planning process provided several opportunities to involve the public and improve communication between the City of Redmond and people who live or own property in the Grass Lawn Neighborhood. Based on input received during the planning process, the City's neighborhood enhancement team will continue to work to develop stronger connections with the neighborhood and to enhance delivery of City services through a coordinated effort. This team includes staff from various departments, including Planning, Parks, Public Works, Fire and Police.

Formation of a neighborhood association whose purpose is to maintain ongoing communication with the City has been strongly supported by the neighborhood. In addition to providing annual feedback to the City on implementation of the Neighborhood Plan, the neighborhood association could be a resource for the City to discuss issues that may be of interest to the neighborhood. The neighborhood association could also help create a stronger identity for the neighborhood by considering issues, such as neighborhood identification signs and increasing the involvement of other residents in neighborhood issues.

N-GL-1 Support Grass Lawn residents in the formation of a neighborhood association.

N-GL-2 Meet with the neighborhood and the neighborhood association annually beginning one year after adoption of the 2004 Neighborhood Plan update to evaluate implementation of the Neighborhood Plan, identify any needed changes, and discuss projects or opportunities of concern with the neighborhood.

Parks, Recreation and Open Space Policies

Redmond’s Parks, Recreation and Open Space (PRO) Plan identifies needs for parks and recreation facilities and how those needs will be met. Grass Lawn Park is located in the center of the neighborhood and serves the area as both a community and neighborhood park. As a community park, the facility is a venue for various athletic events and organized sports. As a neighborhood park, the facility provides recreational and social opportunities for nearby residents, such as passive open space, play areas for children, trails, picnic tables and a covered shelter. Neighborhood residents agree that Grass Lawn Park should be improved as a community gathering place and include more amenities for neighborhood residents. Provision of additional open space in other locations in the neighborhood is also a high priority.

N-GL-3 Work with the Parks Board to improve Grass Lawn Park as a neighborhood community gathering place. Promote more neighborhood amenities in Grass Lawn Park, such as food concessions, tables and benches for playing games such as checkers, and an outdoor performing platform.

N-GL-4 Encourage better and more nonmotorized connections to Grass Lawn Park, especially from the north. Work with volunteer groups to research potential connections throughout the neighborhood.

N-GL-5 Explore a pedestrian crossing on 148th Avenue NE between Redmond Way and Old Redmond Road.

N-GL-6 Improve the local resource site at NE 80th Street and Redmond Way with amenities appropriate for use as a greenbelt/open space.
Residential Policies

As Redmond seeks to increase its supply and diversity of housing available to various income levels and family types and sizes, a number of opportunities exist to provide for the housing needs of the community. The Grass Lawn Citizens Advisory Committee feels it is in the best interest of the neighborhood and greater community to provide more affordable home options to keep residents from having to move outside the neighborhood or Redmond. Examples include individuals who work in Redmond but may not earn enough money to live here and those who live in Redmond but must move due to change in family size or other circumstances.

In order to address these needs, the Grass Lawn Citizens Advisory Committee supported both cottages and multiplex units with two to four units per building as desirable options. Cottage housing provides a housing type that responds to changing household sizes and ages, such as retirees, small families and single-person households. Since cottages are smaller, they provide opportunities for ownership of small detached dwelling units that can blend well within a single-family neighborhood and encourage the creation of more usable open space for residents through flexibility in density and lot standards.

The Committee also agreed duplex, triplexes and fourplexes designed to look like single-family homes can help provide more affordable housing options and blend in well with the existing neighborhood character.

Cottage and Multiplex Housing Policies

N-GL-9 Encourage cottages in the Grass Lawn Neighborhood. Allow two cottage units for every standard single-family residence allowed in the zone in which the property is located, pursuant to RZC 21.08.290 - Cottage Housing Development.

N-GL-10 Encourage duplexes, triplexes and fourplexes on individual lots in the Grass Lawn Neighborhood in locations designated Single-Family Urban and higher densities.

N-GL-11 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. Allow the same number of dwelling units for duplexes, triplexes or fourplexes on a proposed site as the allowed number of detached single-family dwellings units for the zone in which the site is located, exclusive of any bonuses allowed on the site.

N-GL-12 Evaluate the need to hold neighborhood meetings associated with the construction of cottage and multiplex housing two years after adoption of the plan, or after the construction of three cottage or multiplex housing projects, whichever occurs first.
Affordable Housing Policies

Citizens in the Grass Lawn Neighborhood have expressed concern about rising home costs and the likelihood that many households, such as those with one wage earner, seniors, day care workers and technicians, will not be able to afford to live in the neighborhood. Over time, the neighborhood has included a wide variety of household incomes and family sizes. Neighborhood residents desire providing options so a diversity of people can continue to live in the neighborhood and contribute positively to the community. More proactive steps are needed to address the needs for affordable housing, while ensuring that affordable homes are designed to be similar in appearance to existing and new market rate homes in the neighborhood.

Redmond’s goals for affordable housing reflect the Growth Management mandate to encourage affordable housing for all economic segments of the population. As home prices continue to increase at a more rapid rate than the increase in household incomes, there are very few opportunities for households that earn the King County median income or less to buy a home in Redmond. Further, as land develops for upper income households, less land is available to meet the needs of other income groups. City goals to provide incentives, bonuses and public funding for the creation and preservation of affordable housing will help promote the neighborhood’s support of housing that is affordable to all of its residents.

N-GL-13  Require a minimum of 10 percent of the units in all new housing developments of 10 units or greater in the Grass Lawn Neighborhood to be affordable. Minimize development costs associated with this requirement by providing incentives and bonuses.

Residential Character and Design Policies

Grass Lawn Neighborhood has its own unique character, including differences in each of the residential subareas as noted above. Key aspects of the neighborhood and character of each subarea can be maintained by considering the existing context defined by built and natural features, including architectural details and development patterns, when designing new residences for the neighborhood. Neighborhood residents would like to ensure that site and building design for new residential developments provide variety and visual interest that are compatible and blend with the neighborhood. The design concepts set forth in these policies will be implemented through regulations that use criteria and illustrations to demonstrate the concepts.

N-GL-16  Explore opportunities for additional neighborhood convenience retail and service businesses to locate within the neighborhood with the following criteria:
• Limit these businesses to small-scale convenience retail or service uses that primarily serve daily or weekly...
needs of Grass Lawn Neighborhood residents, encourage access by walking or bicycling, and are compatible with existing nearby uses.

- Prohibit supermarkets, retail vehicle fuel sales, hotels and motels, or convenience retail or service businesses that primarily serve the general public.
- Restrict hours of operation of convenience retail and service businesses to be closed a minimum of eight hours in any 24-hour period.

**Transportation Policies**

Redmond’s Comprehensive Plan includes extensive policies on transportation that apply citywide. This section includes transportation policies specific to the Grass Lawn Neighborhood.

People who live in the neighborhood have expressed strong interest in improving pedestrian safety and increasing opportunities to walk to neighborhood parks, Downtown Redmond and other nearby locations. Improving pedestrian safety by separating sidewalks or walkways from traffic is also valued.

**N-GL-17 Improve pedestrian safety and encourage nonmotorized connections between neighborhood housing developments by completing missing links in sidewalks and walkways. Follow when possible the Citizen Committee’s priority list of missing sidewalk segments for completion.**

Neighborhood residents have expressed concern about dark streets and support improving street lighting to minimize opportunities for vehicular and pedestrian conflicts and increase pedestrian safety.
**N-GL-18** Improve street lighting on local streets in the Grass Lawn Neighborhood to help avoid pedestrian and vehicular conflicts and improve pedestrian safety, while minimizing disturbances to nearby residential homes.

People who live or own property in the neighborhood provided input on needed transportation improvements through workshops and Citizen Committee meetings. Some of the improvements recommended through these meetings have been completed, such as installation of a new bus shelter on Old Redmond Road and 140th Avenue NE. However, additional improvements are needed to further improve pedestrian safety and promote alternative forms of transportation. In order to improve safety and more efficiently move traffic within the neighborhood, the Citizens Advisory Committee reviewed a list of several improvements and recommended seven actions as top priorities.

**N-GL-19** Work with the Grass Lawn Neighborhood to implement priority improvements as identified in Table 1: Grass Lawn Neighborhood Highest-Priority Pedestrian Mobility and Safety Improvements.

**Table 1: Grass Lawn Neighborhood Highest-Priority Pedestrian Mobility and Safety Improvements**

<table>
<thead>
<tr>
<th>Improve Pedestrian Safety and Mobility</th>
</tr>
</thead>
<tbody>
<tr>
<td>The goals of the improvements below are to improve safety for pedestrians by providing sidewalks and walkways that are separated from motorized traffic when possible and to promote opportunities to walk to schools, parks, trails, transit stops and other destinations within or near the neighborhood.</td>
</tr>
<tr>
<td>• Establish safe pedestrian crossings of Redmond Way and 148th Avenue NE, particularly in sections where there are long distances between existing and planned signalized intersections.</td>
</tr>
<tr>
<td>• Complete street lighting on Redmond Way for pedestrians.</td>
</tr>
<tr>
<td>• Complete sidewalks in the neighborhood based on citywide criteria and the following neighborhood priorities: (1) Redmond Way; (2) 139th Place NE between NE 75th and NE 78th Place; (3) NE 73rd Place between NE 70th Place; (4) NE 75th Street; (5) 151st Avenue NE; and (6) 135th Avenue NE between NE 75th Street and NE 80th Street, and other missing sidewalk segments throughout the neighborhood.</td>
</tr>
<tr>
<td>• Install bus shelters at neighborhood bus stops.</td>
</tr>
<tr>
<td>• Consider providing sidewalks along one or both sides of Redmond Way that are separated from traffic, for example by a planting strip, to improve safety for pedestrians and support transit use.</td>
</tr>
<tr>
<td>• Support efforts between the City of Redmond and the City of Kirkland to provide sidewalks on both sides of 132nd Avenue NE south of Old Redmond Road. Sidewalks should be separated from traffic by a planting strip.</td>
</tr>
</tbody>
</table>
**C.4  Idylwood Neighborhood Policies**

With striking views of Lake Sammamish and Marymoor Park, the Idylwood Neighborhood is a predominantly residential area located on a slope overlooking Lake Sammamish. This neighborhood is bounded to the north by Marymoor Park, to the south by NE 20th Street, to the east by Lake Sammamish, and to the west by the Bellevue-Redmond Road and 172nd Avenue NE. Signature places in the Idylwood Neighborhood include Idylwood Beach Park that attracts families and others who enjoy swimming and the lakefront beach amenities and Audubon Elementary School. The neighborhood also includes a wide variety of homes within close proximity to the Overlake Urban Center. The Overlake Neighborhood and the city of Bellevue are located to the west and south, respectively, of the Idylwood Neighborhood.

**Public Participation in the Neighborhood Plan Update**

Those who live, work or own property in the Idylwood Neighborhood worked together, helping to develop the updated Neighborhood Plan.

A focus group and City services fair helped initiate the Neighborhood Plan update. Thereafter, interested residents and Citizen Advisory Committee members attended the Redmond Citizen Academy to gain a foundation for establishing plan recommendations. A 10-member Citizen Advisory Committee participated throughout the process, including reviewing background information, identifying neighborhood priorities, considering innovations, and recommending updated policies and regulations.

Throughout the update process, neighborhood residents remained informed about the update and provided feedback through tools, such as web-based surveys, newsletters, newspaper articles, public forums and open houses, and by attending the committee’s work sessions.

**Neighborhood Vision and Character**

A strong sense of community helps create a neighborhood where residents invest in the place they live. Idylwood’s sense of community stems from the value residents place on having a neighborhood that is well maintained and friendly, with many trees and places to walk.

Neighborhood awareness fosters a sense of community and inclusiveness among Idylwood’s residents. Amenities, such as landscaping and art, serve as focal points throughout the neighborhood and help to build a sense of pride.

The vision statement below paints a picture of the Idylwood Neighborhood projected into the year 2030. It is intended to describe how the neighborhood will look and function when the plan is implemented.

- The Idylwood Neighborhood remains a desirable neighborhood with rich vegetation, diverse housing choices, recreational amenities, access to Lake Sammamish and easy connections to the central Puget Sound region via the adjacent Overlake Neighborhood. Signature entryways welcome people to the neighborhood.
- Residents of Idylwood work together and collaborate with the City to protect the quality of Lake Sammamish and manage stormwater runoff. Natural and sustainable property management helps maintain clean and healthy water for wildlife and recreation.
- Idylwood Beach Park continues to function as a gathering place for residents not only of Redmond but also of adjacent municipalities. Neighborhood residents express a strong sense of community as they celebrate and meet at neighborhood parks and engage in planning the long-term future of these parks.
- The Idylwood Neighborhood offers many types of transportation connections. Residents take advantage of bike lanes that link directly to the regional Sammamish River Trail system. Streets provide a safe and comfortable environment for walking, running and cycling, as well as commuting. Residents also enjoy using the regional transit system as an alternative to vehicle travel since it is located nearby and connected via public transit, sidewalks and bicycle lanes.
• A formal system of trails and paths supplement sidewalks to connect residents to Audubon Elementary and several neighborhood parks. Residents take pride in helping to maintain the trails as well as the parks and other natural places by acting as stewards and by establishing work parties throughout the year. Throughout the neighborhood, benches support walking for many ages and abilities and offer momentary, informal gathering places.

• Corridors with transit amenities, sidewalks and bicycle lanes include West Lake Sammamish Parkway, NE 24th Street and NE 40th Street. To help support appropriate traffic volumes and speeds based on street type, these neighborhood streets feature a complete street design where vegetation and beautification treatments such as street lighting and art complement the multimodal infrastructure.

• As many neighborhood residents use public transit, distinctive transit stops that include seating and lighting provide a safe and comfortable place to wait for service.

Calming traffic today and in the future:
• Residents have also expressed an interest in public safety. They support site-specific traffic calming and other techniques to mitigate abnormally high traffic speed and volume while enhancing the nonmotorized features of the primary transportation corridors.

Preparing neighbors with an emergency plan:
• Residents recognize that the neighborhood’s geography and infrastructure may increase the potential for power outages during inclement weather. They look forward to establishing an Idylwood Emergency Preparedness Plan as a guide for residents to remain safe and prepared throughout the year.

Acting as stewards throughout the neighborhood:
• Idylwood’s residents also take great pride in the neighborhood’s natural areas, including public parks and open spaces. Idylwood Beach Park’s destination effect leads residents to call for active monitoring and maintenance of the park’s conditions, including parking and solid waste. Many residents are interested in participating in stewardship activities in partnership with local and regional organizations as they maintain and enhance natural areas in the neighborhood’s parks and open spaces.

Focusing on pedestrian and bicycle mobility and safety:
• With active residents and an array of informal gathering places, the neighborhood has also emphasized the need for pedestrian and bicycle safety. As opportunities allow, residents look to Redmond’s public safety staff, Lake Washington School District and other regional organizations for educational programs that can help enhance walking and bicycling safety.

Throughout the long term, Idylwood’s residents anticipate proactive opportunities for education, coordination and collaboration by and with the City to help realize neighborhood goals.
Neighborhood
Communication Policies

The neighborhood planning process provided several opportunities to improve communication between the City of Redmond and the people who live or own property in the Idylwood Neighborhood. The City’s Neighborhood Team continues to work to develop stronger connections with the neighborhood and to enhance delivery of City services through a coordinated effort.

The Idylwood Citizen Advisory Committee strongly supports ongoing communication between the City of Redmond and neighborhood residents, including opportunities to consider priority projects and other near-term items to support implementation of the Neighborhood Plan.

N-ID-1 Support Idylwood residents in ongoing and enhanced communication with the City, as well as community-building efforts.

Natural Environment Policies

The Idylwood Neighborhood includes several wooded or partially wooded parks with many tall conifer trees. Much of the landscaping is older and well developed. Preserving the trees and established character of the neighborhood landscaping is important to residents.

Residents of Idylwood support and encourage stewardship of natural areas in the neighborhood’s public parks and open spaces. In addition to regularly scheduled work parties, they seek additional opportunities to enhance and expand the richly vegetated character of the neighborhood. Through programs, incentives and education, the Idylwood Neighborhood wants to dedicate itself and partner with the City to sustain a healthy natural environment for wildlife and residents.

N-ID-2 Promote the creation of a botanical, native garden on public land within the neighborhood for demonstration and educational purposes. Encourage programs, such as salmon-safe and rain garden workshops and private garden sharing, to foster sustainable land management practices.

N-ID-3 Promote incentives, such as neighborhood matching grants, that assist Idylwood residents with planting native plants and other site-appropriate vegetation adjacent to the right-of-way in appropriate locations, coordinated with future street and infrastructure improvements.

The Idylwood Neighborhood is within the Lake Sammamish watershed and borders the lake shore. The lake is the significant natural feature of the neighborhood, and the neighborhood has a direct effect on the lake’s water quality. Improving the quality of stormwater runoff from the neighborhood to the lake is a significant and timely priority. Residents look for opportunities as part of new development, redevelopment and remodeling projects, for existing single-family properties, and for other existing land uses throughout the Idylwood Neighborhood.

Residents support several measures that can cultivate a healthy neighborhood environment, specifically related to stormwater runoff and Lake Sammamish’s water quality. One of these measures is the addition of SEA Streets to the Idylwood Neighborhood. SEA Streets, Street Edge Alternatives, are a natural draining system applied to street edges to help slow and filter stormwater through a combination of both infrastructure and landscaping.

N-ID-4 Encourage greater reductions in impervious surfaces by offering guidelines and allowing use of innovative stormwater infrastructure techniques where feasible in the Idylwood Neighborhood. Use methods, such as the low-impact development techniques found in Redmond’s Stormwater Technical Notebook. Seek opportunities as part of new development, redevelopment,
and for existing land uses throughout the neighborhood.

**N-ID-5** Promote neighborhood stewardship and educational activities related to improving the water quality of Lake Sammamish.

**N-ID-6** Encourage additional educational outreach to Idylwood residents and developers in support of local and regional best air, land and water management practices. **Consider techniques, such as:**
- Enhanced communication tools, such as the Internet, newsletters and other media;
- Pedestrian-oriented kiosks located in public places, such as parks and along pathways;
- Signage at Idylwood Beach Park, provided at existing structures or pedestrian-oriented kiosks, specifically concerning safe water and wildlife practices; and
- Communication techniques near residential areas, such as existing, private bulletin boards, and homeowners’ association networks.

**N-ID-7** Promote sustainable stormwater management activities, such as rainwater catchment, rain gardens, and removal of existing impervious surfaces.

**N-ID-8** Consider bioretention within the right-of-way in appropriate locations throughout the Idylwood Neighborhood. **Promote 180th Avenue NE for demonstration of this stormwater management technique and other low-impact development techniques, such as permeable sidewalks and site-
appropriate, native vegetation. Consider designs similar to Seattle’s SEA-Street.

**Parks, Recreation, Open Space and Neighborhood Gathering Policies**

Residents greatly value the parks and open spaces in the Idylwood Neighborhood. These spaces include treed areas, playgrounds, waterfront and lake access, and open lawns for spending time outdoors in a community setting. Walking is an especially popular form of recreation for neighborhood residents. Residents also value their proximity to Lake Sammamish and take pride in sustaining it as a healthy aquatic ecosystem with great value to the region.

The three parks in the neighborhood—Idylwood Beach Park, Viewpoint Park and the Viewpoint Open Space—serve a variety of needs.

- **Idylwood Beach Park** is an active park with a sandy beach area, picnic tables and a rentable three-season shelter, children’s play area, and a sand volleyball pit. During the summer months, Redmond’s Parks and Recreation Department designates a swimming area serviced by lifeguards. Idylwood’s frontage and access to Lake Sammamish serve both the neighborhood and residents of nearby communities. Parking during the summer months is at a premium and often spills over onto nearby neighborhood streets. An overflow parking lot supplements the primary parking facility.

- **Viewpoint Park** is a smaller, neighborhood park located on NE 24th Street. It offers a playground for young children, pickle ball and basketball courts.

- **The Viewpoint Open Space** includes a trail system that connects to the City of Bellevue’s Tam O’Shanter Park. This park and open space is also located on NE 24th Street and provides a green, natural forest setting within a suburban surrounding.

Neighborhood trails provide connections for residents to move about the neighborhood on foot and bicycle, away from vehicles. Some residents and homeowner groups support dedicating informal trails to the Redmond’s Parks Department. These trails could be updated to meet current City standards and maintained for access and safety.

**N-ID-9** Encourage creation of formal nonmotorized connections between parks, using sidewalks, trails and paths. Consider a voluntary program that helps transition informal paths to City trails on behalf of interested property owners.

Idylwood Beach Park serves as a primary and central neighborhood amenity. Idylwood residents recognize the park’s inherent value and strive to sustain the park throughout the long term. They seek balance, monitoring and neighborhood engagement regarding long-term facility planning, the amount of park visitors, parking facilities, recreational programs and amenities, park maintenance, and the health of the local flora and fauna.

**N-ID-10** Encourage addressing litter and parking management at Idylwood Beach Park, particularly during peak, seasonal use, to help minimize impacts on nearby residential properties.

Neighborhood residents recognize the value of other parks within and near the Idylwood Neighborhood. As a neighborhood that includes a significant portion of protected land and sensitive natural resources, residents place a high priority on careful management of this “green infrastructure,” including vegetation, stormwater utilities, parks and open spaces and water bodies.

**N-ID-11** Consider the following improvements and expansions to parks, open spaces located in the Idylwood Neighborhood:

- Expansion, as feasible, to Viewpoint Park;

- Enhancement to native vegetation along with removal of invasive species in the Viewpoint Open Space.
The Idylwood Citizen Advisory Committee recognized opportunities for neighborhood gathering as a key consideration for ongoing action. They identified events, places and amenities that support building community-based relationships. For example, as a way to establish connections among residents and also to demonstrate the neighborhood’s dedication to Lake Sammamish, the committee supported collaboration regarding the “Green Redmond” program. The program can help establish stewards of Redmond’s parks and open spaces for long-term maintenance of rich, forested suburban environments.

In addition, the Idylwood Neighborhood shares an interest in events that foster community building and neighborhood pride and that provide opportunities for residents to demonstrate stewardship for their surroundings.

**N-ID-12** Promote collaboration with Redmond Parks Department for parks located in the Idylwood Neighborhood. Include the following:
- Park enhancements, including amenities such as canoe or kayak rental;
- Opportunities for partnership between the City and neighborhood to establish and sustain natural areas, including removing invasive plant species and planting and maintaining native vegetation; and
- Stewardship of the natural environment, neighborhood parks and open spaces.

A variety of locations throughout the Idylwood Neighborhood provide places for neighborhood gatherings. The three parks provide informal places for residents to meet, while the Brae Burn golf community, Sammamish Forest Manor, and Audubon Elementary School fulfill special needs.

Idylwood citizens support establishing one multi-seasonal facility within the neighborhood. By supplementing existing facilities or working with long-range park plans, a park-oriented neighborhood center can provide a flexible space that not only supports informal gatherings and small meetings but can also offer shelter during emergencies, such as extended power outages.

Parks, open space, and other public land provide opportunities to further establish the unique character of the Idylwood Neighborhood. Neighborhood focal points can introduce a neighborhood theme that consists of mature and varied vegetation, natural features, such as streams and other water bodies, and artistic elements. The theme can be repeated throughout the neighborhood where land is available, such as the city limits at West Lake Sammamish Parkway, intersections where right-of-way is sufficient, and along signature pedestrian routes. Residents of the neighborhood can assist in identifying potential opportunities, defining the neighborhood theme, and establishing and maintaining these features on behalf of the neighborhood.

**N-ID-13** Promote, on public land where opportunities exist, the creation of additional small parks in the neighborhood. Consider improvements to publicly owned properties, installation of benches along public right-of-way, and other treatments that allow residents to gather or pause.

**N-ID-14** Encourage acquisition and creation of additional public parks and open space as private land becomes available for purchase throughout the Idylwood Neighborhood.

**N-ID-15** Promote opportunities for neighborhood gathering through enhancements, such as:
- Neighborhood events;
- Amenities and facilities, such as neighborhood picnic benches and picnic tables located in parks and along frequent pedestrian routes; and
- A multi-seasonal community building.

Parks, open space, and other public land provide opportunities to further establish the unique character of the Idylwood Neighborhood. Neighborhood focal points can introduce a neighborhood theme that consists of mature and varied vegetation, natural features, such as streams and other water bodies, and artistic elements. The theme can be repeated throughout the neighborhood where land is available, such as the city limits at West Lake Sammamish Parkway, intersections where right-of-way is sufficient, and along signature pedestrian routes. Residents of the neighborhood can assist in identifying potential opportunities, defining the neighborhood theme, and establishing and maintaining these features on behalf of the neighborhood.
N-ID-16  Support partnerships between the City and the Idylwood Neighborhood to establish and maintain neighborhood focal points that:
- Foster neighborhood character at strategic locations, such as major intersections throughout the neighborhood; and
- Incorporate vegetation, natural features and art.

Residential Policies

Idylwood is proud to be a diverse residential neighborhood within Redmond. The neighborhood contains an eclectic mix of old and new single-family homes ranging from custom lakefront homes to tract homes to vintage dwellings dating back over 70 years. Along West Lake Sammamish Parkway, apartments, condominiums, townhouses, senior assisted living, and additional housing choices can be found.

Neighborhood residents place significant value on this character throughout the majority of the neighborhood. Residents advocate maintaining the existing zoning, house sizes, proportionate dwelling size to lot size, and monitoring in-fill development and allowed density while preserving the current proportions of multifamily and single-family dwellings. Residents recognize the unique character among the geographic subareas and neighborhood subdivisions, such as the lakefront, the area south of NE 24th Street, and established communities, such as Little Tree, Wild Tree and Brae Burn.

N-ID-17  Support the creation of backyard homes where lot size and configuration are supportive.

N-ID-18  Support senior living, aging in place, and designs for accessibility, consistent with underlying zoning and citywide regulations.
**N-ID-19** Support housing types and designs that allow for multiple generations of a family to reside in one dwelling.

Idylwood residents are mindful of private property rights and maintaining the value of their homes and properties. They recognize the limitations in place through the City’s critical areas and shoreline ordinances for those properties along Lake Sammamish and adjacent to the many streams and forested ravines throughout Idylwood. As part of the residential character, residents support design standards that encourage a friendly streetscape that further encourages active lifestyles and community engagement.

**N-ID-20** Design single-family dwellings and significant expansions to single-family dwellings to have living space as the dominant feature of the street elevation. Encourage active, engaging and visually appealing streetscapes with vegetation and design features that bring the living space toward the front street. Minimize the garage feature at the street elevation, unless options to minimize the appearance of the garage through design are limited.

Additionally, the Idylwood Neighborhood welcomes established “green” and innovative building practices, such as environmentally friendly building and alternative roof materials. Semi- and pervious drive- and walkways, planting strips and bio-swales, native landscaping, and natural yards help to minimize and filter stormwater runoff. Respectively, Idylwood residents appreciate opportunities for assistance with “green” infrastructure though grants and incentives to both private homeowners and potential developers.

The Idylwood Plan calls for new residential developments to designate easements and tracts as areas to preserve vegetation. In addition, developers may enhance and supplement existing vegetation by installing native and site-specific species as part of their landscaping effort. The intent is that residents of Idylwood will work together to establish and maintain community “green spaces,” such as pea patches, rain gardens and public open space.

**N-ID-21** Require new residential developments of 30 or more dwelling units to find opportunities for the following enhancements and encourage these enhancements for other new subdivisions:

- Greater preservation of open space in permanent easements and tracts;
- Enhancements and restoration to open space; or
- Neighborhood projects to establish and sustain “green” space, such as community-partnership pea patches and rain gardens.

**N-ID-22** Consider using the following techniques for increased preservation and establishment of natural, open spaces as part of significant capital improvement projects throughout the Idylwood Neighborhood:

- Permanent preservation of land within, adjacent to or near the project location as a wildlife corridor, area of significant trees, neighborhood entryway or other natural feature; and
- Enhancements and restoration to existing open space.

**Transportation Policies**

Idylwood offers a safe, quiet and peaceful place for residents to live and spend time in their neighborhood. Pleasing and distinct entryways help define the neighborhood’s identity along transportation corridors. West Lake Sammamish Parkway provides access for residents within the neighborhood. The Neighborhood Plan calls for West Lake Sammamish Parkway to evolve as a complete street that connects neighborhood citizens and
provides a place along which they commute, recreate, meet and foster their sense of neighborhood pride and identity.

As a “parkway,” the complete street design of West Lake Sammamish Parkway encourages motorists to slow down to enjoy the many qualities that make Idylwood a desirable neighborhood. Other streets, such as 180th Avenue NE, NE 24th Street and NE 40th Street, are also envisioned in the future as signature “public places” where people walk and ride their bicycles between neighborhoods, to Audubon Elementary School, and to neighborhood parks. These streets offer great potential to further enhance Idylwood as a place for residents to spend time outside within the neighborhood.

The Idylwood Neighborhood seeks accessible and safe connections to the urban centers in Downtown Redmond and Overlake. Rather than driving alone, residents want to be able to use a variety of transportation modes to access stores, entertainment and businesses and to have greater connections to the central Puget Sound region. Residents place high priority in connecting the neighborhood to Downtown Redmond, to the places where neighborhood students attend and participate in Lake Washington School District facilities and programs, and to the regional transportation network via public transit service.

N-ID-23  Promote ongoing collaboration and conversation with the Idylwood Neighborhood regarding multimodal design elements, such as sidewalks; bike lanes; transit shelters; traffic-calming treatments, such as medians, striping, signage and pedestrian crossings; and multimodal services, including a focus on public transit programs and connections between the neighborhood and Redmond's Downtown, the Overlake Transit Center and regional transit nodes. Engage neighborhood residents regarding the effect of future mobility on the Idylwood Neighborhood’s street network, particularly regarding planned regional light rail service through Overlake and Downtown Redmond. Recognize possible aspects, such as:
- Increased destination trips along neighborhood streets;
- Increased access to high capacity transit services from the neighborhood to local and regional destinations;
- Opportunities for local Park and Ride locations; and
- Greater establishment and use of nonmotorized facilities, including sidewalks, trails and bike lanes.

As a predominantly residential neighborhood, residents also place value in the solitude of this lakeside community. Even though West Lake Sammamish Parkway is classified as a minor arterial and multimodal corridor, motorists use the parkway as a principal arterial during morning and evening peak hours. The parkway provides links to NE 24th Street, Bel-Red Road and to NE 40th Street, connecting Redmond businesses in both Downtown and Overlake to communities to the south, such as Bellevue and Issaquah. Neighborhood residents desire accessible and enhanced pedestrian and bicycle amenities, while promoting this corridor also as a critical link within the neighborhood for school children, transit customers, recreation, and a common element shared by the lakefront property owners and the upland portion of the neighborhood.

N-ID-24  Recognize that West Lake Sammamish Parkway serves two roles: one as direct access to residences and a second as a minor arterial that supplements connections to Redmond's employment and urban centers. Consider the need for updates to the Transportation Master Plan for West Lake Sammamish Parkway, the neighborhood’s highest priority for near-term improvements and pursue opportunities to:
• Support the completion and build-out of West Lake Sammamish Parkway from its intersection with Bel-Red Road to Redmond’s city limits at NE 20th Street as intended: a minor arterial and multimodal corridor with a pedestrian-supportive environment, including design elements, such as sidewalks, bike lanes, crosswalks, and planted medians and buffers.

• Encourage volumes and travel speeds consistent with the West Lake Sammamish Parkway’s designation as a minor arterial and multimodal corridor.

• Incorporate designs as part of future infrastructure improvements in a manner that is sensitive to these two roles.

Neighborhood residents have prioritized several intersections for pedestrian and bicycle mobility and safety enhancements. These include:

• West Lake Sammamish Parkway, NE 36th Street and 177th Avenue NE as a popular pedestrian and uniquely configured intersection nearest to Idylwood Beach Park and the park’s overflow parking lot;

• West Lake Sammamish Parkway and 180th Avenue NE as a significant location along walking paths to Audubon Elementary School;

• West Lake Sammamish Parkway and NE 24th Street as a primary regional connection to the Overlake Urban Center and Technical Center; and

• NE 40th Street and 172nd Avenue NE as one of the primary gateways to the Overlake Technical Center and the NE 40th Street Transit Center.

N-ID-25 Support improvements to West Lake Sammamish Parkway from NE 51st Street to Bel-Red Road, including establishing a dedicated multiuse path for pedestrians and bicyclists that is separated from vehicular travel lanes by landscaping, grade or both.

N-ID-26 Work with the Idylwood Neighborhood to implement priority improvements identified in Table 1: Idylwood Neighborhood Highest-Priority Pedestrian and Bicycle Mobility and Safety Improvements where justified by site-specific conditions. Consider these priority projects in conjunction with the following update to the Transportation Master Plan.
Table 1: Idylwood Neighborhood Highest-Priority Pedestrian and Bicycle Mobility and Safety Improvements

<table>
<thead>
<tr>
<th>Priority Pedestrian Projects</th>
<th>Priority Bicycle Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install a mid-block crosswalk with appropriate safety features on West Lake Sammamish at an appropriate location between 180th Avenue NE and NE 27th Street to increase opportunities for crossing where distances are greater than the City’s standard distance between legal crossings.</td>
<td>Promote bicycle etiquette. Offer bicycle education and safety awareness programs to school-aged children. Consider partnership with Audubon Elementary School.</td>
</tr>
<tr>
<td>Use interim measures along West Lake Sammamish Parkway to increase pedestrian and bicycle access and promote safety until complete street improvements are implemented.</td>
<td></td>
</tr>
<tr>
<td>Install sidewalks and other pedestrian improvements that help establish and maintain a pedestrian-supportive environment along West Lake Sammamish Parkway where right-of-way is available.</td>
<td></td>
</tr>
<tr>
<td>Recognize Idylwood Beach Park as a regional facility with higher pedestrian volumes on a seasonal basis, particularly related to the off-site parking facility. Consider additional features at the related Idylwood Beach Park crosswalk that improve pedestrian visibility and motorists’ attention.</td>
<td></td>
</tr>
<tr>
<td>Identify and plan intersection improvements to promote pedestrian mobility and safety at: • NE 40th Street and 172nd Avenue NE • West Lake Sammamish Parkway, NE 36th Street and 177th Avenue NE • West Lake Sammamish Parkway and 180th Avenue NE • West Lake Sammamish Parkway and NE 24th Street with particular attention to improving sight distances</td>
<td></td>
</tr>
</tbody>
</table>

Utilities

Utilities throughout the Idylwood Neighborhood offer possible opportunities for upgrade over the next 20 years. The electrical and communication infrastructure is the most visible and significant component for residents. The elevated conduit experiences many issues during wet and windy weather, in part due to the proximity of dense, mature vegetation. The neighborhood supports priority undergrounding along corridors that provide the backbone of the electrical infrastructure for the Idylwood Neighborhood.

N-ID-27 Promote undergrounding utility lines along West Lake Sammamish Parkway, NE 24th Street and NE 36th Street. Coordinate undergrounding of utility lines with significant street improvement projects as feasible.

To help establish a uniform appearance and character throughout the neighborhood, the Citizen Advisory Committee supports installation of a single streetlight style along Idylwood’s public streets. As upgrades warrant, as existing lights are maintained, and as part of both private and public project frontage and corridor improvements, a consistent and updated style of streetlight evolves. This helps promote an identifiable neighborhood character and supports beautification of the neighborhood.

N-ID-28 Consider a streetlight style that helps to establish an identifiable neighborhood character.

Ord 2537
C.5 North Redmond
Neighborhood Policies

The North Redmond Neighborhood is located on the hillsides east of the Sammamish Valley and constitutes the northeastern corner of Redmond. The neighborhood is bound on the north by NE 124th/128th Street, on the east by Avondale Road and on the south by the Redmond/Puget Sound Energy Trail until the power line turns south. At this point, the neighborhood boundary moves to the north and then jogs around several developments whose access is primarily taken from NE 116th Street. At Redmond-Woodinville Road, the boundary turns south to encompass the Valley Estates development and then turns north to create the western boundary of the neighborhood by including residential properties west of 154th Place NE.

Public Participation
in the Neighborhood Plan Update

The North Redmond Neighborhood Plan is based on a significant amount of public participation by the people who live, work and own property not only within the neighborhood but also in the immediate vicinity. A 10-member Citizen Advisory Committee considered the long-term changes that may occur in the neighborhood through 2022.

The Citizen Committee participated in a “Citizen’s Academy” through which city standards, citywide policies and regulations, innovative opportunities and trends were discussed by City staff and local experts. Three neighborhood-wide open house venues were provided in order to gain a sense of concern and support from the residents of North Redmond and the surrounds. Early venues allowed attendees to identify areas for improvements and to provide input to the major topics being considered as part of the plan update process. Later venues enabled further refinement of recommendations that were formed by the Citizen Advisory Committee, based on public input submitted at the events and through mailed summaries.

The Citizen Advisory Committee also considered projects and concepts that will benefit the neighborhood. A list of priority projects for consideration as capital improvements, along with a list of recommended future considerations, was generated. The lists will serve as a basis for communication and action between the City and the residents as the North Redmond Neighborhood Plan is implemented.

Neighborhood Vision

The vision statement below is a word picture of the North Redmond Neighborhood in the year 2022. It is intended to represent what the neighborhood will look and feel like when and as the Plan is implemented.

- North Redmond is a distinctive and desirable neighborhood. Despite being developed with urban levels of development, many mature trees and open spaces throughout the neighborhood have been preserved, leaving a sense of the semirural history of this part of Redmond.

- The areas surrounding the neighborhood’s eastern and western boundaries have remained rural and agricultural/urban recreational, respectively. Trails and pathways throughout the neighborhood and along or within preserved open space corridors, mostly characterized by streams and forested ravines, create a seamless continuity between rural areas and centrally located residential neighborhoods, parks and neighborhood gathering spaces. Safe connections for pedestrians and bicyclists have been enhanced through the expansion of a multipurpose, accessible trail network.

- The area’s environmentally constrained land has been preserved by allowing clustering of new homes in order to protect wetlands and steep slopes. Residential areas are set back from the major roads on the perimeter of the neighborhood, and many new homes have utilized low-impact development techniques to further protect the area’s natural resources. The protected slopes and wetlands have led to generous portions of land remaining forested.

- Within North Redmond, there are a variety of home sizes and styles, ranging from large luxury homes built on acre lots to smaller attached and detached homes built at four to six units per acre. Home styles include choices for people of all ages and family types and a variety of income
levels. The neighborhood is conveniently located for residents who work and shop in Redmond’s Downtown.

- Nearly all the developments in North Redmond are connected by a series of vehicular and/or pedestrian trails and linkages which are accessible by all types of pedestrian traffic, such as strolling and jogging, as well as by equestrians and bicyclists, in order to take advantage of the area’s open space corridors, improved streets and other natural amenities. A high degree of connectivity is provided within the neighborhood. Most streets provide through-connections to other developments and arterials. Vehicular or pedestrian connections are provided at appropriate locations along lengthy or cul-de-sac streets.

- Redmond-Woodinville Road, Avondale Road NE, NE 116th Street, NE 124th/128th Street, and NE 172nd Avenue remain the main arterials and collectors in the neighborhood.

- North Redmond is a neighborhood known for its variety of parks and open spaces. The Northeast Redmond (Smith) Park has been expanded to include other nearby or adjacent properties, and the City has successfully acquired other parcels in the neighborhood, including park area west of 172nd Avenue NE. The Redmond/Puget Sound Energy Trail has been improved into a linear park that serves as a unifying feature with the Education Hill Neighborhood, and a number of small parks have been added to the Power Line Trail as adjacent properties have developed. Amenities, such as benches at vista points and along walkways, and restrooms in public facilities, have been incorporated into the neighborhood.

- In addition to having easy access to Redmond’s Downtown Urban Center, the North Redmond Neighborhood is conveniently served by gathering places and shopping opportunities, such as Avondale Center and the Northeast Redmond Neighborhood Park.

The formation of a Neighborhood Citizen Committee for the purpose of maintaining ongoing communication with the City has been strongly supported by the neighborhood. In addition to providing annual feedback to the City on the implementation of the Neighborhood Plan, the committee may serve as a resource for the City regarding issues that may be of interest to the neighborhood. The committee may also help to create a stronger identity for the neighborhood by considering issues, such as gateways, signage and increased involvement of neighborhood residents.

**N-NR-1** Support the North Redmond residents in the formation of a Neighborhood Citizen Committee, following the adoption of the Neighborhood Plan update.

**N-NR-2** Meet with the residents of the neighborhood and the Neighborhood Citizen Committee beginning one year after the adoption of the 2006 Neighborhood Plan update to evaluate implementation of the Neighborhood Plan, identify needed changes, update the priority projects list, and discuss opportunities and areas of concern with the neighborhood.

**General Land Use Policies**

General land use policies ensure that the services and amenities located within the North Redmond Neighborhood meet the daily and weekly needs of the predominantly residential neighborhood. Policies
seek to balance the strong demand for additional residential development, the need for pedestrian and bicycle amenities, and community gathering places. These amenities provide for the convenience of North Redmond residents and reflect upon the desire to preserve the area's natural qualities. Additional amenities, such as benches strategically placed along trails, paths and sidewalks, serve to promote a sense of community and uniqueness of the neighborhood. By recognizing the value of environmentally critical areas, such as the various creeks that run through the neighborhood, wetlands and steep slopes, the City's policies focus residential development in areas that have the least environmental constraints.

The land use policies for North Redmond also recognize the character of existing and well-established neighborhoods that are located on large but otherwise unconstrained lots in single-family subdivisions throughout the neighborhood.

**N-NR-3** Preserve the North Redmond Neighborhood as a predominantly residential neighborhood, with a variety of amenities that serve the daily and weekly needs of the North Redmond residents.

**N-NR-4** Conserve and strive to enhance existing significant natural features, including steep slopes, wetlands, streams, creeks, trees, and fish and wildlife habitat conservation areas.

**N-NR-5** Encourage innovative development techniques that provide for a variety of lot sizes; housing types, styles and sizes; and a variety of affordability levels within the neighborhood.

**N-NR-6** Encourage owners of underdeveloped contiguous parcels to coordinate development with neighboring property owners in order to create a cohesive and well-designed neighborhood.
N-NR-7 Ensure that the North Redmond Neighborhood boundary reflects any future modification of the King County-designated Urban Growth Area.

**Neighborhood Character and Design Policies**

There are three main defining characteristics of the North Redmond Neighborhood: its open spaces and natural resources; its mix of housing types, sizes and styles that promote high-quality design; and its neighborhood gathering spaces.

North Redmond’s open space and natural character is derived from its forested ravines, wetlands, open spaces, and pedestrian and bicycle linkages. In order to preserve the area’s natural features, the appropriate use of planning and design tools is needed to protect and enhance these assets. Several techniques can be used to retain these natural features while accommodating new residential development. The use of residential clustering, setbacks and landscape buffers will foster a neighborhood that coexists with the landscape rather than dominates it.

N-NR-8 Promote the preservation of the area’s important natural features through clustering and allowing innovative forms of housing that utilize less land area, particularly in the vicinity of critical areas as designated by the Critical Areas Ordinance.

N-NR-9 Promote the preservation of public view corridors through a variety of techniques, such as innovative site design.

N-NR-10 Preserve scenic, public view corridors toward the Cascades and the Sammamish Valley. Public view corridors are defined along NE 116th Street, 172nd Avenue NE, NE 122nd Street to 162nd Place NE, 154th Place NE, Redmond-Woodinville Road, and along the easement of the Redmond/Puget Sound Energy Trail.

N-NR-11 Require that new development be designed in a manner that demonstrates respect of the natural features of the neighborhood, such as terraces, ravines, woodlands, streams and wetlands.

N-NR-12 Provide incentives and support for the preservation of open space corridors to maintain natural transitions between semirural areas and critical areas, in addition to open spaces and protected easements that are adjacent to developed portions of the neighborhood.

N-NR-13 Require the retention and promote the health of landmark trees. Require sidewalk designs that meander around the tree(s) and respective driplines, or include them within curb bulbs in locations along arterials where there is sufficient existing right-of-way, unless said location would prove a danger to public safety.

N-NR-14 Maintain the Redmond-Woodinville Road corridor from NE 124th Street to the intersection of Redmond-Woodinville Road with 154th Place NE/NE 109th Street, as a green, vegetated entryway to the city.

By staggering setbacks along arterials through residential design and development, visual variety will be enhanced and help to retain the area’s semirural qualities.
N-NR-15 Require setbacks along principal and designated collector arterials in order to preserve the natural transition areas, retain semirural qualities, and encourage visual variety. Allow for adjustments as needed for parcels two acres or less in size.

N-NR-16 Discourage direct vehicular access to new single-family residences from arterials.

Another quality of North Redmond’s character is its semirural history. The area began to see dramatic changes between 1995 and 2005, yet remnants of its early beginnings remain present. The keeping of horses on larger lots with regional connections to equestrian facilities and the preservation of existing low-density residential developments within the neighborhood are examples of the semirural features that still remain, yet also provide a sense of the early development and character of the neighborhood.

N-NR-17 Allow the keeping of horses in low-density residential areas. Maintain existing equestrian linkages within the neighborhood and to regional trails within the neighborhood’s vicinity.

N-NR-18 Maintain the existing R-1 density in the Equestrian Tracts, 169th Court NE, and Valley View Estates subdivisions in recognition of the critical areas within these areas.

Environmental Protection

Policies to preserve the natural environment focus upon protecting the most environmentally critical areas and retaining open space corridors. These corridors, comprising streams and forested ravines, provide a visual continuity between semirural and agricultural areas that lie to the east and west. In addition, open space corridors secure natural habitat for wildlife that otherwise would be displaced by development. Maintaining the integrity of forested slopes enhances the ecological functions of the region’s streams, allows for infiltration, ensures survival of native wildlife, and protects the property from excessive erosion and slope failure.

Implementation of Redmond’s Critical Areas Ordinance and stormwater regulations will help support the neighborhood vision for preservation of open spaces and environmental resources. The use of low-impact development (LID) standards for new construction will help further enhance these programs, along with the use of compost-amended soils in all landscaped areas.

The use of LID practices as a stormwater management strategy emphasizes conservation and the use of existing natural features integrated with distributed, small-scale stormwater controls to more closely mimic natural hydrologic patterns. Hydrology and natural site features that influence water movement will guide the site planning for streets, structures and other infrastructure layout. LID standards establish the conservation of natural site assets which include native vegetation and soils, existing drainage courses, and directing development away from environmentally critical areas. When strategically distributed throughout the project, the native vegetation and soil also function as a hydrologic control that helps to slow, store and infiltrate storm flows.

The use of compost-amended soils in addition to glacial till-based soils further enhances LID practices for urban development. Proven benefits of using compost-amended soils include a reduced demand on summer irrigation, reduced stormwater runoff and erosion, and improved soil quality which improves the health of and success in establishing landscaped areas. Use of compost-amended soils may provide other long-term environmental benefits, including reduced pesticide use and runoff, as well as reduction in the need to use fertilizer in landscaped areas. Fertilizer and pesticide use are proven hazards for the health of local streams and creeks, including Cottage Creek, Bear Creek and the Sammamish River, as well as the city’s aquifers, watersheds and other water bodies. By linking the use of compost-amended soils with appropriate plant selection, property owners in North Redmond will likely benefit from reduced costs for maintaining landscaped areas. The Washington
State Department of Ecology has published guidelines for production, quality measurements for compost-amended soils, and site implementation.

**N-NR-19** Require the use of compost-amended soils, consistent with the guidelines of the Washington State Department of Ecology, in the required landscaping for all developments.

**N-NR-20** Preserve native soils to the extent possible during development.

**N-NR-21** Allow, under the discretion and guidance of the City’s Technical Committee, for the use of privately maintained, smaller and more strategically placed stormwater detention facilities, that:
- Include LID technologies or vault systems;
- Promote dual use of privately maintained storm facilities, such as off-season garden areas or sports courts designed with permeable surfaces;
- Incorporate native, natural, screening and shade plantings that are supportive of wetland ecology and are designed by a Washington State certified professional wetland scientist; and
- Utilize compost-amended soil techniques in all landscaped areas.

**N-NR-22** Consider cooperative stormwater agreements to consolidate facilities whenever possible.

**N-NR-23** Promote cooperative partnerships among residents and the City in order to create or upgrade storm retention and detention facilities through the use of natural and native landscaping, as well as attractive fencing.

**N-NR-24** Encourage the use of native and habitat plants in required landscaping.

**N-NR-25** Prohibit the invasion of noxious weeds as listed by the Washington State Noxious Weed Board by limiting and guiding the use of specific plants in landscaped areas in North Redmond.

**N-NR-26** Promote the City’s natural yard care programs, specifically within the Wedge subarea.

The North Redmond Neighborhood includes areas east of 172nd Avenue NE that lie within the City’s Wellhead Protection Zone 2 and Zone 3. The western portion of the neighborhood lies within Zone 4. In addition to City wells, local private wells currently exist in this neighborhood. The presence of wells and the general need to maintain groundwater supplies for other beneficial purposes means that groundwater recharge should be maintained as development occurs.

**N-NR-27** Require, under the discretion and guidance of the City’s Technical Committee, applicants for all new development to analyze and make provisions to closely match natural amounts of groundwater recharge. Provisions include measures, such as the preservation of natural and native vegetation and soils, minimizing total impervious surfaces, and designing small-scale, distributed hydrologic controls that are required for groundwater infiltration.

The Wedge subarea, shown on Map N-NR-X, serves as a transition between the agricultural valley and the residential uses east of and south along Redmond-
MAP N-NR-3 NORTH REDMOND
CONSERVATION OVERLAY

Note: Inclusion in the overlay for properties to the west of Redmond-Woodinville Road and east of the Sammamish Valley became effective following adoption of a design study for the Red-Wood Road corridor. This study addressed strategies to retain the corridor’s character as a green gateway, access management, street cross section, pedestrian and bicycle safety, and coordination of public improvements to properties within the corridor. Effective: May 30, 2009
Woodinville Road. Redmond-Woodinville Road, adjacent to the subarea, serves as a green entryway to the city and to the North Redmond Neighborhood. The Redmond-Woodinville Road corridor links the city to the agricultural valley and its heritage that evolved from native forest to agricultural production. Limited by steep slopes and wetlands, this area is envisioned to provide a balance of dedicated preservation and restoration of multistory, native vegetation along with residential development and multimodal transportation amenities.

**N-NR-28** Preserve and enhance, or reestablish, dense vegetation within the Wedge subarea. Select and maintain species for required tree preservation, common landscaping, visual screening, building setbacks, front yards and other required landscape areas to provide vegetation that is multistory at maturity, native, noninvasive and appropriate to the site.

**N-NR-29** Require a vegetated buffer between the western edge of the Redmond-Woodinville Road right-of-way and residential dwellings that:

- Matures to a multistory canopy and contains plant species that are native, noninvasive and appropriate to the site;
- Discourages public access within the vegetated buffer and associated easements;
- Provides, at a minimum, filtered visibility throughout the buffer from adjacent dwellings and the Redmond-Woodinville Road corridor; and
- Helps to mitigate traffic impacts, such as light, noise and pollution, on adjacent residential dwellings.

**N-NR-30** Allow minimal trespass of critical areas along 154th Place NE to allow vehicular and nonvehicular access and utility connections. Combine access...
ways, easements and access alignments, when feasible, to further limit disturbance of critical areas, soils and vegetation.

Neighborhood Gathering Spaces

In addition to the need for neighborhood parks and trails, North Redmond residents spoke to the importance of maintaining and enhancing opportunities for gathering places that provide locations for people to meet and recreate. Based on their locations, the various places should have distinct qualities that service different aspects of the neighborhood, ranging in scale and geared to serve pedestrians and bicyclists in the immediate neighborhood. Existing gathering places are provided throughout at parks, open spaces, schools, churches, and at Theno’s and Avondale Center located at the eastern and western edges of the neighborhood. The variety of places supports pedestrian and other nonmotorized access, but based on the neighborhood’s topography some people will be less likely to walk to peripheral locations.

N-NR-31 Support the use of community spaces located throughout the neighborhood, such as churches, schools and other locations for the purpose of community-based gathering.

In recognition of the unique character of the North Redmond Neighborhood and in order to promote a sense of identity and place for the neighborhood residents, the intersection of NE 116th Street and 172nd Avenue NE is identified for the creation of innovative forms of housing, along with enhanced neighborhood amenities. At the intersection of pedestrian and bicycle amenities, the point at which two multimodal corridors meet, and as the center of the North Redmond Neighborhood, this intersection is encouraged to host features that allow the residents to come together. Features, such as benches, a natural landscaping area, appropriate signage or a small resting area, support the opportunity for neighborhood gathering and recognition.

Innovative housing types, sizes and levels of affordability also integrate with the multimodal character of the intersection. The immediate proximity to alternative transportation services and amenities allows the residents of smaller, size-limited dwellings to further consider reducing or eliminating their need for automobiles. Smaller dwellings also support the need for a variety of affordability levels within the neighborhood. As the population of Redmond continues to grow and in order to support the ability for existing residents to age in place, the North Redmond Neighborhood provides housing choices that are affordable to residents, such as seniors, teachers and the general workforce.

N-NR-32 Utilize incentives to promote innovative forms of housing within the vicinity of the intersection of NE 116th Street and 172nd Avenue NE that:

• Offer choices of detached housing types, such as cottages, ADUs and size-limited dwellings, that are affordable to a diverse population, such as seniors, teachers and the general workforce;
• Help to enhance a neighborhood identity;
• Enhance the natural beauty and environs; and
• Provide a sense of place that may include gathering space for area residents.

Parks, Recreation and Open Space Policies

As vacant land is diminished in some areas to accommodate residential development, these policies seek to ensure that remaining open space is protected and its quality enhanced. While the development of many new homes will change the semirural character of North Redmond, the City’s critical areas regulations and developer incentives will help protect many of the neighborhood’s open spaces and natural resources. In addition, the Bear Creek area and the Sammamish Valley will continue to surround the North Redmond Neighborhood with open space uses. Neighborhood parks also protect open
space and provide recreational opportunities. The City has acquired a five-acre parcel in the northeast corner of the neighborhood for future park uses and other Neighborhood Plan policies seek to enhance trail corridors and pathways to provide recreational opportunities within the neighborhood. Other parks in close vicinity to North Redmond include 60 Acres Park to the west, Juell Community Park to the east, Farrell-McWhirter and Perrigo Parks to the southeast, and Hartman Park to the south. The Parks, Recreation and Open Space Plan (PRO Plan) identifies facility needs for the neighborhood.

Opportunities to expand passive and/or active recreation and open space facilities exist throughout the neighborhood. These include the addition of a centrally located park or expansion of other existing parks and open spaces that will better meet residents’ recreational needs. Also, the Redmond/Puget Sound Energy Trail, which currently divides the North Redmond and Education Hill Neighborhoods, could be developed into a unifying feature that services both neighborhoods. Any new park facilities would be integrated into the open space corridor and trail system.

N-NR-33 Support efforts to acquire additional public park properties in North Redmond. Additionally, support efforts to expand existing public park properties.

N-NR-34 Work with Lake Washington School District to explore all options for development of the school property located on the southwestern corner of the intersection of 172nd Avenue NE and NE 122nd Street to include park facilities, local artists’ display space and public meeting space in configurations, such as:
- Parks and recreation facilities,
- Mixture of housing and parks, or
- School, public library and community recreation facilities.

N-NR-35 Explore creative funding opportunities to support acquisition of additional park sites in North Redmond, such as charitable remainder trusts, long-term purchase agreements, charitable donations, density land transfers and grants.

Connectivity and options for residents to utilize nonmotorized forms of transportation are priorities for the North Redmond Neighborhood and surrounding areas. The North Redmond Neighborhood Circulation Plan and the North Redmond Supplemental Connections Map (please refer to the Transportation and Circulation Policies) indicate preferred connections. Trails which are of primary interest for development are shown as Priority 1, with all other connections respectively identified. Alignments are general as the connection types, cross sections, and final alignment are considered by the City’s Technical Committee as development occurs. Additional choices are also available through a variety of other connections, such as multiple-use easements, sidewalks and paths.

N-NR-36 Encourage the use of permeable treatments in the development of hard surface trails, where applicable.

N-NR-37 Work in collaboration with Puget Sound Energy to explore the designation and development of the Redmond/Puget Sound Energy Trail as a linear park that both serves and unifies the North Redmond and Education Hill Neighborhoods.
- Maintain pedestrian-friendly, soft-surface trails;
- Promote trails and landscaping that are compatible with operation and maintenance of the power line, as well as other amenities as determined appropriate by the City’s Parks Board;
- Encourage the development of a variety of parks and open spaces along the Redmond/Puget Sound Energy Trail as development occurs on adjacent parcels;
- Support City efforts to negotiate with Puget Sound Energy for the renewal
of easements allowing use of the Redmond/Puget Sound Energy Trail for linear park, including trails and linkages; and

- Consider amenities such as:
  » Combined multipurpose trails that support pedestrians and bicyclists, including nonmotorized road bicycles;
  » Dog service stations, drinking fountains and exercise stations; and
  » Educational signage concerning nearby natural features, critical areas and area history.

**N-NR-38** Promote the complete construction of a North Redmond multipurpose trail network for pedestrian, bicycle and equestrian use parallel to NE 116th Street, NE 124th/128th Street, Avondale Road and 172nd Avenue NE. Design and implement a trail that follows the ravine in the western portion of the neighborhood and connects to the trail that follows the Redmond/Puget Sound Energy Trail or as otherwise delineated on the North Redmond Neighborhood Circulation Plan and the North Redmond Supplemental Connections Map. Delineate and align trails to provide continuous access and meandering to avoid tree loss, including routes along safe passageways parallel to and set back from arterials and collectors, as shown on the North Redmond Neighborhood Circulation Plan and the North Redmond Supplemental Connections Map and to include amenities such as benches and resting places.

**N-NR-39** Create resting areas as part of the future NE 116th Street trail between Redmond-Woodinville Road and 154th Place NE to serve residents and trail users. Include amenities, such as benches, picnic tables, interpretive signage and similar amenities, as feasible.

**N-NR-40** Encourage multiple-use trail linkages, utilizing permeable materials where appropriate:
- From residential developments to trails and open spaces;
- Between existing developments;
- At appropriate locations within cul-de-sacs;
- To improve safe walking paths for access to schools, in accordance with Lake Washington School District standards, and to parks within the neighborhood; and
- To support use by pedestrians and bicyclists.

**N-NR-41** Encourage the maintenance of pedestrian and bicycle connections on private streets and on public trails where vehicular access may otherwise be denied.

**N-NR-42** Promote public access, viewing or educational opportunities, where appropriate, to critical areas, such as wetlands, ravines and open spaces.

**N-NR-43** Require, within utility corridors and associated easements to off-site connections, the granting and/or improvement of pedestrian and other nonmotorized public access easements for all new development when determined appropriate by the City’s Technical Committee.
Housing Policies

Beginning in the mid-to-late 1990s, North Redmond began shifting from a very semirural neighborhood to a rapidly changing urban area with predominately larger and consequently more expensive homes. If these development trends continue, homes in North Redmond will be out of reach for many people who work in Redmond but cannot afford to live here. Together with other neighborhoods in Redmond, residents of North Redmond support activities to increase the variety of home choices available for all ages and varying income levels, while not precluding the construction of high-end housing within the neighborhood. Some of the innovative home choices supported by North Redmond residents include cottages, multiplex housing and size-limited structures. These forms of housing styles, through the lessened impact of a smaller footprint, will also help to achieve other neighborhood goals for preserving stands of mature trees, creating new open space areas, establishing neighborhood connectivity and linkages, and protecting the area’s other natural resources. Design standards that promote a single-family appearance for these innovative home choices will ensure that North Redmond presents itself as a cohesive and interconnected neighborhood.

By providing a variety of home sizes and styles, new housing costs will be relatively more affordable for many households. However, without incentives it is unlikely there will be any new homes built in North Redmond that are affordable for working families with moderate wages. Among these households are teachers, nurses, administrative support workers, police, firemen and seniors. Consistent with other City of Redmond goals to provide housing for all economic segments of the community, North Redmond supports regulations that require a percentage of all new housing to be made affordable to moderate-income households.

N-NR-44 Allow cottages in the North Redmond Neighborhood and allow density on a proposed cottage housing site to exceed the permitted density for a standard detached single-family development on the site, pursuant to RZC 21.08.290 - Cottage Housing Development.

N-NR-45 Allow the construction of multiplex housing units in Single-Family Urban zones, with the exception of the Wedge subarea, particularly in order to preserve stands of mature trees, create new open space areas, establish neighborhood connectivity and linkages, and protect the area’s other natural resources. Ensure that multiplex units are interspersed with a variety of other housing types, avoiding the location of units adjacent to each other.

N-NR-46 Require the design of multiplex and other innovative housing styles to portray the appearance of single-family houses. Allow up to one entrance per side and do not architecturally differentiate attached dwellings.

N-NR-47 Encourage the design and building of size-limited and affordable dwellings, including accessory dwelling units and air space condominium design.

N-NR-48 Encourage clustered residential development in the North Redmond Neighborhood. Maintain a significant amount of contiguous open space and preserve a minimum of 25 percent of the site.

N-NR-49 Require a minimum of 10 percent of the units in all new housing developments of 10 units or more in the North Redmond Neighborhood to be affordable, as defined in the Redmond Zoning Code. Minimize development costs associated with this requirement by providing bonuses and incentives.
N-NR-50  Promote the design of new single-family dwellings that maintain visual interest and provide a mix of home sizes and styles within new developments.

N-NR-51  Encourage the design and building of residential structures within the Wedge subarea that sustain the existing neighborhood character. Promote design and architectural techniques that blend with the existing and required landscaping and fit into the context of local, residential architectural styles.

N-NR-52  Ensure that new single-family dwellings are designed to have living space as the dominant feature of the street elevation to encourage active, engaging and visually appealing streetscapes with landscaping and design features that bring the living space toward the front street. Minimize the garage feature at the street elevation, unless the home is located on an arterial and design options to minimize the appearance of the garage are limited.

N-NR-53  Apply and maintain the Residential Development and Conservation Overlay Zone in North Redmond as shown on Redmond’s zoning map. Allow density to be transferred from critical areas and associated buffers to developable areas at a maximum density of one unit per acre. Limit the maximum underlying zoning to R-4 for all properties within the overlay zone.

The overlay zone applies to those properties along 154th Place NE from the intersection with Redmond-Woodinville Road on the south to the city limit line and Urban Growth Area boundary on the north, as well as for those properties along NE 124th Street and 162nd Place NE from Redmond-Woodinville Road on the west, to an alignment with 167th Avenue NE on the east, the city limit line on the north, and NE 116th Street on the south, with the exception of properties fronting the intersection of Redmond-Woodinville Road and NE 124th Street (as shown on the Comprehensive Land Use Plan Map).
Transportation and Circulation Policies

One of the key components of the North Redmond vision is the interconnectedness of the neighborhood. Residents of North Redmond place a high value on creating a neighborhood that promotes walkability and pedestrian friendliness, while also providing for other nonmotorized and vehicular travel in a safe environment. A connections map has been prepared that outlines preferred trails, connections, streets and linkages throughout the neighborhood. Reducing the number of cul-de-sacs and providing linkages at appropriate intervals to open spaces, neighborhood and regional trails, parks and adjacent developments will help ensure that the neighborhood’s goals for connectivity and walkability are achieved.

Streetscape characteristics, such as meandering sidewalks, tree canopy and preservation of significant trees, will also add quality to the pedestrian and residential experience. Traffic mitigation and pedestrian amenities will be included in street design and construction. Some of these measures include low-level fencing and landscaping, benches as an identifying feature of the neighborhood; narrow, tree-lined streets; and street designs, such as the Street-Edge Alternative program, that will help preserve some of the neighborhood’s semirural character, while providing for urban levels of development.

The neighborhood’s trails and linkages provide connections between developments throughout North Redmond and to neighborhood destinations, such as parks and schools, and to community gathering areas. The City’s Parks, Recreation and Open Space (PRO) Plan indicates that the North Redmond Neighborhood is served by the Redmond/Puget Sound Energy Trail which is a backbone trail, along with existing and proposed collector trails along NE 116th Street, 172nd Avenue NE, Avondale Road NE, and 124th/128th Avenue NE. A proposed soft-surface, multiuse trail is shown in the ravine extending north of 162nd Avenue NE between NE 116th Street and NE 124th Street. These trails connect the neighborhood to other collector and backbone trails in the city. Where practical, linkages from developments to open spaces will provide trail connections that are designed to accommodate all levels of pedestrian activity.

Redmond-Woodinville Road is a major corridor that serves people traveling within and through the neighborhood. As a multimodal corridor and entryway to the city, it offers many opportunities to improve mobility choices by placing greater emphasis on services and enhancements that encourage people to use alternatives to driving alone.

**N-NR-54** Encourage reliable and frequent transit services along multimodal corridors, within the North Redmond Neighborhood and immediate vicinity, consistent with the Redmond Transportation Master Plan.

**N-NR-55** Promote additional and enhanced nonmotorized amenities within the Wedge subarea at transit stops and activity nodes. Consider such features as benches, shelters, street lights, secure bike parking, waste receptacles and traveler information.

**N-NR-56** Ensure that as new development occurs on a property or configuration of adjacent properties, the developer plans, designs and implements linkages, as shown on the North Redmond Neighborhood Circulation Plan and the North Redmond Supplemental Connections Map, in order to promote connections to schools, recreation and other developments. Accommodate a variety of motorized and nonmotorized traffic in the neighborhood. Allow for flexibility in the general location and alignment of the connections, while utilizing mitigation techniques to accommodate increased traffic, reduce impacts to corridor residents, and provide enhanced safety measures.
North Redmond - Neighborhoods

Effective 12/1/2018  Ord 2930

Redmond Comprehensive Plan

MAP N-NR-4 NORTH REDMOND NEIGHBORHOOD CIRCULATION PLAN

Note: This is a conceptual plan to illustrate access and circulation goals. Final street layout and alignment may vary if circulation system and alignment is maintained.

Effective March 27, 1997

Repealed on: 12/1/2018
N-NR-57 Encourage adjacent property owners along NE 116th Street, 172nd Avenue NE, NE 122nd Street, 162nd Place NE, NE 124th Street, Redmond-Woodinville Road and 154th Place NE to coordinate the required improvements to infrastructure in order for improvements to occur at one time.

N-NR-58 Ensure the implementation of traffic-calming features along 172nd Avenue NE, north of NE 116th Street to NE 124th/128th Street, including but not limited to landscaped buffers and medians.

N-NR-59 Study, identify and install traffic-calming features along 154th Place NE from the intersection of Redmond-Woodinville Road to the city limits with particular consideration of:
   • The future crossing of the NE 116th Street trail extension,
   • Opportunities for safety improvements at the intersection of NE 116th Street,
   • Existing and potential residential development of the Wedge subarea, and
   • Feedback obtained from vicinity residents and property owners.

N-NR-60 Ensure the incorporation of traffic mitigation techniques at the intersection of 172nd Avenue NE and NE 116th Street, which is the intersection of two multimodal corridors, and include in the analysis opportunities for:
   • Efficient traffic flow;
   • Pedestrian and bicycle travel; and
   • Safety for pedestrians, bicyclists and motorists.

N-NR-61 Study, identify and install features to promote a minimum of three safe crossings at appropriate intervals along NE 116th Street within the segments from Redmond-Woodinville Road to Avondale Road NE.

N-NR-62 Require that bike lanes are also delineated if centerlines are added to existing streets.

N-NR-63 Require that any new private streets are designed, built and maintained for pedestrian safety and accessibility as defined in the Transportation Master Plan, in addition to utilizing low-impact and environmentally sensitive techniques as appropriate.

N-NR-64 Encourage the design and construction of all new local streets at the minimum allowable width in order to preserve the area’s character; protect critical areas and reduce stormwater runoff, while also providing for safe pedestrian and bicycle activity, provided that there is a minimum of two vehicle access points serving the development, with the exception of the Wedge subarea.

N-NR-65 Promote combining emergency access with required nonmotorized connections within the Wedge subarea to minimize removal of vegetation, when emergency access to development is determined to be necessary.

N-NR-66 Encourage the design and construction of new streets to follow the natural topographic contours of the land and avoid landmark trees.
N-NR-67 Allow narrow Street Edge Alternative (SEA), low-impact development, and woonerf design and construction standards on local streets. Ensure that the designs:
- Do not result in a reduction of class or service as defined by the existing City street standards;
- Provide access to residential areas while reducing environmental and economic impacts; and
- Do not increase congestion, hazards or difficulty in serving the area.

N-NR-68 Minimize points of potential vehicular conflict along Redmond-Woodinville Road, 154th Place NE and NE 116th Street within the Wedge subarea by providing shared access streets and driveways for privately owned properties, where feasible. Refer to the North Redmond Supplemental Connections Map for preferred points of access.

N-NR-69 Utilize traffic-calming techniques to slow traffic through residential neighborhoods, including on arterials and collectors.

N-NR-70 Support the installation and maintenance of soft-surface trails, as components of multimodal corridors, to allow for safe use by joggers and walkers.

N-NR-71 Study, design and implement improvements to the intersection of 154th Place NE, NE 116th Street, and the extension of the NE 116th Street Trail when the trail is proposed for extension.
Redmond-Woodinville Road serves as a “green” entryway to the city, transitioning from the agricultural uses of the Sammamish Valley to the urban environment of Redmond’s Downtown. The policies are intended to preserve and enhance the character of this corridor from the city limits to the intersection of Redmond-Woodinville Road at 154th Place NE/NE 109th Street through treatments that maintain a natural, vegetated presence and welcome not only the driver and passenger but also the pedestrian and bicyclist into Redmond.

**N-NR-72** Preserve, enhance and install vegetation along Redmond-Woodinville Road at preferred locations depicted on the Green Corridor Treatment Areas map.

**N-NR-73** Mimic the vegetation and other components of the green corridor treatments in required medians, transition islands, along the street edge, along nonmotorized connections, at the ingress and egress of paths and trails, at the substation at the NE 116th Street intersection, and at transit stops.

**N-NR-74** Provide character-supportive street lighting, such as that used in Redmond’s Old Town, which connects the corridor to the agricultural and historic past of North Redmond and the Sammamish Valley. Install character lighting along the corridor at locations depicted on the Green Corridor Treatment Areas map and at street intersections.

**N-NR-75** Select and install street trees along Redmond-Woodinville Road, 154th Place NE and NE 116th Street within the Wedge subarea in a manner that reflects natural growing conditions, such as irregularly spaced groupings, clusters of species and multistory canopy. Select a diversity of species to further enhance the vegetated, green character.

**N-NR-76** Meander sidewalks in order to save mature, site-appropriate and healthy native vegetation along the Redmond-Woodinville Road corridor within the Wedge subarea.

Historically, the Sammamish Valley has been linked to agricultural uses. Recently, recreational facilities and residences have been established in the area west of Redmond-Woodinville Road and east of the Sammamish River. To preserve the natural character with specific attention to the evening sky, residents prefer to maintain low light levels along 154th Place NE and NE 116th Street as it crosses the Sammamish Valley floor.

**N-NR-77** Maintain low levels of illumination within the Wedge subarea to the west of the Redmond-Woodinville Road right-of-way by using the lowest level of required illumination based on the classification of the street.
Utilities Policies

The State Growth Management Act (GMA) and King County Countywide Planning Policies direct cities to be the provider of local urban services to urban areas. North Redmond property owners within the Urban Growth Area (UGA) who decide to subdivide their land are required to install urban water and sewer systems. Policies in the Utility Element of the Comprehensive Plan seek to achieve the following: to protect the environment by minimizing disruption of the natural and built environment when placing utilities, to encourage provision of utilities in an economical fashion, and to minimize disruption that results from the provision of utilities to the natural vistas and to open spaces within the neighborhood. As development in North Redmond continues, it is ever important to ensure that reliable and consistent utility services are available to its residents.

N-NR-78 Require the undergrounding of all new utilities in North Redmond and as older utility lines are updated, with the exception of the Puget Sound Energy high-voltage transmission lines. Coordinate the undergrounding of existing overhead utilities as street construction or maintenance occurs in these service areas.

N-NR-79 Minimize excavation, clearing and grading within the Wedge subarea, as feasible, by combining all utility easements and by combining other corridors and easements such as:
• Street right-of-way,
• Nonmotorized paths, and
• Other existing unvegetated corridors.
C.6 Sammamish Valley

Neighborhood Policies

The Sammamish Valley is bound on the north by the Redmond city limits, on the south by Downtown Redmond, on the east by the Redmond-Woodinville Road, and on the west by Willows Road.

Neighborhood Vision

- From NE 102nd Street in Redmond north into Woodinville, the Sammamish Valley is a productive agricultural area. Farmers grow vegetables and flowers for local farmers’ markets. City residents visit farms to buy seasonal vegetables. Other crops are also grown in the valley.

- Maintaining the valley for agriculture has protected development from many natural hazards, including flooding, excessive earthquake damage, soil subsidence and wetlands that are difficult to develop. It has protected Aquifer Recharge Areas.

- Recreational uses occur in the valley. King County has a linear park on both sides of the Sammamish River running from Bothell to Marymoor Park and another park along 116th Street NE. Measures have been taken to reduce potential adverse impacts from the parks on agriculture.

- South of NE 102nd Street is a manufacturing and research and development area. A mixed-use office park has developed immediately west of Downtown, with some residences on floors above offices.

- On the east side of the valley, the slopes have also remained forested, with residential uses on the relatively flat land on top of the slopes. North of Downtown is a moderate-density residential neighborhood that takes advantage of the natural environment along the river and has protected the high-quality wetlands on the site.

Neighborhood Policies

The forested slopes along the Sammamish Valley are an important element of Redmond’s character. These areas have Comprehensive Plan designations intended to protect these slopes. The following policy further defines the parts of these properties that should be developed and those that should be protected.

N-SV-1 Development on the west side of Redmond-Woodinville Road shall be clustered on the relatively flat areas above the slopes. The wooded character of the slopes shall be retained.

N-SV-2 A master plan shall be prepared as a condition of development for the property north of the Puget Sound Energy right-of-way, west of Redmond-Woodinville Road, east of the Sammamish River Trail right-of-way, and south of Valley View Estates. The master plan shall reflect the following policy direction and address the issues identified below:

- Development shall take place outside the Sammamish Valley and outside the steep wooded slopes on the property.

- The maximum total density on the property west of the 160th Avenue NE alignment and outside the valley and steep wooded slopes shall be four units per acre. If any housing units are transferred from the Sammamish Valley and the steep wooded slopes on the property, the transferred units may increase the density in the area above four housing units per acre.

- The residential density allowed on the various parts of the development shall vary from low-density (two to three units per acre) in the north to moderate densities (four to five units per acre) in the middle and higher low-moderate densities (six units per acre) on the southern portion of the property.

- The maximum densities on the property between 160th Avenue NE and the Redmond-Woodinville Road shall be six to eight units per acre. A 50 percent density bonus may be awarded for this property to provide for senior
housing that has the appearance of single-family residences through the use of design elements typical of single-family residences. These elements should include a pitched roof covered with nonmetallic material, an entry that is noticeable from the street, a chimney form, and frames around each window. These structures shall be no higher than three stories.

A potential adverse impact of development on nearby agricultural uses is trespass. Persons trespassing onto farmland may purposefully or inadvertently damage fences and crops. They also may take some crops. Trespass can be reduced by separating uses, such as siting residential uses on the top of slopes away from agricultural areas, as required by the prior policy, or including measures such as tall fences to reduce trespass.

**N-SV-3** Measures shall be taken to minimize the potential for trespass on the lands in the Sammamish Valley from nearby nonagricultural developments.

**N-SV-4** Development of the area adjacent to the Sammamish Valley, west of Redmond-Woodinville Road, and north of NE 116th Street shall be required to protect significant tree stands, views from the valley and maintain the rural quality of the site. Development of the area shall be required to protect agricultural lands and to minimize the potential of trespass and overspray. Measures to protect agricultural lands include setbacks on new development, density limitations, and stormwater measures to prevent runoff from flooding agricultural lands.

**N-SV-5** Businesses located along the Sammamish River south of the Puget Sound Energy right-of-way should be allowed and encouraged to include amenities and businesses that front on the river.
C.7 Southeast Redmond

Neighborhood Policies

Neighborhood Vision
Southeast Redmond is a neighborhood in which people enjoy living, working, recreating, shopping and more. Its diverse land uses coexist for the benefit of residents and employees, and long-term investments in transportation, parks, and the environment have improved the quality of life for everyone.

With features such as gateways and places that celebrate the neighborhood, Southeast Redmond has maintained a strong sense of identity and inclusiveness. The neighborhood is vibrant and provides a variety of choices for living, working, shopping and more. Southeast Redmond has attracted a variety of new employers and is economically significant. At the same time, Southeast Redmond is strongly connected to the natural environment given its location at the edge of the urban growth area and its proximity to Bear Creek, Evans Creek, Lake Sammamish, and Redmond’s drinking water aquifer.

Investment in public infrastructure has established a network of efficient connections to help people travel between transit centers, residential areas, entertainment, employment areas, and other neighborhood destinations.

Overall, the Southeast Redmond neighborhood:

- Provides a high-quality place for people to live and work in close proximity to Downtown with convenient access to transit;
- Offers a variety of opportunities to live, learn, invest and work as a complement to Redmond’s Downtown and Overlake urban centers;
- Includes many modes of safe and convenient transportation from light rail to long-haul transport to walking and bicycling;
- Maintains its unique identity and neighborhood character through sound investments in the built environment, innovative and sustainable infrastructure, and natural areas;
- Provides a variety of opportunities for people to engage and connect, including through stewardship projects and at neighborhood gathering places; and
- Preserves long-standing business opportunities as well as a spirit of entrepreneurship through which new businesses can locate, adapt, and grow within the neighborhood.

Neighborhood Character
Southeast Redmond is located at Redmond’s eastern edge, which is also the edge of King County’s urban growth area. The incorporated part of the neighborhood is generally bounded by Bear Creek and Evans Creek on the north, the city limit on the east, Lake Sammamish and Marymoor Park on the southwest, and SR 520 on the west. Marymoor Park is unincorporated though is part of the neighborhood for planning purposes.

The neighborhood includes six distinct subareas as shown in Map N-SER-1.

1. The Marymoor Subarea, located southwest of Redmond Way and adjoining Marymoor Park, today features an eclectic mix of manufacturing, education, distribution, research and development, and religious uses. This is the future home of the Southeast Redmond Light Rail Station and so this subarea will serve a significant number of regional commuters in addition to local travelers.

2. The Regional Retail Subarea, located between SR 520 and 178th/180th Avenue NE and north of Redmond Way, is characterized by large regional retail uses and research and development. While most people access these services by car, a number of people around the neighborhood access them on foot despite the limited quality of the pedestrian environment. Efficient vehicular travel along 178th/180th Avenue NE and NE 76th Street is important to help support local businesses.

3. The Redmond Way Subarea features a variety of residential, goods and services, and employment-based land uses and, in combination with East Lake Sammamish Parkway, serves as a significant gateway to the neighborhood and city. Today, Redmond Way divides the neighborhood for pedestrians so this plan focuses on creating a variety of effective and safe travel choices that help people move comfortably through the neighborhood.

4. The Central Subarea represents the neighborhood’s manufacturing, warehousing, and distribution core. Between Redmond Way
on the south and Bear Creek on the north, this subarea provides the bulk of the neighborhood’s employment opportunities in settings ranging from office parks to large-scale manufacturing and distribution facilities. Freight traffic is significant in this subarea and is expected to continue to be important throughout the life of this plan.

5. The **Northeast Subarea** is Redmond’s industrial core. Careful siting of buildings, vegetated buffers and parks, and campus settings will help support a transition from single-family residential areas in the south to heavy industrial areas in the north. This subarea includes Southeast Redmond’s neighborhood park which over time will provide a variety of amenities to help meet the needs of neighborhood residents and those who work in the vicinity. Nonmotorized connections and trails will also help people connect with parks and regional trails located to the east of the neighborhood.

6. The **Evans Creek Subarea** is predominantly residential. It includes the largest concentration of single-family homes in Southeast Redmond—Woodbridge—as well as a number of large multifamily homes closer to Redmond Way. This is also the most recently developed portion of Southeast Redmond, having been developed in the early 2000s. The east edge of this subarea abuts the rural area and, though nearby to manufacturing and industrial uses, is noticeably quieter.

**N-SE-1** Use entryway elements to foster Southeast Redmond’s neighborhood character and welcome people to Redmond. For example, consider an entryway element at Redmond Way and East Lake Sammamish Parkway.

**N-SE-2** Plan for and provide opportunities for art throughout the neighborhood. For example, ensure opportunities in the planning process for including art as part of the future light rail station and park and ride facility, consider placing art at city and neighborhood entryways, promote the installation of art at private entryways such as for businesses and commercial uses, and consider opportunities for display of rotating and local art.

**N-SE-3** Maintain opportunities for continued diversity of residential, employment, shopping, recreation, and other activities.

**N-SE-4** Strengthen the neighborhood’s connection to the natural environment such as by incorporating sustainable stormwater solutions.

**N-SE-5** Plant and maintain trees and vegetation along the bluffs above the Red Brick Road to buffer views of urban development from the road and adjoining rural uses.

**N-SE-6** Protect the historic significance of the Red Brick Road (196th Avenue NE) by minimizing new vehicle access points.

**N-SE-7** Promote neighborhood communication and inclusiveness such as through neighborhood meetings, checking in regarding neighborhood priorities and other opportunities for people to remain informed and share feedback regarding City and neighborhood topics.

**Natural Environment**
Southeast Redmond is located adjacent to Bear Creek, Evans Creek, and Lake Sammamish, and is situated over Redmond’s drinking water aquifer. Because of Southeast Redmond’s proximity to the aquifer, it is especially important here to focus on retaining the aquifer’s high quality and volume. Redmond has citywide policies and regulations in place to protect and enhance the quality of these natural assets. This neighborhood plan emphasizes how
MAP N-SER-1
SOUTHEAST REDMOND NEIGHBORHOOD SUBAREAS

Effective: November 1, 2014
people who live, own businesses, and work in the neighborhood can partner with each other and with the City to contribute to a clean and healthy local environment. For example, policies address innovative approaches to development that implement Redmond’s sustainability principles.

**N-SE-8** Continue to work cooperatively with neighborhood businesses to develop mutually beneficial approaches to environmental issues such as stormwater management.

**N-SE-9** Require new development and redevelopment to include techniques that support clean aquifer recharge, as feasible.

**N-SE-10** Retain aquifer recharge capacity and protect, manage, and encourage vegetated areas to facilitate groundwater recharge.

**N-SE-11** Employ targeted outreach to urge the use of less hazardous chemicals by businesses and homeowners to reduce impacts to stormwater, groundwater, and streams.

Bear Creek and Evans Creek are important salmon habitat and also provide beauty and recreation for residents and employees. Planning for salmon recovery happens mainly at the regional level, but local actions can still improve salmon habitat.

**N-SE-12** Support City and regional actions to protect and restore Bear and Evans Creek for habitat, natural beauty, and peaceful recreation.

**N-SE-13** Provide opportunities for neighborhood stewardship of the natural environment through a variety of strategies, such as creek-side planting and home and business best management practices.

Much of Southeast Redmond developed without modern stormwater infrastructure. In addition, large parts of the neighborhood are low-lying, causing frequent flooding during the wet season. Large-scale ponds and vaults in low-lying areas with high water tables can be difficult to develop, making low-impact techniques attractive.

**N-SE-14** Reduce impacts from stormwater runoff by, for example, limiting impervious surface area, using site-appropriate low-impact development practices, or using other retrofit techniques. Design regulations to allow developers to work within the natural constraints of the land, especially in the Marymoor Subarea, where shallow groundwater and a lack of a stormwater outfall will require creative designs on the part of developers.

**N-SE-15** Apply natural drainage (low-impact development) or other techniques for new right-of-way where appropriate, such as in low-lying areas near Marymoor Park, to reduce the need for centralized stormwater management systems where such systems would be challenging to develop.

Having residential and industrial uses in close proximity in the eastern part of the neighborhood has caused friction over time. Residents and business representatives have often developed solutions themselves. This plan calls for continued cooperation as well as zoning standards that reduce friction points.

**N-SE-16** Facilitate collaboration between businesses and residents to address dust and odor issues.

**N-SE-17** Implement green infrastructure, such as habitat areas and urban greenscapes, that helps mitigate issues regarding dust and odors. Use neighborhood stewards to help achieve this.
Land Use
The Southeast Redmond Neighborhood is Redmond’s most diverse neighborhood in terms of land use, and will likely carry that distinction for many years to come. There are six subareas, all described earlier: Marymoor, Regional Retail Subarea, Redmond Way, Central, Northeast, and Evans Creek. These areas combined constitute a neighborhood with a high quality of life with places to live, work, shop, and recreate. This Neighborhood Plan continues that direction while planning for significant change in the Northeast and Marymoor Subareas.

Southeast Redmond will continue to be Redmond’s manufacturing center, and will also welcome additional retail and service businesses, especially in existing commercial centers and near the light rail station. Walkable destinations such as small-scale commercial businesses will help create additional employment opportunities, strengthen the local economy, and offer places for community gathering and culture.

Unlike Downtown and Overlake, Southeast Redmond is not one of Redmond’s urban centers. Among other things, that means that the plan for Southeast Redmond accommodates uses at lower levels of intensity and continues to support more intense manufacturing and industrial uses. Even so, this plan incorporates transit-oriented development to take advantage of the future light rail station in Southeast Redmond.

**N-SE-18** Grow and support Southeast Redmond’s variety of activities and land uses. Through this, support Redmond’s sustainability pillars of strong employment, a healthy environment, and social equity.

**N-SE-19** Maintain land use and zoning that, in addition to residential areas, supports a variety of business types and employment opportunities, fostering neighborhood resiliency particularly in the context of economic changes.

**N-SE-20** Complement Redmond’s urban centers by planning for mid-density residences, regional retail, neighborhood retail, manufacturing and business parks, and industrial uses.
**Housing**

Few opportunities remain for new single-family development in Southeast Redmond. Still, as opportunities become available, innovative housing types should be encouraged to provide additional housing choices. There is considerable opportunity for additional townhome- and apartment-style living in the neighborhood, such as near the future light rail station, and it is important to the neighborhood to ensure that these opportunities are available to people at a range of income levels.

**N-SE-21** Encourage alternative single-family housing types, such as cottages, small-lot short plats, and single-family attached homes, to add to the variety of single-family housing types in Southeast Redmond.

**N-SE-22** Ensure housing opportunities in Southeast Redmond that are affordable to all economic segments of the population by requiring that a portion of the units in all new developments of 10 units or more be affordable as specified in the Redmond Zoning Code and Municipal Code. Pursue opportunities to increase the number and affordability level of dwellings through combining land use requirements and other programs such as the Multifamily Tax Exemption. As part of any rezone that increases residential capacity, require an additional portion of the units to be affordable to low- and moderate-income households.

**Economic Vitality**

Southeast Redmond is Redmond’s principal location for manufacturing and the only part of Redmond that allows industrial uses. As the nature of manufacturing evolves over time, it will be important for Southeast Redmond to be an attractive destination for business types that may not exist today. To that end, this plan focuses on flexibility in zoning and making land available for these kinds of uses.

**N-SE-23** Foster new opportunities for businesses by zoning land in the Northeast Subarea for employment uses.

**N-SE-24** Use elements of performance zoning in the Northeast Subarea and Marymoor Subarea to attract a variety of new businesses and employment activities, such as business campuses, and reduce negative impacts to nearby residents.

**N-SE-25** Retain opportunities for industrial businesses in the northeast corner of the neighborhood.

**Subarea Land Use Policies**

**Regional Retail Subarea**

The Regional Retail Subarea is located at a major transportation crossroads and so is highly visible. Because of its size, the nature of surrounding development and proximity to transportation corridors, the Regional Retail Subarea is an appropriate location for a mix of business and commercial uses, including regional retail/wholesale uses; general, professional and mixed offices; business park uses; hotel/motels; corporate headquarters offices; and support services.

**N-SE-26** Allow high-technology research and development facilities; associated light assembly and warehousing; other manufacturing uses with similar character, intensity and impact; support services; regional retail/wholesale uses; office uses, including corporate headquarters and regional offices; and hotels/motels.
N-SE-27 Encourage development that is sensitive to natural features and that will enhance the entryway to the city.

N-SE-28 Restrict uses that tend to locate in smaller commercial spaces; encourage those uses to locate in other commercial zones or in Downtown or Overlake mixed-use zones.

N-SE-29 Continue to preserve the tree stand at the south end of the Regional Retail Subarea adjacent to Redmond Way.

N-SE-30 Use building materials that provide a pleasing transition from trees and other natural features through the use of color and texture.

N-SE-31 Minimize views of large areas of asphalt by using landscaping, berms, building placement, or other effective techniques.

N-SE-32 Maintain one or more significant architectural entry features to serve as landmarks, including an area for public art and a feature recognizing the Snoqualmie Tribe's historic use of the property.

N-SE-33 Provide for safe and comfortable pedestrian and bicycle circulation within the subarea and to and from the subarea.

Marymoor Subarea
The Marymoor Subarea is home to a wide variety of uses including high-tech manufacturing, graphics production, schools and colleges, video game research and development, catering, breweries, fitness centers, and religious facilities. It also is a low-lying area close to Bear Creek and Lake Sammamish, creating opportunities to embrace the natural environment and redevelopment challenges due to high groundwater.

The area’s proximity to Marymoor Park combined with the extension of light rail will create pressure for change. The light rail will bring increased local and regional transportation options and opportunities for transit-oriented development. Land use changes will create opportunities for people to live, work, and shop near transit. Recognizing that, this plan emphasizes supporting businesses as they grow and change, including space for artists, and creating opportunities for new housing affordable at a range of incomes near Marymoor Park. It also recognizes the need for multidisciplinary infrastructure planning in the near future to support the vision for this area. The vision is for a walkable, denser subarea that features opportunities for living, employment, community gathering, education, shopping, and traveling to other Redmond and central Puget Sound destinations.

The Marymoor Subarea and a portion of the adjacent subareas are a designated Local Center reflective of the planned population and employment growth and transit service for this area. Designated local centers are activity nodes where employment, services and housing are accommodated in a compact manner at sufficient densities to make efficient use of urban land and support transit and other multimodal access.

The Marymoor Local Center is shown in Map N-SER-2.

N-SE-34 Repealed.

N-SE-35 Repealed.

N-SE-35.5 Implement a land use transition strategy in the Marymoor Design District to effect a transition from existing uses to land uses that are consistent with the subarea vision in a way that allows for the continued economic vitality of existing and future manufacturing uses and encourages the reasonable expansion, modification and re-leasing of existing properties over their useful economic lives.

The five core concepts of the strategy are:

• Expanding allowed uses such that multifamily homes, where allowed, are built when the market demands them while not making existing uses non-conforming, and
continuing to allow other land uses that exist in the subarea as allowed uses.

- Maintaining reasonable investment thresholds that, when exceeded, would trigger requirements for compliance with the site and design standards, such as site and building design, that are consistent with the vision.

- Allowing the land use transition to occur according to market conditions and not establishing timing triggers that would create non-conforming uses or otherwise require uses to change on a pre-determined schedule, especially considering the challenges of redeveloping areas covered by binding site plans.

- Using development incentives to encourage the transition and achieve public goods such as public parks or plazas.

- Ensuring that new uses accommodate the operations of manufacturing park uses through site design for compatibility and requiring notice to perspective residents that the subarea has active manufacturing activities and is adjacent to a regional park with loud events.

N-SE-35.7 Implement zoning regulations consistent with the transition strategy outlined above, the results of the 2016 Marymoor Subarea Infrastructure Planning Study, and the land use concept shown in Figure N-SE-1.

N-SE-36 Support the extension of light rail to Southeast Redmond as shown in Map TR-1. Leverage the investment in light rail to create a walkable subarea with ample connections to Marymoor Park, local and regional transit, and the rest of the neighborhood.

N-SE-37 Use zoning regulations and public investments to facilitate opportunities for housing, employment, community gathering, education, and small-scale shopping in this subarea.

N-SE-38 Support business growth and adaptation in this subarea by implementing zoning that emphasizes performance standards over use standards. Cap general retail and service uses to encourage the location and growth of businesses in primary industries.

N-SE-39 Focus employment growth in a mixed-use context nearest the light rail station. Focus residential growth near Marymoor Park. Accommodate at least 700 new homes in the subarea or other parts of Redmond to offset reductions in residential capacity in the Northeast Subarea.

N-SE-40 Incorporate housing into the Marymoor Subarea that is walkable to the station. Maintain opportunities for transit-oriented development that includes housing capacity in close proximity to the light rail station and for housing capacity in the areas closest to Marymoor Park.

N-SE-41 Prepare station area plans in cooperation with Sound Transit and other stakeholders to guide updates to policies and implementation measures. Key opportunities include creating opportunities for transit-oriented development and developing a multimodal transportation system.

N-SE-42 Design new structures adjacent to Marymoor Park to take advantage of the park as an amenity, such as by creating connections to the park, placing common areas near the park, or facing windows onto the park.
N-SE-43 Soften the transition between the Marymoor Subarea and Marymoor Park while maintaining views from the subarea into the park.

N-SE-44 Improve wayfinding to key nearby destinations such as Marymoor Park, the light rail station, East Lake Sammamish Trail, and the Redmond Central Connector.

N-SE-45 Improve subarea connectivity and light rail station access by planning and implementing a grid of public, complete streets and pathways as shown in Map N-SER-2. Ensure that blocks are generally 400 feet or less in length, recognizing that Map N-SER-2 shows street and pathway connections in conceptual locations. Use the public realm as an opportunity to introduce additional natural character and green infrastructure to the subarea.

N-SE-46 Plan for a safe and convenient crossing of Redmond Way near the light rail station to provide better nonmotorized access to the station from the northeast.

N-SE-47 Maintain zoning that allows for general retail uses in the Redmond Way Subarea to serve both local and regional users.

N-SE-48 Restrict land uses, such as major office and walk-up retail, which are more appropriate for Redmond’s urban centers.

N-SE-49 Reserve land for manufacturing and related uses in the Central Subarea.

Central Subarea
The Central Subarea is Redmond's manufacturing and distribution hub, and is an important jobs location. Although natural features are not immediately obvious, the aquifer under this subarea is particularly productive. The subarea extends east from the Regional Retail Subarea to 188th Avenue NE and north from Redmond Way to Bear Creek and Evans Creek. Most of the subarea is zoned Manufacturing Park, with some portions zoned Business Park. Among other things, businesses in this subarea manufacture industrial equipment, distribute parcels, cater events, develop new software products, manage food service operations, and manufacture aircraft equipment.

N-SE-50 Continue to encourage manufacturing, distribution, and industrial uses in the Central Subarea.

N-SE-51 Support the Central Subarea as a significant jobs location in the following ways:

- Support citywide partnerships with business and community interests such as OneRedmond;
- Monitor changes in the economy and adjust zoning regulations as needed; and
- Restrict incompatible uses in this area, such as stand-alone housing, general retail, and mixed-use developments.

Northeast Subarea
The Northeast Subarea features land use and zoning that transitions from single-family residential in the south to manufacturing and industry in the north in order to
provide opportunities for land-intensive employment uses and buffer residential areas from industrial areas. Over time this area will demonstrate techniques for successfully locating living and working opportunities in close proximity of one another.

**N-SE-52** Maintain a Northeast Design District zone using elements of performance zoning that fosters opportunities to live, work and recreate in close proximity and in a manner that appropriately transitions between land uses of different intensities. For the Northeast Design District, maintain development regulations to achieve the following:

- Accommodate 140 to 170 dwellings east of Southeast Redmond Neighborhood Park and south of the 7100 block at a density of approximately 12 to 18 units per acre. In this same area allow recreation uses and medium-intensity business park uses; and

- Accommodate a broad range of business park activities in the balance of the Northeast Design District, including those business park activities allowed in the above bullet point as well as manufacturing and outdoor storage.

**N-SE-53** Require master planning for new development in the Northeast Design District.

**N-SE-54** Maintain Industry zoning in the northern part of this subarea.

**N-SE-55** Provide a variety of mobility choices and connections within this subarea including nonmotorized connections to the Bear-Evans Creek Trail system and multimodal routes.
to the north and west to provide a grid-based travel network. Ensure that pedestrian and bicycle connections, which may be part of multimodal connections, are generally no more than 500 feet apart. Complete the connections generally as shown on Map N-SER-2, recognizing that locations shown on the map are conceptual.

N-SE-56 Establish vegetated street and nonmotorized connections in the Northeast Design District to provide for additional buffering between land uses of different intensities.

N-SE-57 Design north-south streets to avoid creating direct visual corridors from low-intensity to high-intensity areas in the Northeast Design District.

N-SE-58 Plan for and design the 192nd Avenue NE corridor between NE 68th Street and Union Hill Road as follows, moving from south to north:

- Residential green corridor: where 192nd Avenue NE is adjacent to residential development in the southern portion of the design district, incorporate high-comfort pedestrian and bicycle facilities, broad street-side planting strips, canopy-forming and large species vegetation, and narrow vehicular travel lanes;

- Design the intersection of 192nd Avenue NE and the first east-west street north of Woodbridge to encourage through traffic to turn west toward 188th Avenue NE instead of entering Woodbridge;

- Campus green corridor: where the street is adjacent to moderately intense uses, incorporate supportive, multimodal infrastructure including comfortable facilities for pedestrians and bicyclists, moderately wide street-side planting strips,
a variety of vegetation including canopy-forming and large species vegetation that increases in density from north to south, a vegetated median, and vehicular travel lanes; and

• Industrial corridor: where the street is adjacent to higher-intensity uses, support efficient travel for large and heavy vehicles associated with industrial and manufacturing land uses through a design that meets citywide arterial street standards.

Emphasize east-west nonmotorized and multimodal connections along the length of 192nd Avenue NE to promote walking and bicycling and to provide connections to regional trails and to high capacity transit services.

N-SE-59 Design and site buildings, landscape features, or other elements to establish structural buffers between land uses with different intensities. Include dense, multistory evergreen landscaping to enhance the buffering effect.

N-SE-60 Select and maintain species for landscaping in residential areas to provide vegetation that is tiered and multistory at maturity and will supplement buffers and transitional areas.

N-SE-61 Incorporate design elements and amenities that foster a sense of place and neighborhood character in new developments in the Northeast Design District. Include elements such as pedestrian-scale street lights, seating along sidewalks and trails, pocket parks and children's play areas, small outdoor recreation areas such as basketball courts, open areas for impromptu recreation such as volleyball, artistic features, and landscaped entryways.

N-SE-62 Encourage development of community gardens that are in close proximity to residences.

N-SE-63 Maintain Neighborhood Commercial land use designation and zoning immediately north of Southeast Redmond Neighborhood Park.

Evans Creek Subarea
The Evans Creek Subarea is the residential portion of Southeast Redmond. It is generally located in the southeast corner of the neighborhood. Homes here—both single-family and multifamily—are located within a short commute to thousands of jobs. Most homes were built in the 1990s and 2000s, making homes in this neighborhood relatively new compared to other parts of Redmond. This subarea is desirable for residents for these and other reasons. At the same time, many homes are near manufacturing and industrial operations that have operated for decades. This plan emphasizes improving residential quality of life while retaining and attracting businesses to Southeast Redmond.

N-SE-64 Use building siting, street alignment, on-site landscaping, vegetated buffers, and other techniques to improve buffers between residential and higher-intensity uses.

N-SE-65 Provide, where feasible, additional vegetation in street-side planter strips of 188th Avenue NE from Redmond Way to NE 68th Street.

N-SE-66 Encourage developers and builders to cluster residential development away from existing manufacturing and industrial uses.
Transportation
Southeast Redmond is at the confluence of four regional commute routes: SR 520, Avondale Road, Union Hill Road, and Redmond Way. In addition it is a hub for parcel distribution activity. During peak hours these routes can be severely congested.

Light rail will reorient how thousands of regional commuters, Southeast Redmond residents, and Southeast Redmond employees use the transportation system in Southeast Redmond. This plan leverages the light rail investment and focuses on improving the travel choices, consistent with citywide transportation policy and the Transportation Master Plan.

N-SE-67 Work with transit agencies and other partners to improve transit service as an alternative to driving alone, especially in the eastern part of the neighborhood where there is less transit service. Pursue improvements to local routes, access to regional routes, and park and ride access, and explore alternative transit service options.

N-SE-68 Explore and implement creative ways to reduce conflicts between vehicles and nonmotorized street users.

N-SE-69 Find ways to enable pedestrians and bicyclists to safely cross Redmond Way to access homes, transit, jobs, services, and Marymoor Park. For example, encourage pedestrians to use shorter crossings, such as at NE 70th Street, or install grade-separated crossings.

N-SE-70 Manage congestion by, for example, using technology and making efficient use of existing infrastructure, so that the travel network overall continues to function.

N-SE-71 Ensure that arterials provide convenient and safe pedestrian crossing opportunities.

N-SE-72 Support long-term improvements to mitigate congestion at the end of SR 520, including at the interchange with Redmond Way and the intersection at Union Hill Road.

The lack of connectivity is a significant mobility issue for people regardless of their mode of travel. Creating new connections will help distribute traffic and give people more options for getting to where they want to go. It will be especially important to improve east-west connectivity to/from the light rail station since it will attract local and regional traffic. Creating a grid network of streets in the Marymoor Subarea will help achieve this.

N-SE-73 Improve connectivity in the neighborhood by planning for and constructing multimodal improvements as shown in Map N-SER-3. Prioritize improvements that improve the quality of connections from the Central Subarea to the Redmond Way and Marymoor Subarea for commuting and midday trips.

N-SE-74 Work with Sound Transit and others to encourage regional commuters to use the planned Southeast Redmond Park and Ride to access transit.

N-SE-75 Partner with Sound Transit and King County Metro to ensure high-quality multimodal access to the station area, especially considering commuters who will need access to the regional street network.

As an industrial and distribution hub, Southeast Redmond experiences significant truck traffic. It will continue to be important to support the movement of freight while minimizing impacts on residential areas of the neighborhood. Pedestrians, bicyclists, and others use Southeast Redmond streets and pathways for commuting and recreation. Without proper planning and design, this can lead to conflict points. This plan envisions a neighborhood where all travel safely in the neighborhood.
N-SE-76 Promote through, general vehicular, and truck travel on principal and other high-capacity arterials, which have higher vehicular volume and speed.

N-SE-77 Look for ways to increase the attractiveness of 185th Avenue NE and NE 76th Street for trucks as an alternative to using 188th Avenue NE. Recognize that 188th Avenue NE is a truck access street, but that it abuts residential areas on two sides, and so consider design treatments that reduce negative impacts on residents while maintaining access for trucks.

N-SE-78 Condition future commercial development that relies upon heavy vehicles to use alternatives to 188th Avenue NE between Redmond Way and the 6800 block.

N-SE-79 Plan and implement multimodal and dedicated north-south and east-west nonmotorized corridors that provide separation between trucks and pedestrians and bicyclists. Ensure that crossings also provide safe separation for all users.

N-SE-80 Identify corridors with safety concerns and design solutions that safely accommodate all modes of travel. Consider as options redesigning the corridor or providing alternative routes for some modes.

Another unusual feature is that Southeast Redmond—for planning purposes—includes Marymoor Park in unincorporated King County, which is almost as big as the rest of the neighborhood. Even though the incorporated portion of the neighborhood shares a long boundary with Marymoor, it is not easily accessible, with only two entry points: one road and one trail entrance.

Given that context, this plan focuses on completing existing parks and trails and creating new opportunities to access Marymoor Park.

N-SE-81 Prioritize the development of Southeast Redmond Neighborhood Park. Expand the park if additional residential development warrants such expansion.

N-SE-82 Use Southeast Redmond Neighborhood Park and other existing and planned parks, trails, and community spaces to support opportunities for passive and active recreation for people of all ages and abilities. Include opportunities for community gardens and community gathering.

N-SE-83 Use parks and other open spaces to add green to the neighborhood and to enhance stream health, the tree canopy, and other natural assets.

N-SE-84 Support planned trail connections to nearby parks, such as Arthur Johnson Park and Marymoor Park.

N-SE-85 Complete planned local and regional trail connections and associated open space, and create new connections between the planned trail network on the eastern edge of the neighborhood and the Northeast Subarea, as shown in Map N-SER-2.

N-SE-86 Complete the planned grade-separated connection across SR 520 between the north end of the East Lake Sammamish Trail and...
the Redmond Central Connector, recognizing its regional recreation and transportation significance. Pursue an interim connection if needed. If a permanent connection is not complete prior to the extension of light rail to Downtown Redmond, ensure that the connection’s design and construction are coordinated and done in conjunction with the extension of light rail to Downtown Redmond.

**Neighborhood Gathering Spaces**

People in Southeast Redmond value connections with one another. However, there are currently few places for people to gather outside their home or office. Additional gathering places such as plazas and pocket parks would provide a variety of opportunities for those who live, work, and visit Southeast Redmond to meet and to engage while building a strong sense of community.

**N-SE-87** Encourage property owners and developers to integrate gathering places into their developments, such as a plaza outside coffee stores or pocket park as part of a new development.

**N-SE-88** Provide incentives for development of privately operated indoor/outdoor recreational facilities.

---

Ord. 2752; Ord 2560; Ord 2392
C.8. Willows/Rose Hill Neighborhood Policies

The Willows/Rose Hill Neighborhood is located on the hillsides west of the Sammamish Valley in the northwest corner of Redmond. The neighborhood is bound on the north by 124th Street, on the south by Redmond Way, on the east by Willows Road, and on the west by 132nd Avenue NE.

Framework Policies

The framework policies below set out the key goals on which the Neighborhood Plan is based.

N-WR-A-1 Preserve the natural character of the Willows/Rose Hill Neighborhood, while providing for compatible residential and business growth in appropriate areas. Among the features that define the neighborhood’s natural character are the ravines and steep slopes, trees and forested areas, concentrations of open space, streams, wetlands and wildlife diversity.

N-WR-A-2 Maintain the character of the Willows Corridor, including well-designed building clusters surrounded by trees and open space, parkway setbacks, and high proportions of open space relative to the area developed.

N-WR-A-3 Ensure that new residential development blends with and helps maintain the existing character in each neighborhood subarea, including sense of community, variety in lot sizes and house styles, small to moderately sized homes, abundance of trees and other greenery, nearness to open space and wildlife, and feeling of spaciousness throughout the neighborhood.

N-WR-A-4 Guide investments in services to meet priority needs for existing and future residents and employees,

Public Participation in the Neighborhood Plan Update

This Neighborhood Plan is based on significant participation by people who live, work and own property in the Willows/Rose Hill Neighborhood. An 11-member Citizen Advisory Committee participated throughout the process, including reviewing background information, identifying issues to address, considering alternative responses, and recommending updated policies and regulations.

The Citizen Committee received input from citizens and those who work in the Willows Road employment area throughout the process. Three neighborhood-wide workshops and two workshops for the NE Rose Hill Subarea were held. At the first workshop, citizens identified what should be preserved in the neighborhood, what should be improved, and what should be kept in mind during the Plan update. Subsequent workshops were held to seek input on residential development alternatives, preliminary recommendations, and the Committee’s final draft recommendations. The Committee also sought comments from two surveys. The first survey was distributed at kickoff meetings and was also on the City’s neighborhood web page. The second survey was mailed to the neighborhood to seek comments on the Committee’s preliminary recommendations.

The Plan development process also included input on recommended updates from City of Redmond boards and commissions, the City of Kirkland, residential developers and housing organizations. Firms with expertise in architecture and urban design, financial analysis, and wildlife habitat were also consulted.
including pedestrian safety improvements, traffic management, improved street lighting and additional park space.

N-WR-A-5 Promote communication between the Willows/Rose Hill Neighborhood and the City of Redmond.

Neighborhood Vision
The vision statement below is a word picture of the Willows/Rose Hill Neighborhood in the year 2020. It is intended to describe what the neighborhood will look and feel like when the Plan is implemented.

Overall Vision
• On rolling slopes immediately west of Willows Road are research and development as well as high technology manufacturing uses. The Willows Corridor is a high-quality employment area that has maintained a sense of openness and proximity to nature through protection of natural features, deep setbacks from Willows Road, and attractive landscaping.
• The steep, unstable slopes above the employment area remain forested. Wildlife habitat in the neighborhood has been protected and continues to sustain a variety of birds and animals. People who live and work in the neighborhood help to protect and enhance wildlife habitat.
• Residential areas contain an abundance of trees and other greenery and feel peaceful, spacious, and close to open space and wildlife. While consisting primarily of single-family homes, the neighborhood also contains townhomes, apartments and condominiums clustered near Willows Road, Redmond Way and 132nd Avenue NE in the southern and northern portions of the neighborhood. Residents look out for each other, and the neighborhood feels safe, friendly and well cared for.
• Those who live and work in the neighborhood have a variety of travel choices, including driving, walking, bicycling and transit. Safe pedestrian
crossings are provided on all streets, including arterial streets. Streetscapes are attractive and functional for all travel modes, with street trees and landscaped areas that separate walkways from traffic.

- A system of parks and trails has been developed in the neighborhood. Most residents are now located within walking or bicycling distance of a park. The trails provide connections within the neighborhood and connect the neighborhood to Redmond and to other cities in the region. Neighborhood concerns about the environment, wildlife habitat, privacy and security have been addressed through trail location and design.

- The pipeline operator helps to make the fuel pipelines safe. The risks associated with the pipelines have been minimized through public education, land use standards, public safety measures, and construction/operation/maintenance requirements.

- Kirkland and Redmond maintain good communication regarding neighborhood needs and opportunities, community improvements, and development proposals. The cities work together and with people who live or work in the neighborhood to help address concerns and maintain the area’s livability.

### Employment Subarea

The Willows Corridor is a major employment area that provides thousands of jobs for several economic segments in the community, including high-wage manufacturing jobs. Employees along Willows Road have housing opportunities that may be within walking distance to their place of work.

Small-scale services that help meet day-to-day needs for employees, such as banking or coffee shops, are integrated with existing businesses along Willows Road. These small-scale services have little visual presence from the street to maintain the high visual quality along the corridor. Street trees and other plantings along Willows Road add a green corridor character.

Employees enjoy walking, jogging and bicycling along pathways and bikeways in the area, including a new multipurpose trail along the former Burlington-Northern right-of-way.

### Residential Subareas

The neighborhood includes three residential subareas: Willows North, NE Rose Hill and Willows South. New residential developments feel and look like mature neighborhoods and blend in with the neighborhood character, including the feeling of openness, predominance of small to moderately sized homes, and variety in lot sizes and house style. While the neighborhood continues to contain primarily traditional single-family homes, cottages and
other smaller detached homes, attached homes and accessory dwelling units are also included. There are opportunities for older couples to move from larger homes to new smaller homes in the neighborhood. Young families can also find housing without stretching budgets too far. People working at nearby employment centers in Redmond are attracted to housing choices in the neighborhood. New residential areas are also attractive, well landscaped, designed and developed to preserve trees and open space and to maintain a healthy environment.

Willows North
(between NE 108th Street and NE 124th Street)
The Willows North Residential Subarea extends along the northwest edge of the neighborhood. Forests along the steep slopes and trees retained in developed areas have helped to maintain the neighborhood’s sense of serenity, privacy and open space. Residents enjoy nearby parks, including Mark Twain Park. Additional urban services, including sanitary sewers and streetlights, have been added in a manner that meets needs and minimizes adverse impacts on the environment and neighbors.

NE Rose Hill
(between NE 97th Street, NE 108th Street, 132nd Avenue NE and Willows Road)
The NE Rose Hill Residential Subarea is located in the center of the neighborhood. The neighborhood is well cared for and has a sense of openness and privacy, in part due to the openness between homes and proximity to forested ravines. A new neighborhood park provides a community gathering place for residents of all ages. New residential development blends with existing homes and helps to maintain the neighborhood’s eclectic character and sense of openness. The streets are narrow and friendly to pedestrians and bicyclists. Residents and their children can safely walk to school, the neighborhood park, and other destinations. Homes are served by public facilities, such as sewer, streetlights, underground wiring and stormwater management.

Willows South
(along Redmond Way)
The Willows South Subarea includes residential areas along Redmond Way and the south end of 132nd Avenue NE. Local streets are narrow and lined with street trees. There is a landscape strip separating the streets and sidewalks, and both are adequate in width to provide a feeling of safety and attractiveness to pedestrians. A trail and continuous system of sidewalks and walkways provide safe pedestrian connections to Willows Road, providing good linkages between residential and employment areas. The neighborhood has green space, including small parks located within walking or bicycling distance of residents. The neighborhood is attractive, well cared for, and includes detached and attached single-family homes, as well as multifamily residences. Neighborhood-serving retail and service uses continue to be clustered at limited nodes on Redmond Way and Willows Road. Additional streetlights improve safety, while minimizing glare. Overhead utilities have been moved underground as part of streetscape improvements.

Neighborhood Communication Policies

The neighborhood planning process provided several opportunities to improve communication between the City of Redmond and people who live, work or own property in the Willows/Rose Hill Neighborhood. Formation of a neighborhood association or other representative neighborhood group could continue the work begun by citizens through the Neighborhood Plan update. Citizens in the neighborhood indicated strong support for continuing to improve communication between the neighborhood and City, working together on community issues and periodically evaluating the success of plan implementation and needed changes.

The City’s neighborhood enhancement team will also continue to work to develop stronger connections with the neighborhood and to enhance delivery of City services through a coordinated effort. This team includes staff from various departments, including Planning, Parks, Public Works, Fire and Police.

N-WR-B-1

Redmond and a representative neighborhood group should hold a neighborhood meeting one year after
adoption of the 2002 Neighborhood Plan update jointly with and for neighborhood residents, business owners, and those who work in the neighborhood to evaluate implementation of the Neighborhood Plan, to discuss projects or opportunities of concern with the neighborhood, and to identify any needed changes to the Plan. A representative neighborhood group should hold subsequent annual or biannual meetings with assistance from the City. The City of Kirkland, other public agencies, and others with an interest in the neighborhood should be invited to participate. A City of Redmond neighborhood website should be used to strengthen communication between the City and the neighborhood. Neighborhood plan amendments may also be requested through the public participation program for annual amendments of the City’s Comprehensive Plan.

N-WR-B-2 Redmond and a representative neighborhood group should explore formation of a neighborhood association.

Residents and businesses have expressed support for forming additional neighborhood block watch and business watch programs. Block watch groups contribute not only to crime prevention, but also enable neighbors to be better prepared in the event of emergencies. Block watch groups also contribute to improved communications with the City and facilitate problem solving. Information on how to form block and business watch programs could be provided by the City through a mailing and neighborhood-wide meeting or by holding an open house on City services.

N-WR-B-3 Block watches and business watches should continue to be formed and serve as a means to help keep the neighborhood safe and promote communication among neighbors and with City safety personnel.

Environmental Quality Policies

The Willows/Rose Hill Neighborhood includes a number of environmentally sensitive areas, including several streams, wetlands, Landslide Hazard Areas and Aquifer Recharge Areas, as well as critical wildlife habitat. The Environmental Quality section supplements citywide policies and focuses on neighborhood-specific policies to maintain environmental quality and natural features.

N-WR-C-1 Prevent the westward expansion of existing Business Park and Manufacturing land use designations in the Willows/Rose Hill Neighborhood to maintain natural features and to minimize possibilities for conflicts between residential and business uses.

N-WR-C-2 Properties with a significant amount of Class IV Landslide Hazard Areas should be designated Large Lot Residential to lessen hazards and to protect the forested slopes.

N-WR-C-3 Development proposed for sites with significant natural features shall preserve those features. Reduction in the scale and intensity of proposed development may
be required to accomplish effective preservation of natural features.

**N-WR-C-4** Residential areas should be protected from noise generation caused by nonresidential uses and development. Mechanical and rooftop equipment, parking areas, and driveways on nonresidential properties shall be designed to minimize noise impacts.

The plateau above the Sammamish Valley floor in the Willows/Rose Hill Neighborhood has high aquifer recharge capacity and is a likely source of groundwater for springs that keep streams in the neighborhood flowing year-round. These streams feed the Sammamish River all year, including during critical summer months. Maintaining groundwater recharge is also needed to avoid creating additional runoff during storms. For these and other environmental purposes, it is important that development in the Willows/Rose Hill Neighborhood minimize and mitigate disruption of groundwater flows.

**N-WR-C-5** Maintain existing aquifer recharge in upland areas of the Willows/Rose Hill Neighborhood. Such recharge helps to maintain minimum stream flows for fisheries habitat, protect hillside vegetation, minimize flood hazard and protect other natural features.

**N-WR-C-6** Require grading and site development plans for sites in hillside and valley floor areas of the Willows/Rose Hill Neighborhood to minimize disruption of groundwater flows and to provide measures for continuance of groundwater flows where disrupted.
**Wildlife Habitat**

The Willows/Rose Hill Neighborhood includes several streams, wetlands and forested steep slopes extending from the northern portion of the neighborhood through to the south, providing open space and valuable habitat for wildlife. People who live and work in the neighborhood value the neighborhood’s existing wildlife habitat and open spaces, including the greenbelt that separates residential and business park areas. Residents and employees have expressed concern about loss of wildlife and their habitat in the neighborhood. They emphasized the importance of protecting wildlife habitat located on proposed development sites, as well as habitat located on developed or partially developed lands.

Redmond protects and maintains wildlife habitat in two ways. First, the City has a variety of regulations to protect wildlife habitat. Examples include appropriate zoning, such as low-density zoning on part of the steep forested slopes above Willows Road, and requirements to protect stands of trees and other significant trees. Second, Redmond has policies and regulations to protect Priority Species and their habitats, including species protected by the state and federal governments, as well as locally valuable species and habitat, such as raptor nest sites and heron rookeries.

**N-WR-C-7** Critical wildlife habitat throughout the Willows/Rose Hill Neighborhood shall be protected.

**N-WR-C-8** Wildlife diversity in the Willows/Rose Hill Neighborhood shall be protected and enhanced. Adverse impacts from new development on critical wildlife habitat shall be avoided subject to reasonable use provisions in the Redmond Zoning Code.

The neighborhood includes four major wildlife habitat areas. The character of these areas is summarized below.

- The forested steep slopes extending from NE 124th Street to Redmond Way contain approximately 560 acres of wildlife habitat, the largest contiguous area in the Willows/Rose Hill Neighborhood. A number of plant communities are present, including upland forest and shrub, pasture and wetland/riparian. This area also includes wetland mitigation sites near Willows Road and steep slope hazard areas.

  - The riparian corridor immediately west of 149th Place NE contains about 10 acres of wildlife habitat. Dominant plant communities in this area include deciduous upland and wetland/riparian forest.

  - An area of open space and parkland located north of Redmond Way between 141st Avenue NE and 140th Avenue NE (approximately four acres) provides habitat for wildlife and a dominant plant community of mixed forest.

  - Land located east of 148th Avenue NE contains about four acres. Deciduous forest is the dominant plant community. In addition to providing wildlife habitat, this area helps separate urban residences from the traffic on 148th Avenue NE.

**N-WR-C-9** Wildlife corridors in the Willows/Rose Hill Neighborhood that link critical wildlife habitats and provide for movement of wildlife, particularly in the forested slopes and between the neighborhood and nearby areas, such as the Sammamish River and Valley, shall be protected and enhanced.

**N-WR-C-10** Developments upon the Willows/Rose Hill hillside shall be required to preserve open space in locations that are contiguous to existing or possible future open space areas of adjoining properties for the purpose of providing a continuous band of open space and wildlife habitat across the hillside.
N-WR-C-11 The City should encourage owners of developed sites west of Willows Road to create Native Growth Protection Easements and to improve habitat, to preserve and restore the connection of natural open spaces across the hillside for the purpose of protecting critical wildlife habitat linkages.

Quality wildlife habitat provides food, water, shelter and space for wildlife. Healthy habitat is vital to maintaining wildlife populations. One way to maintain and increase the number and variety of wildlife species is to enhance their habitat by providing structural diversity in the habitat. Adding a mixture of different types of plants and other special habitat components that provide food, water, shelter and space can provide structural diversity.

N-WR-C-12 New development that impacts already degraded critical wildlife habitat shall be required to improve the quality of the habitat. Enhancement techniques may include increasing structural diversity, adding layers of cover, protecting and planting native plants, and removing invasive species.

Edges are transition areas where one type of vegetation meets and blends with another. Edges can create valuable habitat for many types of wildlife. Edges can also provide a means for invasive species to degrade habitat. Providing a transition of native vegetation can maximize the value of edge habitats and minimize opportunities for invasion by intrusive species.

N-WR-C-13 New development adjacent to critical wildlife habitats shall use a majority of native vegetation that is supportive of wildlife instead of nonnative landscape species.

People who work and live in the neighborhood have many opportunities to attract wildlife and improve wildlife habitat on their private property. The City’s Natural Resources Division, State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects. Residents can also apply for neighborhood-matching funds from the City to enhance wildlife habitat in common areas or on publicly owned property.

N-WR-C-14 The City should encourage residents and businesses to create backyard sanctuaries for wildlife habitat.

One of the greatest threats to existing habitats comes from people dumping yard waste and other materials in wildlife habitats. This smothers plants that make up habitat and introduces nonnative species, such as blackberries and ivy, that do not benefit wildlife. Informing residents and property owners about the dangers of dumping will go a long way to protect and enhance existing wildlife habitats.

N-WR-C-15 The City should create and maintain an awareness program to inform residents and property owners of the value of wildlife habitat, how they can protect and enhance it, and about related City programs that may provide resources.

Parks, Recreation, and Open Space Policies

Redmond’s Parks, Recreation and Open Space (PRO) Plan identifies needs for parks and recreation facilities and how those needs will be met. Redmond’s PRO Plan proposes a new neighborhood park for the Willows/Rose Hill Neighborhood. Neighborhood parks can provide the recreational and social focus of a neighborhood. They typically include open space, open multipurpose play areas, multipurpose courts and recreational trails. Neighborhood residents agree that provision of additional neighborhood park space is a high priority.
The PRO Plan shows general recommendations for parks and open space.

**N-WR-D-1** The City shall pursue acquisition and development of one or more neighborhood parks in the Willows/Rose Hill Neighborhood to meet the need for seven to 10 additional acres of neighborhood parkland. Included among the alternatives are a single larger park or two smaller parks. Preferred locations include the NE Rose Hill Subarea and north of NE 110th Street in the Willows North Subarea.

The purpose of a Neighborhood Commons is to provide recreational opportunities in areas not well served by a neighborhood park or to take advantage of unique opportunities, such as a small area well suited to recreational use. Within a residential neighborhood, a Neighborhood Commons is privately owned and maintained and will typically include play areas and open space. It is designed to serve those who live or work close enough to walk or bike and usually does not include automobile parking.

A few existing developments in the Willows/Rose Hill area, including Willow Crest and Walden Ridge, include a Neighborhood Commons that helps address the need for recreational space in the neighborhood. The policy below intends to continue this approach by providing a general framework for the City and existing neighborhoods to work together to develop Neighborhood Commons in developed areas not well served by a neighborhood park.

**N-WR-D-2** The City of Redmond and neighborhoods in the Willows/Rose Hill area should work together to develop Neighborhood Commons when the following criteria can be met:

- The Neighborhood Commons will be located a minimum of one-half mile from a neighborhood or community park.
- There is a feasible site available between 2,500 and 43,560 square feet in size.
- The neighborhood can provide funding or secure funding through a Redmond neighborhood enhancement grant and has a formal neighborhood association to maintain the Neighborhood Commons.
- There is substantial support for development of a Neighborhood Commons by the residents it would serve.

The Redmond Zoning Code includes regulations for new residential developments that establish a minimum amount of open space that must be set aside on a lot-by-lot basis or through common open space created on a development-wide basis. The purpose of the open space is to provide visual relief from the massing and scale of the built environment, to afford adequate outdoor space for residents of the development, and to provide adequate off-street recreation space for children. The policy below concerns the location of open space for a residential development and supplements these regulations for the Willows/Rose Hill Neighborhood.

**N-WR-D-3** A minimum of 25 percent of the required open space for residential developments of 30 dwelling units or more should be centrally located as common open space and should be designed to provide visual relief from the massing of development, to serve the recreational needs of residents of the development, to enable children’s play areas to be visible from residences in the development, and
to provide habitat for wildlife. The common open space shall be usable area for passive or active recreation, such as picnic tables, benches, scenic viewing areas, children’s play equipment or sport courts. When common open space is provided in residential developments of 10 dwelling units or more, it should be located to achieve the intent of this policy.

Surface stormwater detention ponds and facilities that have a natural design and significant landscaping are highly valued by neighborhood residents. Naturally styled ponds undulate in shape and have soft edges with plenty of landscaping. Neighborhood residents prefer ponds that are designed with a natural appearance because they help maintain some of the natural character of the residential subareas of the neighborhood and can contribute to a feeling of open space.

**N-WR-D-4** When surface stormwater facilities are built, they shall be well landscaped and maintained, shall appear aesthetically pleasing, and should be designed to appear naturally occurring.

Redmond’s Park, Recreation and Open Space (PRO) Plan identifies proposed multiuse trails to serve the Willows/Rose Hill Neighborhood and to link the neighborhood to the rest of Redmond, nearby cities, such as Kirkland and Bellevue, and the region. These trails will also provide significant regional connections to Bridle Trails State Park, Redmond’s Farrel-McWhirter Park and Watershed Preserve, and to the Sammamish River Trail and Burke-Gilman Trail.

The PRO Plan shows general recommendations for parks and open space.

The Willows/Rose Hill Neighborhood supports extension of the east-west Puget Sound Energy (PSE) trail due to opportunities to improve connections between residential developments and shopping, employment and recreation areas, while minimizing impacts to steep slopes. Extension of this trail also provides opportunities to improve linkages with the cities of Kirkland and Bellevue.

Specific alignments for future trails in the neighborhood will be determined at the time of design. People who live, work and own property in the neighborhood have expressed concern about potential impacts to security, privacy and the environment if trails are constructed. They have emphasized the need to minimize the potential for adverse impacts on nearby residents, businesses and the environment, including wildlife habitat, as part of any trail design and construction.

**N-WR-D-5** Trails in the Willows/Rose Hill Neighborhood shall be designed and constructed to minimize adverse impacts to adjoining residents and businesses and to the environment, including critical wildlife habitat.

There are a number of informal paths located on private property in the Willows/Rose Hill Neighborhood, including paths on the hillside separating residential and business park areas. If available for public use, these paths could help provide pedestrian connections between various parts of the neighborhood and provide opportunities to enjoy the forests and other natural features, while protecting environmentally sensitive areas. A reduction in tax rates through King County’s Public Benefit Rating System is among the potential incentives that could be available.

**N-WR-D-6** The City should encourage property owners in the Willows/Rose Hill Neighborhood to grant easements allowing public use of informal paths through participation in available incentive programs. Use of such informal paths would
promote recreation, educational opportunities, and improved access between residential and business areas in the neighborhood.

Residential Policies

The Willows/Rose Hill area includes a collection of residential neighborhoods from Sunrise Vue in the north portion of the neighborhood to NE Rose Hill in the center to Maplebrook Lane in the south. Each of these neighborhoods has characteristics that distinguish it and make it special to the residents. Through surveys and at workshops, residents have also described characteristics they value that are common to several areas in Willows/Rose Hill. These characteristics include a feeling of spaciousness, abundance of trees and other greenery, and nearness to open space and wildlife. Residents also value the variety in home types, styles and lot sizes; predominance of small to moderately sized homes; blend of income levels; cultural diversity; and sense of neighborliness and safety. In thinking about the future, Willows/Rose Hill citizens have stated that it is important to ensure that infill development fits with existing residential areas and that the character of existing neighborhoods be maintained as the area continues to grow.

The residential policies below are one part of the strategy in the Neighborhood Plan for achieving this objective. Most of these policies apply to the entire Willows/Rose Hill Neighborhood (cottages, multiplex dwellings and affordable housing), while a portion applies specifically to the NE Rose Hill Subarea (Residential Innovative zoning).

The policies promote variety in the size, type and price of new homes, and variety in lot sizes to enable families of different ages, sizes and incomes to live in the neighborhood, helping to maintain the neighborhood’s existing diversity. Designing new residential developments to incorporate variety in the size of homes and lots and variation in the location of homes on lots, also helps to promote more appealing and walkable streetscapes. The policies also encourage cottages and other smaller detached homes, which are less bulky and may offer more opportunities to
create areas of common open space than typical single-family developments. Other parts of the strategy for maintaining neighborhood character are found in the sections of the Neighborhood Plan addressing residential design; parks, recreation and open space; wildlife habitat; and transportation.

Cottage and Multiplex Housing Policies

**N-WR-E-1** Cottages shall be allowed in the Willows/Rose Hill Neighborhood. The allowed density on a proposed cottage housing site may exceed the allowed density for a standard detached single-family development on the site.

**N-WR-E-2** Duplexes shall be allowed on individual lots in the Willows/Rose Hill Neighborhood in locations designated for low-moderate density residential and higher densities.

**N-WR-E-3** Duplexes shall maintain the appearance of single-family houses and should maintain a character similar to nearby single-family homes. The allowed number of dwelling units for duplexes on a proposed site shall not exceed the allowed number of detached single-family dwellings on the site.

**N-WR-E-4** Redmond, the Willows/Rose Hill Neighborhood, and private and nonprofit developers and organizations should work in partnership through one demonstration project to create a small neighborhood that maintains the traditional character and quality of detached single-family dwelling, such as visible single entries, pitched roofs, window frames, and porches, while offering a range of ownership housing choices, including triplexes and fourplexes. The City shall establish a process to select the demonstration project. For this demonstration project, the following provisions apply:

- Site design shall be approved through a Type III permit process with the participation of the neighborhood, particularly neighboring property owners and residents.
- The project should include a neighborhood park.
- Allowed density shall be calculated using the gross site area, including a neighborhood park if located on the project site.
- Dwelling unit type does not affect the allowed density on the gross site area. For example, a duplex structure is equivalent to two dwelling units.
- Within one year following occupancy of the project, the City together with the neighborhood shall evaluate whether and under what conditions triplexes and fourplexes shall be permitted in other locations in the neighborhood.

**N-WR-E-5** A minimum of 70 percent of the total dwelling units within the single-family portion of each residential subarea of the Willows/Rose Hill Neighborhood shall be detached single-family dwellings to maintain
the primarily single-family detached character of the neighborhood. The City and a representative neighborhood group shall evaluate compliance with this policy and the continued need for this policy semiannually, coordinating these evaluations with reviews provided for in Policy N WR-B-1 or N-WR-G-4 as possible. If the finding of an evaluation is that the minimum percent of detached single-family dwellings has not been met in a subarea, no more development applications that propose duplexes in that subarea may be accepted unless this policy is revised or deleted. Accessory dwelling units are excluded from this calculation.

**Affordable Housing Policies**

Citizens in the Willows/Rose Hill Neighborhood have expressed concern about rising home costs and the likelihood that many households, such as those with one wage earner, seniors, and public service employees such as teachers, will not be able to afford to live in the neighborhood. Over time, the neighborhood has included a wide variety of household incomes and family sizes. More proactive steps are needed to address the needs for affordable housing, while ensuring that affordable homes are designed to be similar in appearance to existing and new market rate homes in the neighborhood.

Redmond’s goals for affordable housing reflect the Growth Management mandate to encourage affordable housing for all economic segments of the population. As home prices continue to increase at a more rapid rate than the increase in household incomes, there are very few opportunities for households that earn the King County median income or less to buy a home in Redmond. Further, as land develops for upper income households, less land is available to meet the needs of other income groups.

Communities in a number of states, including California, Maryland, Colorado, Virginia, New Mexico and New Jersey, require new single-family residential developments to include a certain percentage of affordable homes. Often these programs are established in communities like Redmond with high job growth, significant increases in housing costs, and a lack of housing choices affordable to young families and others with modest incomes. They are designed to provide housing that may not otherwise be built, including housing needs for existing and future local employees.

The term “affordable housing” is defined in Redmond’s Zoning Code. In general, housing is considered affordable if the cost does not exceed 30 percent of the monthly income for a household earning 80 percent or less of the King County median income, adjusted for household size. The policy below addresses expansion of Redmond’s affordable housing program to new single-family residential developments in the Willows/Rose Hill Neighborhood. The goals are to:

- Help meet responsibilities under the Growth Management Act and the Countywide Policies for King County to meet the goal that 40 percent of the new housing in Redmond be affordable.
- Help to meet the housing needs of existing and future employees in Redmond.
- Ensure that lower-cost homes blend well with the desirable characteristics of existing neighborhoods and new market rate homes.
- Enable the developer/builder to recoup costs through incentives or bonuses.

**N-WR-E-6** New single-family developments of 10 units or more in the Willows/Rose Hill Neighborhood shall contain a portion of affordable housing, as provided in RZC 21.20 - Affordable Housing. The City shall provide incentives and bonuses intended to
minimize development costs associated with this requirement.

The Willows/Rose Hill Neighborhood citizens have expressed interest in having at least one model development in the neighborhood that includes a significant portion of affordable homes. Achieving this goal will involve participation by the neighborhood, City of Redmond, private sector and nonprofit organizations.

**N-WR-E-7** Redmond, the Willows/Rose Hill Neighborhood, and private and nonprofit developers and organizations should work in partnership to pursue development of one demonstration project in which a minimum of 20 percent of the total dwelling units are affordable. The City shall establish a process to select the demonstration project. For this demonstration project, the following provisions apply:

- City regulations shall provide a bonus for this development that would allow a density of seven units per gross acre.
- The development should be at least three acres in size and a portion should be used for cottages to provide diversity in housing type, as well as to avoid a crowded appearance.
- The site design process shall provide for public participation, particularly by neighboring property owners and residents.
- Within one year following occupancy of the project, the City together with the neighborhood shall evaluate whether to recommend amendments to policies or regulations to promote additional developments with a minimum of 20 percent affordable dwelling units.

Redmond’s Comprehensive Plan includes a number of strategies to promote housing affordable to households earning 80 percent or less of the King County median income. Strategies include: providing adequate land and zoning to meet a variety of housing needs, offering priority in development review for projects that include affordable homes, providing some funding and other financial incentives, evaluating opportunities to use surplus public land for housing, and encouraging preservation of existing affordable housing.

These strategies should be expanded to improve progress in encouraging affordable housing. Among the approaches discussed by the Willows/Rose Hill Neighborhood are to:

- Increase the City’s housing trust fund for affordable housing.
- Encourage smaller projects that could integrate well within the neighborhood.
- Take active steps to preserve lower-cost housing in the neighborhood, such as working with housing organizations or interests on potential purchase.
- Create a program to grant housing certificates to developers who construct or retain affordable housing. Developers could sell these certificates to property owners wishing to increase density in designated receiving areas, such as Downtown or Overlake.

**N-WR-E-8** Redmond should expand the assortment of incentives, bonuses and public funding measures to create affordable housing and preserve some of the existing stock of affordable housing in the Willows/Rose Hill Neighborhood.
**NE Rose Hill Subarea Zoning Policies**

The residents of the NE Rose Hill Subarea value the diversity in existing development and the feeling of open space, and would like to see the character maintained as their neighborhood grows. The residents also believe it is necessary to create new approaches to ensure people of different ages, incomes and family sizes can live in the neighborhood. The Residential Innovative zoning designation is intended to address these values and to accommodate new development consistent with the neighborhood vision, while providing for more single-family housing in Redmond.

**N-WR-E-9**  The Low-Moderate Density Residential designation in the NE Rose Hill Subarea shall be implemented through the Residential Innovative zone.

**N-WR-E-10** In the Willows/Rose Hill Neighborhood, the Residential Innovative zone provides for an allowed density of four to five dwelling units per gross acre, depending on site size. The allowed density may be exceeded through bonus provisions as provided for in the Redmond Zoning Code. Developments at allowed densities of five dwelling units per gross acre shall include a minimum of 20 percent smaller dwelling units as specified in RZC 21.08.070, RIN (Residential Innovative) - Single-Family Urban Residential.

**Convenience Retail and Service Business Policies**

Nearby commercial areas in Downtown Redmond, Totem Lake and Rose Hill provide a wide array of stores and services. These uses serve the Willows/Rose Hill Neighborhood and broader community. As convenient as these services are, many who work in the Willows Road employment area are at least two miles from these stores and services. This is too far to walk comfortably and encourages driving for daily service needs, such as meals or banking. Redmond can experience mini traffic problems at noontime when many employees drive from work for lunch and small services.

Encouraging small-scale retail stores and services, such as banking, coffee shops, restaurants and video stores, to locate within the employment area can help meet the daily or weekly service needs of area employees and reduce vehicle trips. The objective is to locate small-scale, convenience retail stores and services that primarily serve employees along Willows Road to encourage access by walking or bicycling. Most people will walk a quarter to a half-mile to convenience retail and service areas. To maintain the high visual and environmental quality of the Willows Corridor, stores and services must be located in multi-tenant buildings that contain business park uses and must be designed to be compatible with nearby light industrial and office development and with the forested hills and open spaces along the corridor.

The policies below address the location of these uses and other issues. Additional policy guidance is included in Redmond Comprehensive Plan Policies NP-13 through NP-15.

**N-WR-F-1**  Convenience retail and service businesses should be permitted in areas designated Business Park along the Willows Corridor. These businesses shall be limited to small-scale convenience retail or service uses that primarily serve daily or weekly needs of employees along Willows Road, encourage access by walking or bicycling, and are compatible with existing uses.
N-WR-F-2 Convenience retail and service businesses shall complement business park uses along the Willows Corridor and should be designed to serve as gathering and meeting places for employees. Convenience retail and service businesses shall be secondary uses located in multi-tenant buildings that contain business park uses and shall not be located in separate buildings containing only retail and service uses.

N-WR-F-3 All elements of convenience retail and service businesses shall maintain the high visual and environmental quality defined by existing development and the forested hills and open spaces along the Willows Corridor. Elements of convenience retail and service businesses covered by this policy include but are not limited to site and building design, permitted uses, signage, lighting and landscaping.

N-WR-F-4 Sidewalks or pathways shall be provided to link convenience retail and service businesses with employment uses in other business park developments.

N-WR-F-5 Businesses along the Willows Corridor are encouraged to provide bicycles for shared employee use to take advantage of services provided at convenience retail and service businesses.
Northwest Design District

The purpose of the North is to encourage residential uses within a variety of housing types while also providing neighborhood-scaled commercial and service uses that meet the daily needs of nearby residents and employees working with the Willows Employment corridor. The Northwest Design District will provide opportunity for coordinated development through a master plan that recognizes the unique context and natural features of the site.

N-WR-F-6 Permit a variety of housing types such as attached dwellings, multifamily, and mixed-use residential, as well as neighborhood-scaled commercial service uses to meet the daily needs of nearby residents and employees.

N-WR-F-7 Require a master plan for new development which acknowledges the unique context and natural features of the site.

Design Policies

Commercial Character and Design Policies

The Willows Corridor includes the benches and hills immediately west of Willows Road. Most uses in the Willows Corridor consist of high technology industries in a pastoral, parklike setting. The character of the Willows Corridor and the Sammamish River Valley are important to the community’s sense of place. The high-quality development and ample open space in the corridor contributes to this sense of place and have set a high standard for the community. The corridor also has sensitive areas that limit development of specific areas, including critical erosion hazards, landslide hazards, streams, and wetlands along the road. Finally, since the area is across Willows Road from the Sammamish River Valley, development in the Willows Corridor must be managed to protect the valley from negative impacts, such as increases in stormwater. Development must also be set back from the valley to preserve view corridors and so it does not interfere with agricultural practices north of NE 116th Street. The community seeks to maintain the following features of the Willows Corridor:

- Coordinated open space along Willows Road.
- Developments that consist of building clusters surrounded by trees and open space. The buildings are well designed, have views of the Sammamish Valley and do not dominate views from the valley. Parking is placed behind the buildings or screened by trees and landscaping from Willows Road.
- Forested areas on the steep and erodible slopes behind the developments.
- Riparian corridors, forested gullies, streams and wetlands associated with the streams.
- A high portion of open space relative to the area developed.

The following policy applies to the Willows Corridor north of the Puget Sound Energy transmission line right-of-way. This policy is intended to maintain the desired features of the Willows Corridor, allow for the continued use of the area by high technology businesses, protect development from natural hazards, and minimize the impacts of development on sensitive areas and the Sammamish Valley. The design concepts set forth in the policy below shall be implemented through regulations that use criteria to achieve the concepts.

N-WR-G-1 Developments within the Willows Corridor north of the Puget Sound Energy transmission line right-of-way shall be designed to ensure the following:

- Important natural features of the hillside corridor are preserved.
- The area maintains a pastoral and parkway appearance.
- Buildings are visually compatible with the forested hills and open pastures of the Willows Corridor. Buildings and parking do not dominate views of the Willows Corridor.
- Developments are visually separated from each other and
Residential Character and Design Policies

Each residential subarea of the Willows/Rose Hill Neighborhood has its own unique character. Forests along the steep slopes and trees retained in developed areas have helped to maintain Willows North Subarea’s sense of quietness, privacy and open space. The Willows South Subarea is more urban, with sidewalks, streetlights and a variety of types of residences and densities. NE Rose Hill is a subarea of the neighborhood unique in characteristics of open green spaces, small to moderately sized homes, and variety in house style.

Key aspects of the character of each subarea can be maintained by considering the existing context defined by built and natural features, including architectural details and development patterns, when designing new residences for the neighborhood. Neighborhood residents would like to ensure that site and building design for new residential developments provide variety and visual interest that is compatible and blends with the neighborhood. The design concepts set forth in these policies will be implemented through regulations that use criteria and illustrations to demonstrate the concepts.

N-WR-G-2 Single-family dwellings shall be designed to maintain visual interest and compatibility with the neighborhood’s character. New residential developments shall provide a variety of home designs, sizes, types and site design features, such as setbacks or lot sizes, to maintain variety and visual interest, to avoid repetitive interest and to avoid a bulky and massive appearance.

N-WR-G-3 Single-family dwellings shall be designed to have living space as the dominant feature of the street elevation to encourage visually appealing streetscapes that include vegetation and to bring living space toward the front street. Garages shall not be the dominant feature of the street elevation.

N-WR-G-4 Residential design policies and regulations for the neighborhood shall be reviewed by the City of Redmond, affected parties, such as developers, and a representative neighborhood group within one year after implementation and new development, and annually thereafter as necessary to evaluate effectiveness and identify any needed changes.

Transportation Policies

Redmond’s Comprehensive Plan includes extensive policies on transportation that apply citywide. This section includes transportation policies specific to the Willows/Rose Hill Neighborhood.

N-WR-H-1 Land designated for Business Park use within Willows Neighborhood should use Willows Road for access. Land designated for residential uses along Willows Road, as shown in Map N-WR-2, should primarily use Willows Road for access and use.
connections to 132nd Avenue NE as secondary access or where topography prevents reasonable access to Willows Road.

N-WR-H-2 In establishing the construction standards and right-of-way widths for access to residentially designated land from Willows Road, the Technical Committee will consider variations from standards to reduce environmental and economic impacts, provided that undue traffic congestion, environmental hazards, or difficulty in serving the area do not result.

N-WR-H-3 New developments along Willows Road, Redmond Way and 132nd Avenue NE should share existing accesses. Shared access may include use of existing driveways and access corridors or the construction of new private streets to link properties. Internal vehicular access to adjacent properties should also be provided.

People who live and work in the neighborhood have expressed strong interest in improving pedestrian safety and increasing opportunities to walk to neighborhood parks, Downtown Redmond and other nearby locations. Improving pedestrian safety by separating sidewalks or walkways from traffic is also valued.

N-WR-H-4 Missing links in sidewalks and walkways should be completed in the Willows/Rose Hill Neighborhood to improve pedestrian safety and to encourage walking.

The City and neighborhood shall work together to identify a priority list of missing sidewalk segments for completion.

N-WR-H-5 Sidewalks and walkways in the Willows/Rose Hill Neighborhood shall be designed to include a planting strip or other appropriate buffering between motorized and nonmotorized uses to improve safety for pedestrians.

Neighborhood residents have expressed concern about dark intersections and support improving street lighting to minimize opportunities for vehicular or pedestrian conflicts, particularly at intersections and crossings. In other locations, residents prefer pedestrian-scale lighting to help improve the appearance of street lighting and to provide lighting at a scale appropriate for people walking along the street.

N-WR-H-6 The City shall pursue improved street lighting in the Willows/Rose Hill Neighborhood to help avoid pedestrian and vehicular conflicts, while minimizing light trespass into the night sky.

N-WR-H-7 Pedestrian-scale lighting should be provided on public streets in new short plats and subdivisions in the Willows/Rose Hill Neighborhood.

Kirkland’s city limits extend to the east right-of-way line of 132nd Avenue NE. However, the safety, function and character of 132nd Avenue NE and Redmond Way/NE 85th Street are of concern to existing and future residents in both cities. Redmond and Kirkland have a history of working together on land use,
MAP N-WR-2
RESIDENTIALLY-ZONED PROPERTIES ACCESSING FROM WILLOWS ROAD

Effective: September 21, 2006
transportation and other issues. This relationship should be expanded and formalized to address transportation issues of common concern through periodic joint meetings, an interlocal agreement or other systematic means.

N-WR-H-8 The Cities of Redmond and Kirkland should systematically work together, with the involvement of area residents and property owners, to plan for and implement improvements for transportation facilities that affect both cities. This work should include establishing milestones and reviewing progress towards meeting them.

People who live, work or own property in the neighborhood provided input on needed transportation improvements through meetings and surveys. The Citizens Advisory Committee reviewed a list of approximately fifty improvements and recommended eight as top priorities.

N-WR-H-9 Table H-1 identifies the Willows/Rose Hill Neighborhood’s highest priorities for pedestrian safety and traffic management improvements. The City and the Willows/Rose Hill Neighborhood should work cooperatively to implement priority improvements through City grant programs and coordination with transportation staff. The City and a representative neighborhood group shall periodically review progress and update this list of neighborhood proposed needs and solutions with the involvement of the Willows/Rose Hill Neighborhood.

Table H-1: Willows/Rose Hill

<table>
<thead>
<tr>
<th>Neighborhood Highest-Priority Pedestrian Safety and Traffic Management Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Improve Pedestrian Safety</strong></td>
</tr>
<tr>
<td>The goals of the improvements below are to improve safety for pedestrians by providing sidewalks and walkways that are separated from motorized traffic and to promote opportunities to walk to schools, parks, trails, transit stops, workplaces and other destinations within or near the neighborhood.</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>• Improve 132nd Avenue NE to enable pedestrians and bicyclists to safely cross the street to access destinations, such as Lake Washington Technical College and Mark Twain School and Park. Support the City of Kirkland’s plan to add a traffic signal at NE 100th Street. Additional locations recommended for improved crossings are the vicinity of NE 95th Street, NE 104th Street and NE 114th Street. Among suggested improvements are lighted crosswalks, crossing flags and improved signage.</td>
</tr>
<tr>
<td>• Improve Willows Road to enable pedestrians and bicyclists to safely cross the street at several locations to gain safer access to businesses, transit stops, and existing and planned trails. Among the potential improvements are crosswalks with pedestrian-actuated signal or grade-separated crossings.</td>
</tr>
<tr>
<td>• As part of new and improved streets in NE Rose Hill, include walkways that are separated from traffic to improve safety for pedestrians.</td>
</tr>
<tr>
<td>• Along both sides of Redmond Way provide sidewalks that are separated from traffic, for example by a planting strip, to improve safety for pedestrians and support transit use.</td>
</tr>
<tr>
<td>• Support the City of Kirkland’s plan for 132nd Avenue NE to provide sidewalks along the east side of the street that are separated from traffic by a planting strip.</td>
</tr>
</tbody>
</table>
**Traffic Calming and Management**

The goals of the improvements below are to promote driving at safe speeds in the neighborhood, to reduce the opportunities for traffic accidents, and to maintain reasonable access for residents turning onto and off of arterials by managing the traffic flow.

- Improve the intersection of 142nd Avenue and Redmond Way to address issues of limited visibility and access for vehicles turning left onto Redmond Way.
- Manage the speed and flow of traffic along 132nd Avenue NE to maintain reasonable access for residents turning onto and off of this street and to improve safety. Among the recommended improvements are:
  1. Install a traffic signal at NE 100th Street and other locations as warranted to provide more breaks in north-south traffic and to enable access onto or off of this street from nearby residences.
  2. Periodically use a speed monitoring display board to remind drivers of speed limits. Particular areas of concern include the portions of 132nd Avenue NE between Redmond Way and Mark Twain Park and near Lake Washington Technical College.
  3. Make other improvements to manage traffic flow and improve the visual quality of the street, such as turn lanes, landscaped medians and additional street trees.

- Improve the safety of traffic speeds along Willows Road, particularly during non-peak hours. Recommendations include:
  1. Make the speed limits in the north and south portions of the street consistent at 35 mph.
  2. Use speed monitoring display boards and enforcement to deter drivers from exceeding speed limits.
NE Rose Hill Subarea
Transportation Policies

Most streets in the NE Rose Hill Subarea are developed in a grid pattern and help to provide multiple access ways through the area. This pattern of connections should be continued and enhanced as part of new development to promote vehicle circulation and pedestrian linkages. Having multiple access ways is particularly important in the event of an emergency, whether it is an areawide emergency, such as a pipeline failure, or an emergency involving personal property or illness. As development occurs, additional connections, such as between NE 104th Street and NE 108th Street, may be needed to provide multiple access ways.

N-WR-H-10 New residential developments in the NE Rose Hill Subarea shall facilitate pedestrian and vehicle connections by providing convenient walkways and by designing new and improved streets to enhance the existing street grid as shown in Map N-WR-3. NE 100th Street shall not be extended through to Willows Road due to the presence of high Landslide Hazard Areas within this corridor.

Residents of NE Rose Hill have indicated through public meetings and surveys that they prefer a more rural street standard that includes narrow streets, landscaped drainage swales and walkways. Included among the reasons for this preference are desires to better integrate new development with the existing development character, to reduce the amount of impervious surface and stormwater runoff, and to achieve a more rustic and less finished look. Residents are also seeking improved pedestrian safety through slower traffic speeds and adequate separation between walkways and motorized traffic. The design and improvement of such streets are described in the following policies.

N-WR-H-11 New and improved streets in the NE Rose Hill Subarea shall be built per the standards contained in RZC Appendix 2: Construction Specifications & Design Standards for Streets and Access. These streets shall be characterized by the following features:

• Narrow street widths designed to serve local access needs and to reduce the amount of impervious surface.
• Pedestrian walkways.
• Landscaped drainage swales designed at a minimum to convey stormwater and to provide a natural-looking and informal landscaped edge that separates walkways from vehicle lanes. Subdivisions should include, and short subdivisions are encouraged to include, drainage swales landscaped to enhance stormwater quality and control.

N-WR-H-12 Drainage swales associated with new and improved streets shall be landscaped for the purposes of improved stormwater quality and optimal appearance. Plantings shall be appropriate for the function of the stormwater facility. The City shall provide guidelines to inform residents how to maintain swales.

Ord. 2789; Ord. 2492; Ord. 2128; Ord.2125; Ord.2080; Ord.2026; Ord.1984; Ord.1929; Ord.1847
Redmond Comprehensive Plan
Neighborhoods

MAP N-WR-3 NE Rose Hill Connections Map

Legend
- Planned Nonmotorized Public Access Improvements
- Planned Public Street
- Planned Kirkland Street
- City Limit
- Neighborhood

Note: This is a conceptual plan illustrating general required transportation improvements to support planned connections within and among neighborhoods. As a guidance, improvement locations and costs are subject to refinement during the land use entitlement process.

Effective Date: December 1, 2018
and look to where our paths will cross between the shops, centers, parks, and then
Future Vision for Redmond: Urban Centers

In 2030 Redmond’s two urban centers — Downtown and Overlake — are thriving centers of residential and commercial activity. Downtown is an outstanding place to work, shop, live and recreate and is a destination for many in Redmond and in the region. Attractive offices, stores, services and residential developments have contributed to a new level of vibrancy, while retaining a comfortable, connected feel that appeals to residents, businesses and visitors. Many more people live Downtown, and housing choices include a wide range of pricing options. Strategic public and private investments have created a true multidimensional urban center with several new and expanded public amenities, including the City Hall campus, Downtown Central Park and the Redmond Central Connector that are gathering places for the community, as well as an arts and community cultural center; a pedestrian connection to Marymoor Park, a vibrant Saturday market, and a variety of quality arts and cultural programs and performances.

Various portions of Downtown have their own identities, design and appeal. It is easy to walk, bicycle, use transit or drive between them, as well as to the rest of Redmond and the region. Many visitors walk or take transit to get to their destinations or park in one of the conveniently located garages. The congestion of 20 years ago has been tempered primarily by providing convenient and effective transportation alternatives together with improved operations and then increased capacity in strategic locations, such as SR 520 and important connections in the street grid.

Old Town thrives as a focus for retail activity that attracts pedestrians, providing a distinctive selection of stores, restaurants, boutiques and theatres, as well as varied housing opportunities. New buildings blend with refurbished buildings, retaining the area’s historic character. Cleveland Street is a pleasant place to walk or sit, and people fill the street during the day and evening. The Redmond Central Connector (the former railroad right-of-way) has been transformed to an urban green space that people of all ages enjoy, that has convenient access to light rail, as well as places to stroll, gather and talk with others, celebrate, or stop and peek in store windows while walking to Old Town or Redmond Town Center.

Large open spaces, such as the Sammamish River, Downtown Central Park, the Redmond Central Connector, Anderson Park and Bear Creek, as well as abundant landscaping and a system of parks and other gathering places, create a sense of Downtown as an urban place within a rich natural environment. A network of walkways, trails, vista points and plazas enable people to enjoy the natural beauty of the river, views of surrounding hillsides and mountains, and other points of interest. Recent developments along the Sammamish River are oriented to and embrace the river, while maintaining adequate natural buffers.

Overlake has become a regional urban center that is the location of internationally known companies, corporate headquarters, high technology research and development companies, and many other businesses. While intensively and efficiently developed, the employment areas retain their campus-like feel due to attractive landscaping and the protection of significant trees and other important natural features.
During the past 20 years, redevelopment of Overlake Village has brought retail storefronts closer to the street and improvements to streetscapes to reflect the green character of Redmond, making the area more hospitable to transit, pedestrians and bicyclists. This portion of Overlake has also become much more diverse, featuring small neighborhoods with a variety of housing choices, small-scale shopping and services to serve employees and residents, and connections to a network of parks, sidewalks, trails and transit services. In many ways Overlake has demonstrated that high technology uses can thrive in a sustainable urban setting that offers opportunities to live, work, shop and recreate for 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, Culture and Conservation
   Transportation

B. Downtown Neighborhood Policies
   Introduction
   Public Participation in the Neighborhood Plan Update
   General Policies
   Downtown Zones Policies

C. 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, as well as 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.

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, both interface with SR 520, and both 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 multimodal 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 below.

**Table UC-1**

<table>
<thead>
<tr>
<th>Topic</th>
<th>Location in Comprehensive Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmentally Critical Areas</td>
<td>Natural Environment Element</td>
</tr>
<tr>
<td>Parks, Open Spaces and Civic Places</td>
<td>Parks, Arts, Recreation, Culture and Conservation Plan</td>
</tr>
<tr>
<td>Stormwater Treatment</td>
<td>Natural Environment Element (also Urban Centers Element)</td>
</tr>
<tr>
<td>Complete Streets</td>
<td></td>
</tr>
<tr>
<td>Pedestrian and Bicycle Design Standards and Standards for Transit-Oriented Developments</td>
<td>Transportation Master Plan</td>
</tr>
<tr>
<td>Multimodal Transportation Network</td>
<td></td>
</tr>
<tr>
<td>Context-sensitive Design</td>
<td></td>
</tr>
<tr>
<td>Capital Facilities</td>
<td>Capital Facilities Element and Functional Plans referenced therein</td>
</tr>
<tr>
<td>Housing Target Monitoring</td>
<td></td>
</tr>
<tr>
<td>Housing Variety</td>
<td>Housing Element (also Urban Centers Element)</td>
</tr>
<tr>
<td>Housing Affordability</td>
<td></td>
</tr>
<tr>
<td>Housing Special Needs</td>
<td></td>
</tr>
</tbody>
</table>
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 20 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 and businesses, while ensuring that change over time enhances the character of the urban centers.

UC-4 Support the urban centers as Redmond’s primary locations for added residential development to help create economically vibrant and healthy neighborhoods in the morning, daytime and evening.

UC-5 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.

UC-6 Promote the urban centers as locations for a variety of businesses, including retail, office, services, and entertainment uses that are compatible with a mixed-use urban environment. Encourage a variety of economic activities, ranging from daily goods and services to small and locally owned boutiques and other specialty stores, as well as restaurants, residences and offices that promote the urban centers as appealing places to live, work and shop and provide for active uses during the day and evening hours.

UC-7 Apply flexible regulations that encourage creative proposals consistent with urban center policies.

UC-8 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.

UC-9 Create and implement facility plans to provide adequate utilities, transportation, parks, beautification, civic, and other infrastructure to accommodate anticipated growth. Carry out a capital improvement strategy to implement these improvements in the urban centers.
UC-10 Use public-private partnerships to meet public facilities and service needs, such as utilities, transportation, parks, beautification, civic and other improvements. Encourage public-private partnerships to meet human services needs as well.

UC-11 Coordinate land use and infrastructure plans such that major public and semipublic uses are located near transit stations.

UC-12 Recognize that the light rail alignment, station locations, and Park and Ride location illustrated in Map TR-1 in the Transportation Element best fit Redmond’s needs for a planned light rail extension to Overlake and Downtown.

UC-13 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.

UC-14 Enhance the appearance of the built environment through superior design and the use of high-quality and durable building materials. Soften the appearance of buildings, service areas, and parking facilities through landscaping, use of architectural screens, and retention of healthy trees.

UC-15 Identify and create public places that:
- Offer activities and uses that attract people;
- Incorporate site furnishings, such as benches and bike racks;
- Are easy to see and to access, are safe and welcoming;
- Foster interactions among visitors; and
- Have a sense of permanence.

UC-16 Encourage pedestrian activity, 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
- A planting program, including special plantings, flower baskets and/or other seasonal plant displays.

Parks, Arts, Recreation, Culture and Conservation
Parks, plazas, pathways, open space and art all enhance the urban environment and make Downtown and
Overlake more attractive places in which to live, work and visit. It is important that these amenities be linked together to ensure access to them. Also, given that there is a lack of recreational amenities in the core of Downtown and Overlake, it is important that new development incorporate recreational areas for occupants and visitors.

**UC-17** 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-18** 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.

**UC-19** Encourage new development to incorporate recreational areas and open space for use by residents, employees and visitors.

**UC-20** 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.
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.

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.

UC-23 Provide sidewalks and bicycle access linking employment uses and nearby residential neighborhoods to convenience commercial and service uses.

UC-24 Implement a parking development and management program 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 for structured parking;

• Maximizes on-street parking, particularly for use by those shopping or visiting; and

• Provides techniques to property owners, businesses, and organizations to manage parking demand.

UC-25 Ensure safe, efficient access to and within shopping areas for all transportation modes by:

• 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.

UC-26 Work with WSDOT and other stakeholders to ensure that SR 520 operates efficiently and that future improvements to SR 520:

• 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.

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 percent 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.

UC-28 Work with regional transit agencies to provide a full range of transit service to and within the urban centers. Provide transit stations, shelters, and
other amenities that support these services in locations that conveniently serve the urban centers and support the vision for them.

**UC-29** Encourage new transit-oriented development in order to take advantage of local and regional transit opportunities.

**B. Downtown Neighborhood Policies**

**Introduction**

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, people have agreed that the Downtown should be a place that:

- Meets community needs for employment, shopping, recreation, civic activities, cultural, and night life opportunities;
- 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.
MAP DT-1
DOWNTOWN URBAN CENTER
Effective: December 17, 2011
Public Participation in Neighborhood Plan Update

DT-1 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.

DT-2 Support Downtown residents in ongoing and enhanced communication with the City, as well as community building efforts.

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 land use policies that are specific to Downtown guide development in a manner that ensures that changes in the Downtown reflect the existing character and scale of the neighborhood.

DT-3 Enhance the Downtown Neighborhood by creating visually distinctive, pedestrian-oriented zones as follows (see Map DT-2):

- Old Town and Town Center: A pedestrian-oriented retail, 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 zones adjacent to the retail core that accommodate employment and housing growth in high-quality environments;
- Valley View, Bear Creek and Trestle: Convenience retail zones 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 zones 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.
MAP DT-2
Downtown Zones
Effective: February 16, 2013
The preceding map 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 Zones 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-4** Encourage growth in the advanced technology sector in Downtown.

**DT-5** Plan to accommodate the following levels of development through the year 2030 in the Downtown Urban Center portion of the neighborhood.

<table>
<thead>
<tr>
<th></th>
<th>Existing (2010)</th>
<th>Planned (2030)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>4,270</td>
<td>11,350</td>
</tr>
<tr>
<td>Dwelling Units</td>
<td>2,300</td>
<td>6,170</td>
</tr>
<tr>
<td>Residential Density</td>
<td>5.3</td>
<td>14.2</td>
</tr>
<tr>
<td>Employees</td>
<td>8,100</td>
<td>10,800</td>
</tr>
<tr>
<td>Employee Density</td>
<td>18.72</td>
<td>24.95</td>
</tr>
<tr>
<td>Zoned Building Intensity</td>
<td>3.5 FAR</td>
<td>3.5 FAR</td>
</tr>
</tbody>
</table>

**DT-6** Retain existing Downtown boundaries and encourage redevelopment and infill within these boundaries. Encourage 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.

**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 Redmond Central Connector is a significant asset within Redmond. Community preferences regarding the character and use of the Redmond Central Connector began with the Downtown Transportation Master Plan and continued with the development of the Redmond Central Connector Master Plan. The policies below build on these preferences and provide direction for future improvement of the Redmond Central Connector, as well as further development of adjoining properties.

**DT-7** Plan for and improve the Redmond Central Connector within the Downtown in order to:
- Provide for a continuous regional trail, open spaces and 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 multimodal connections, including but not limited to woonerfs, mid-block paths, local streets with pedestrian and bicycle facilities and arterials;
- 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, as part of improvements within the right-of-way;
- Ensure through development of specific design guidelines that improvements within and adjacent to the Redmond Central Connector relate to and contribute to the character and function of the variety of adjoining zones, particularly Old Town; and
- Achieve the goals of the Redmond Central Connector Master Plan.

**DT-8** 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-9** Ensure when new development, redevelopment or exterior remodeling take place on properties on both sides of the Redmond Central Connector that the building and site features 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.

Downtown, together with Overlake and Southeast Redmond, are the portions of Redmond long identified in the Comprehensive Plan for light rail stations. As Sound Transit plans for light rail, the City must ensure that its station and alignment interests are reflected in the development and construction of the East Link light rail. The character and function of Redmond’s future light rail stations will vary to reflect land use and transportation goals specific to the Downtown, Overlake and Southeast Redmond neighborhoods. Within the Urban Centers Element, the Comprehensive Plan policy below, together with policies UC-12, UC-13 and OV-32, articulate the City’s preferences concerning the general character of the stations and surrounding areas.

**DT-10** 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-11** Ensure that building heights in the Downtown respect views of tree lines 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 by allowing exceptions for additional height in a portion of the Town Center zone and elsewhere when accompanied by exceptional public amenities.

**DT-12** Reinforce the Downtown as Redmond’s primary location for civic places, 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, that are a focus for activity.

**DT-13** 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,
- Encourage 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, and
- 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, 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 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 park 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 and Conservation (PARCC) Plan shows existing and proposed parks, open space and trails in the Downtown and provides goals and strategies related to arts, recreation, culture and conservation within the urban center.

**DT-14** 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 zones.

**DT-15** 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.

**DT-16** 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-17** 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-18** 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, visual arts displays and major events.

**DT-19** 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-20** 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;
• Complementing these parks with connecting landscaping, picnic areas, plazas, and other pedestrian features;
• Locating parking lots, garages, auto-oriented signing, garbage, utilities, and service areas where they are not visible from these parks;
• Using creative design concepts and construction methods to protect natural features; and
• Encouraging low-impact development and when using traditional stormwater management techniques, designing 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-21 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;
• 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;

Downtown’s designation as an Urban Center qualifies it as a candidate for a Growth and Transportation Efficiency Center (GTEC). The GTEC concept is part of Washington’s Commute Trip Reduction program and has enabled 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.

DT 21.1 Establish the Downtown Urban Center as a Growth and Transportation Efficiency Center to promote the use of alternative transportation modes in Downtown and the surrounding neighborhoods in Redmond.

DT-22 Establish standards for Downtown streetscape treatments to reinforce the identity of Downtown zones 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-23** 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-24** 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, artwork, and unique signage, to soften and enliven the pedestrian environment;
- Has strong linkages across the Redmond Central Connector for vehicles, bikes and pedestrians; and
- Complements the historic character of Old Town.

**Downtown Zones Policies**

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 zones. These individual zones 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. Map DT-2: Downtown Zones shows these zones.

**Pedestrian-Oriented Retail Areas**

Downtown Redmond contains two zones planned
for extensive pedestrian-oriented retail activity, comparison shopping, entertainment and residences: Old Town and Town Center. The two zones are adjacent and will be linked through pedestrian and bicycle connections and visual features via connections across the Redmond Central Connector. The block faces of the streets and intersections in these zones will be lined with continuous storefronts and entries to enliven the pedestrian experience of these two areas.

**Old Town**
The Old Town zone 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 zone address how to retain that character, as well as allowing future change.

**DT-25** Ensure that development and redevelopment in Old Town retain this area’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-26** Encourage retention of historic buildings that define the character of Old Town through programs and administrative practices that encourage preservation and reinvestment.

**DT-27** 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-28** Maintain and enhance the traditional Downtown “main street” character, which includes continuous pedestrian-oriented storefronts and pedestrian-scaled streetscapes, through specific attention to architectural detail, components of the streetscape, and the relationships between them.

**DT-29** Enhance Old Town’s pedestrian activity, safety and historic character by:
- Avoiding four-lane arterials through Old Town and developing vehicle routes that reduce the negative effects of through traffic,
- Developing and implementing traffic-calming designs that maintain and enhance this zone as a pedestrian-friendly place,
- Encouraging structured parking within or adjacent to Old Town and requiring that structured parking within the zone be designed to either blend with the historic character or be hidden, and
- Discouraging on-site parking next to the sidewalk edge.

**DT-30** Encourage the retention and addition of afternoon and evening entertainment, such as live theater and comedy, dining, dancing and live music, to provide these entertainment opportunities close to home for the greater Redmond community.

**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 character of historic properties in adjacent Old Town. Improvements in walking connections between the two zones 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 more direct and attractive connection across SR 520, and that transit service will provide a choice equal in attractiveness to automobiles.

The design and development of this zone 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-31 To maintain the Town Center zone’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 zone and the rest of Downtown and generate pedestrian activity;
- Complement and are compatible with the Old Town zone 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 critical areas adjacent and near Bear Creek Parkway;
- Preserve at least 44 acres for use as public open space per the Town Center Master Plan; and
- Encourage the addition of residential development.

**DT-32 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-33 Improve access between Town Center and Marymoor Park for pedestrians and bicyclists by developing a 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 zones. These three zones are located at the major entrances to the Downtown to conveniently serve shoppers both within and from outside the neighborhood. These zones 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 zones 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 zones.

DT-34 Provide for convenience commercial centers at entrances to the Downtown to provide convenient bicycle, pedestrian, and vehicular access from residential and employment areas.

DT-35 Ensure that convenience commercial zones 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-36 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-37 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 zones. 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 zone;
- Additional building height can transition gracefully from nearby lower density neighborhoods; and
- Adequate transportation and other public facilities and services can be provided.

Mixed-Use Residential/Office Zones

The Downtown Neighborhood contains four distinct mixed-use residential/office 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 zones is reinforced through variations in design and development standards and minor variations in land use.

The purpose of these zones 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-38 Encourage vertical and horizontal mixes of residential and office uses throughout the mixed-use residential/office zones.

DT-39 Provide a variety of land use options for market-driven residential/office development that is consistent with the vision for the zones.

DT-40 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-41** Regulate building height, design, and open space to provide transitions between Downtown zones and to minimize impacts on adjacent residential or lower-scale zones.

**Sammamish Trail**
**DT-42** Encourage development, including restaurants and retail uses, that focuses on, celebrate, and enhance the environment of the Sammamish River by:
- Providing open spaces, pedestrian walkways, and bicycle 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-43** Encourage new transit-oriented development in this zone in order to take advantage of its proximity to local and regional transit opportunities.

**Anderson Park**
**DT-44** Encourage the development of a mix of multistory residential and office buildings that complements the surrounding zones. Allow limited retail space to provide convenient access without diluting the more concentrated retail cores of Old Town and Town Center zones.

**River Bend**
**DT-45** 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 zone to the Downtown core and the Sammamish River.

**DT-46** 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 Zones**
Downtown includes three residential zones at the periphery of the neighborhood that are intended to retain a quieter “residential” character than the other nearby mixed-use areas. These zones 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 Zones**
**DT-47** Promote the development of residential zones 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 multifamily yards to enhance and maintain comfortable and appealing residential neighborhood environments.

DT-48 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-49 Allow general service uses as part of the ground floor of residential developments when the nonresidential uses are:
• Complementary and compatible with the nearby residences and do not detract from the relative calm and quiet of the zones,
• 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 Zone
The East Hill zone 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 multistory townhomes, condominiums and apartments in developments that reflect the characteristics of the existing houses, with similar roof and architectural styles.

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

The policies in this section are designed to retain the area’s special character and to ensure that the single-family residential structures and yards are well maintained until they are redeveloped with higher-density residential uses or are converted to nonresidential uses that are compatible with the residential neighborhood.

DT-50 Provide incentives to retain existing single-family structures by allowing general service uses and limited retail uses in these structures provided such nonresidential uses meet all other criteria specified in Policy DT-49 above.

DT-51 When considering different types of commercial land uses that may be compatible in the zone, ensure that:
• Site designs for nonresidential uses in existing single-family structures are compatible with and complementary to the character of the zone 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 zone.

DT-52 Provide development standards and guidelines for nonresidential uses in existing single-family structures to ensure the look, feel and character of the residential neighborhood is maintained even with the conversion of the single-family structures to nonresidential uses.

DT-53 In the Perrigo’s Plat Subarea, provide development standards 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-54 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 curbside parking and sidewalks to promote pedestrian safety.

C. 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.

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 built on the work of the 1999 Citizens Advisory Committee and 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.

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 light rail, and offers strong multimodal connections within its boundaries and to nearby areas;
• Is an urban environment enhanced by 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: Overlake Village, the Employment Area and the Residential Area as shown in Map OV-1 above. The map also shows the Overlake Urban Center boundary.

**Overlake Village**
This area has become an urban, mixed-use neighborhood with a sense of place and activity that makes it attractive for living. It is part of a larger 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. They offer 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.
- A system of plazas, parks and open spaces has been 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 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 multifamily areas provide housing close to employment. This convenient housing is well maintained and much in demand.
- Residential streets have little cut-through traffic, and cars travel at safe speeds.
• The policies in this plan are designed to help the community achieve the above vision. Fulfilling the future vision requires both private and public actions. Private actions are needed to provide desired developments and high-quality design, while public investments and programs are necessary to draw people to this area and encourage private investment.

**General Policies**

The neighborhood planning process provided several opportunities to involve the public and improve communication between the City 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.**

**OV-2 Support Overlake residents in ongoing and enhanced communication with the City, as well as community building efforts.**

**Land Use**

Between 2010 and 2030, Overlake will continue to attract growth in housing and employment. In 2010 there were approximately 3,000 residences in the Overlake neighborhood (including single-family areas) and an estimated 46,000 jobs. By 2030 the Overlake neighborhood is expected to grow to about 8,000 residences and about 70,000 jobs. 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.

**OV-3 Designate the following subareas within the Overlake Neighborhood**

- Overlake Village: A 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-family and multifamily neighborhoods.

**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-6**  Plan to accommodate the following levels of development through the year 2030 in the Overlake Urban Center portion of the neighborhood.

<table>
<thead>
<tr>
<th></th>
<th>Existing (2010)</th>
<th>Planned (2030)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>1,500</td>
<td>10,550</td>
</tr>
<tr>
<td>Dwelling Units</td>
<td>840</td>
<td>5,730</td>
</tr>
<tr>
<td>Residential Density</td>
<td>1.7</td>
<td>11.5</td>
</tr>
<tr>
<td>Employees</td>
<td>21,650</td>
<td>36,350</td>
</tr>
<tr>
<td>Employee Density</td>
<td>43.29</td>
<td>72.69</td>
</tr>
<tr>
<td>Zoned Building Intensity (Overlake Village)</td>
<td>Up to 5.35 FAR</td>
<td>Up to 5.35 FAR</td>
</tr>
<tr>
<td>Zoned Building Intensity (Employment Area)</td>
<td>Up to 1.47 FAR</td>
<td>Up to 1.62 FAR</td>
</tr>
</tbody>
</table>

**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 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. Link increases in nonresidential development capacity in the Overlake Business and Advanced Technology zone 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. 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. Policies UC-4 and UC-5 provide the direction for these objectives.
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-11 Provide for transitional uses and transitional building and site design to protect nearby residential neighborhoods. Include such techniques as:**
- Maintaining the existing multifamily 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-12 Enhance the character and environment of the Overlake Neighborhood to achieve the vision. Use neighborhood-specific design standards and other design techniques to help create a character for Overlake that is distinct from the Downtown.**
- Developments space buildings to maintain interspersed views of tree lines,
- 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.

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-13 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-14 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 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, reduce the quantity and improve the quality of stormwater runoff.

**OV-15 Encourage the use of green building techniques and low-impact development methods, such as green roofs, bioswales and rain gardens.**

**OV-16 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-17 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-18 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, 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-19** 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, and
- Westside and Cascade View Neighborhood Parks.

**Parks, Arts, Recreation, Culture and Conservation**

Portions of Overlake developed with minimal parks, open space or recreation opportunities. Creating a cohesive system of parks, plazas, gathering places, recreational facilities and connecting paths and trails will help meet the recreational and open space needs of current and future Overlake residents, employees and visitors.

**OV-20** 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.

**OV-21** Encourage the creation and placement of public art, especially when it is integrated with public infrastructure projects. Also consider providing sculptures, water features and other elements.

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-22** 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-23** Maintain and protect existing equestrian and multiuse trails within the neighborhood. Consider the outer portion of stream buffers as places for potential soft surface interpretive trails.

**OV-24** 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; and
- NE 51st Street at West Lake Sammamish Parkway to Marymoor Park.

**OV-25** 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-26** 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-27 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 multimodal connections within the Overlake Neighborhood and between the neighborhood and nearby areas, including Downtown Redmond;
- 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.

The Overlake Urban Center is a designated Growth and Transportation Efficiency Center (GTEC). The GTEC concept is part of Washington’s Commute Trip Reduction program and has enabled 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-28 Maintain the Overlake Urban Center 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 be attractive and safe to encourage residents, employees and visitors to walk or bike. The policies below together with UC-21 and UC-22 provide the direction for these objectives.

**OV-29 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-30 Consider grade separation where persistent conflicts between nonmotorized modes and vehicles create safety concerns.**

Within Overlake, a number of multimodal corridors require innovative investments to improve the pedestrian and bicycle environments. Along these corridors, multiuse pathways provide an efficient means of meeting pedestrian and bike standards.

**OV-31 Develop multiuse pathways that accommodate pedestrians and bicyclists adjacent to multimodal 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 light rail. Transit stations and shelters can help to facilitate the use of these services.

Overlake together with the Downtown and SE Redmond are the portions of Redmond long identified in the Comprehensive Plan as preferred locations for 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.

**OV-32 Locate two light rail stations within the Overlake Neighborhood.** Locate a station in Overlake Village alongside SR 520 between 151st and 152nd Avenues NE. 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 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, such as housing and convenience retail or service uses, to be developed on the Overlake Transit Center site that are supportive of transit stations uses.

**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.
OV-33 Direct regional and through motor vehicle traffic away from residential neighborhoods through street improvements, such as traffic-calming measures. 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-34 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, 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-35 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 Overlake to remain an active, vibrant area. The policies below together with UC-24 describe how parking management can be used to enhance the neighborhood.

OV-36 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 light rail is provided to the neighborhood, or as parking demand data indicate it is appropriate.

OV-37 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-38 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 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.

OV-39 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-40 Maintain and periodically update a priority list of public facilities and services needs, including transportation improvements.

OV-41 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 police substation in Overlake Village as part of a larger civic facility.

**Overlake Subarea Policies**

Overlake is 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-I 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-42** 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. Implement requirements for new developments to incorporate housing to support land use, environmental and transportation goals for Overlake.

**OV-43** Encourage new transit-oriented development in order to take advantage of local and regional transit opportunities.

**OV-44** Develop incentives to encourage the construction of housing and variety in housing style, size and cost.

**OV-45** 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 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.

**OV-46** 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-47** 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...
A portion of Overlake Village is the former site of a Group Health hospital and clinics. It is centrally located 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 a large quantity of trees. The following policies refer specifically to the Group Health site.

OV-48 Pursue master planning of the Group Health site to foster opportunities to live, shop, work and recreate in a 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-49 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 planned Sound Transit light rail station by encouraging walkable, transit-supportive development through incentives tied to building height and allowable floor area.

OV-50 Encourage inclusion of a full-service hotel/conference center in plans for redevelopment on the Group Health site 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-51 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-52 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 buildings taller than six stories to be designed so as to avoid creating a “canyon effect” and to provide transit-supportive densities.

OV-53 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-54 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.

OV-55 Integrate parks and open spaces with regional stormwater facilities where feasible. Connect any regional stormwater facilities with the park system in Overlake Village.

OV-56 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 policy below, together with the transportation portion of Section A, Common Urban Center Policies, address these issues.

OV-57 Improve local street access and circulation by expanding the street grid in Overlake Village as redevelopment occurs.

**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-58 Encourage development that maintains the Employment Area as a zone 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-59 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-60 Permit small-scale convenience commercial and convenience service uses that primarily serve employees and nearby residents in the Overlake Business and Advanced Technology zone, 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.

**OV-61** 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-62** 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, Arts, Recreation, Culture and Conservation (PARCC) Plan identifies 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-63** Develop the parks identified in the PARCC Plan within the Employment Area.

**OV-64** 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 multifamily 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-65** 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-66** Allow a mix of housing types and a range of choices, while maintaining the overall single-family character of established developments within Overlake.

**OV-67** 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-68** Design buildings and sites in areas designated Multifamily Urban to have a residential character. Encourage balconies overlooking streets and courtyards.

**OV-69** 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-70** 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-71** Allow cottages in the single family portion of the Residential Area on lots that meet the requirements related to this type of development.

**OV-72** 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-73** 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-74** Seek opportunities to create recreational open spaces where people 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-75** Promote greater preservation, restoration, and continued maintenance of vegetation and green space by:
- Continuing to support public trail stewardship as a partnership program between the City and neighborhood; and
- Considering 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-76** 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-77** 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.
to walk together,
and at our path’s end
to open up our arms
and gather in
those who would make us
more than we have been.
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 has allowed new residents to enjoy high-quality facilities and services.

Redmond is an integral member of the regional planning community. As was the case in 2010, the City of Redmond continues to work cooperatively in regional planning with neighboring jurisdictions, King County, neighboring counties, state agencies and other jurisdictions. Redmond is an active member of regional planning organizations where it simultaneously advances the interests of Redmond community members 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 residents 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 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.

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 Redmond 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 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.

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 and Transportation 2040. 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 and organizations 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: A consortium of 57 cities and counties called STORM (Stormwater Outreach for Regional Municipalities), Washington State Puget Sound Partnership, and Washington State Department of Ecology, which is dedicated to improving water quality in Puget Sound and our local water bodies; and

• Cascade Water Alliance, a nonprofit corporation comprised of eight municipalities (five cities/three water and sewer districts) in the Puget Sound region formed to provide a 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.

A-6 Coordinate with nearby jurisdictions in developing capital improvement programs and studies addressing multi-jurisdictional issues.
MAP A-1
ANNEXATION HISTORY
Effective: March 16, 2013

Note:
The Redmond Watershed Preserve is a non-contiguous part of Redmond located northeast of the main city limit, at 21760 NE Novelty Hill Road.

Legend:
- Incorporation (1912)
- 1912 - 1959
- 1960 - 1969
- 1970 - 1979
- 1981 - 1989
- 1990 - 1999
- 2000 - Present
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 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.

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.
A-8 Pursue actively the annexation of all land within the Potential Annexation Area (PAA) in collaboration with residents or property owners within the PAA and concurrently adjust growth targets between the City and the County.

A-9 Provide all necessary City of Redmond support to annexation efforts.

A-10 Require annexation prior to extending utility service to unincorporated areas except for the following cases:
   • Where Redmond is required to serve due to preexisting service agreements; or
   • Where an individual well or septic failure occurs, immediate annexation is not possible or expedient, and the property owner is willing to sign an agreement to annex the property in a timely manner.

Single-family housing in Willows/Rose Hill neighborhood
MAP A-2
POTENTIAL ANNEXATION AREA
Effective: March 16, 2013

Legend

City Limit
Potential Annexation Area
A-11 Use easily identified landmarks for boundaries, such as streets, streams and permanent physical features; strive to retain neighborhood integrity in adjusting Potential Annexation Area boundaries.

There is relatively little unincorporated land contiguous to the City of Redmond remaining. The intent of the City is to annex these lands expeditiously. Some areas of the PAA are already served by another utility district, reducing the likelihood of and the need for immediate annexation. It is more efficient to concentrate efforts on the unserved areas first. As residents seek greater local control of land use and capital improvements or as the needs for public facilities arise, Redmond should encourage annexation. Additionally, as annexation occurs, the City is required by the Growth Management Act to ensure that zoning is consistent with the Comprehensive Plan. Pre-annexation zoning is a method of expediting annexations and ensuring consistency.

A-12 Focus annexation efforts south of NE 124th Way/NE 128th Street and promote expeditious annexation of unincorporated land within Redmond’s Potential Annexation Area by:

- Waiving annexation application fees;
- Encouraging joint applications;
- Prohibiting extension of sewer service into unincorporated areas (with exceptions as noted in this element);
- Identifying environmentally constrained areas prior to annexation for inclusion in the City’s sensitive area ordinance;
- Involving potential future residents in neighborhood plans;
- Ensuring consistency with Redmond’s Comprehensive Plan; and
- Adopting pre-annexation zoning.

Requests for public facility extensions often immediately follow annexation and can be the main reason property owners annex. Annexations should be designed and timed to result in efficient and cost-effective provision of City services.

State law allows cities to decide whether new residents should help pay for bonds currently being paid for by existing residents. Often such bonds fund facilities that already are being used by 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 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.

A-15 Require to the extent practical that individual annexation proposals have logical boundaries that include streets, natural topographical breaks, streams and other physical features.

A-16 Avoid individual annexations that create islands of unincorporated land.
A-17 Review the right-of-way issues prior to defining boundaries of individual annexations to determine logical inclusions or exclusions, including review of the following issues:

- Whether the right-of-way will be needed for eventual provision of utilities or transportation links.
- Whether there are preexisting utilities from a particular district or jurisdiction already in a right-of-way.
- Whether streets or bridges are in a safe condition.
- Whether assumption of a section of a regional arterial will produce an unfair burden for maintenance and expansion on the City.

A-18 Support preservation of the existing Urban Growth Area (UGA) near Redmond except for changes supporting the annexation of municipally owned facilities such as parks. Participate and collaborate with King County and the other cities on UGA issues.

A-19 Support permanent protection of designated rural and agricultural lands outside of the Urban Growth Area, including the Bear and Evans Creeks floodplains, wetlands and salmon habitats.

A-20 Protect equestrian uses to the east of the City of Redmond by:

- Accommodating growth by encouraging such things as redevelopment and more compact development within the current Urban Growth Area (UGA), thus reducing pressure to expand the UGA and ensuring that lands to the east remain rural.
- Working with King County on the development and preservation of the trails systems for equestrian use, especially those connecting with existing Redmond trails.

C. Urban Growth Area Policies

The Growth Management Act requires that counties designate Urban Growth Areas (UGAs). The UGA must include all cities and may include land outside cities “already characterized by urban growth or . . . adjacent to territory already characterized by urban growth.” (RCW 36.70A.110)

UGAs are intended to achieve several important objectives. Designation of UGAs identifies lands that will be developed for urban uses, allowing landowners and government agencies to plan and invest in urban uses. Most land within the UGA will be developed for urban uses with the exception of limited constrained or resource land, making the provision of public facilities and services more efficient by providing for contiguous and compact urban lands.

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.
Participation, Implementation and Evaluation
What tender artistry it takes to make a town, and watch it grow, and then to set it free to find its way, even after we are gone,
Redmond has an effective, responsive local government that responds to and anticipates the changing needs of the community. Many people actively participate in Redmond’s planning process and system improvements, and their preferences are incorporated so that Redmond continues to be the place desired by members of the community.

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 accommodating growth and change; as a result, Redmond’s high quality of life, cherished natural features, distinct places, and character are enhanced. The community’s evolution has successfully woven the small town feel of older, established neighborhoods with the energy and vitality of Redmond’s urban centers. The result is it’s a place where people are friendly, often meet others they know, and feel comfortable and connected. It’s a place where diversity and innovation are embraced and collaborative action is taken to achieve community objectives. It’s a place that is home to people from a variety of ethnic backgrounds, which contributes to the richness of the city’s culture.

Achieving a balance between accommodating growth and preserving Redmond’s unique features and livability was challenging, but over the past 20 years, through the clear, shared direction contained in the Comprehensive Plan, the vision has taken shape and throughout Redmond the results are apparent.

Future Vision for Redmond:
Participation, Implementation and Evaluation

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; 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 Zoning Code 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. 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 Plan. The Comprehensive Plan is also implemented through specific plans 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. In addition, the City implements the Comprehensive Plan through provisions in the Municipal Code, such as those dealing with 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 state 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 for resolving conflicts between the Comprehensive Plan and development regulations or 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 development regulations or functional plans, base decisions on the Comprehensive Plan.

**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 seven years. Analyze the opportunities and issues facing the City, review changes in 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 decisions on applications for amendments to the Comprehensive Plan:

- Consistency with the Growth Management Act, the Procedural Criteria, VISION 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-17, the City’s policy of no net loss of housing capacity;

C. Plan Amendments

Redmond’s Comprehensive Plan 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.

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.
• 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 two 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.

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-19 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-20 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-21 Ask applicants to carry out the following responsibilities during the development review process:
• Use processes for early review of proposals, such as pre-application conferences, where appropriate to the scale and nature of the proposal;
• Involve the community early in the design process in a manner appropriate to the scale and nature of the proposal;
• Provide project information appropriate to the level of review as soon as possible; and
• Respond to requests for information and review comments in a timely manner.
PI-22 **Provide community involvement assistance, on a time-available basis, to applicants proposing major or potentially controversial projects, as follows:**
- Help identify interested parties who should be contacted and involved in the review process;
- Participate actively in the community review process if the project is consistent with the Comprehensive Plan or could have a significant benefit to the city; and
- Establish an agreement in advance with the applicant for reimbursement of costs if substantial staff time will be devoted to the community review process.

PI-23 **Allow voluntary, concurrent development review and permit processing where appropriate.**

PI-24 **Establish in the 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.**

**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, state and federal agencies.

The City’s monitoring program for the Comprehensive Plan will provide a framework for accomplishing these objectives. This monitoring program will be guided by the policies below.

PI-25 **Establish 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-26 **Report on progress toward achieving short- (zero to two years), mid- (two to five years), and long-range (five to 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-27 **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.**
To remember us
as water knows its shore
by what we’ve etched, eroded,
moved and built,
and what we’ve left undone,
**Preamble**

The purpose of the Shoreline Master Program is to implement the Shoreline Management Act of 1971, which is based on the philosophy that the shorelines of the state are among the most valuable and fragile of its natural resources, and there is great concern throughout the state relating to their utilization, protection, restoration, and preservation. Coordinated planning is necessary in order to protect the public interest associated with the shorelines of the state while, at the same time, recognizing and protecting private property rights.

The shorelines of the state are defined by state law and in Redmond include: all lands extending landward 200 feet of the ordinary high water mark on the Sammamish River; Lake Sammamish, its underlying land, associated wetlands and all areas within the one percent numerical probability floodplain (100-year floodplain) as defined by the most recent Federal Emergency Management Agency map or study, together with those lands extending landward 200 feet from the ordinary high water mark; Bear Creek and Evans Creek where the mean annual flow is 20.0 cubic feet per second or greater and the land underlying the creek in those areas, associated wetlands, and all lands extending landward 200 feet from the ordinary high water mark on both sides of Bear Creek west of Avondale Road; all lands extending landward 200 feet from the ordinary high water mark on the south sides of Bear Creek east of Avondale Road and Evans Creek; and all lands extending landward 200 feet from the ordinary high water mark on the north side of Bear and Evans Creeks plus all areas within the one percent numerical probability floodplain (100-year floodplain) as defined by the most recent Federal Emergency Management Agency map or study.

It is acknowledged that Marymoor Park, although surrounded by the City of Redmond, lies in unincorporated King County. Although the City has no jurisdictional authority over the park, the City continues to remain interested and will coordinate with King County on future shoreline environment designations and uses.
A. Shoreline Environment Designations

Introduction

There are five shoreline environments. These designations are applied to homogenous areas and include policies to guide development of shoreline areas. These shoreline environments, as shown on the Shoreline Environments Map, incorporated as part of this paragraph, will be applied to the following areas:

• Sammamish River North of the Puget Sound Energy Right-of-Way: Designate the 200 feet of shoreline jurisdiction immediately along the river and associated wetlands Urban Conservancy on both sides of the river.

• Sammamish River South of the Puget Sound Energy Right-of-Way to Lake Sammamish: Designate the King County Sammamish River Park as Urban Conservancy and designate the balance of the adjacent property within the 200-foot shoreline jurisdiction as High-Intensity/Multi-Use. This designation shall be coincidental with the King County park property, which is approximately 100 feet in width, as of January 1, 2008. The area south of Marymoor Park (west side of river) is designated as Urban Conservancy.

• Lake Sammamish: Designate the shoreline as Shoreline Residential and the water surface as Aquatic. Associated wetlands at the north end of the lake should be designated Urban Conservancy.

• Bear and Evans Creeks:
  » West of Avondale Road: Designate a 150-foot-wide Urban Conservancy strip with the balance (outer 50 feet) of the shoreline designated as High-Intensity/Multi-Use. This should be modified to reflect the SR 520 right-of-way south of Bear Creek.
  » East of Avondale Road: Designate a 150-foot strip Natural along both sides of the creeks, with the balance of the wetland and 100-year floodplain outside of this 150-foot corridor on the north side of the creeks as Urban Conservancy environment.
  » The area designated for residential density transfers near Avondale Green (near Avondale Road) should be designated Shoreline Residential.
  » South of Bear Creek the remainder (outer 50 feet) of the shoreline jurisdiction outside of the 150-foot Natural designation should be High-Intensity/Multi-Use.
  » Evans Creek south of Union Hill Road should be entirely Natural. Provided, however, that for the heavily developed Reach 2 of Evans Creek, extending east from 188th Avenue NE, then south to NE Union Hill Road, designate a 25-foot-wide strip as Natural along both sides of the creek, and designate the remainder 175-foot-wide strip as High-Intensity/Multi-Use. Where the Shoreline jurisdiction extends beyond 200 feet, on the north (or east) side of the creek, the shoreline jurisdiction shall be designated as High-Intensity/Multi-Use where, as of January 1, 2008, the land is disturbed by clearing or grading (not associated with agriculture but associated with the business operations at the site), industrial uses, commercial uses, structures, or pavement and Natural for all distance beyond the line of development.

Policies

SF-1 Provide a comprehensive shoreline environment designation system to categorize Redmond’s shorelines into similar shoreline areas to guide the use and management of these areas.

Shoreline environments are designations applied to similar shoreline areas to guide the use and management of these areas. The following policies describe the purpose of each environment, the criteria used to designate the environment, and some management policies specific to the environment. Redmond has five different environments: Aquatic, Natural, Urban Conservancy, Shoreline Residential, and High-Intensity/Multi-Use.
SL-1  Aquatic Environment.

Purpose
The purpose of this designation is to protect, restore, and manage the unique characteristics of the aquatic environment by managing use activities and by assuring compatibility between upland and aquatic uses and ensuring that shoreline ecological functions are protected and restored over time. It is designed to promote the wise use of the natural features and resources of water areas that are substantially different in character from those of adjoining uplands. Allowed uses are those that require an open water location.

Designation Criteria
Aquatic areas apply to all lakes subject to this program waterward of the ordinary high water mark. This designation does not apply to rivers and creeks subject to this program.

Management Policies
1. Provisions for aquatic environment shall be directed towards maintaining and restoring shoreline ecological functions.
2. Uses that cause significant ecological impacts to critical freshwater habitats shall not be allowed.
3. Uses and modifications shall be designated and managed to prevent degradation of water quality and alteration of natural hydrographic conditions.
4. Structures that are not water-dependent and uses that will substantially degrade the existing character of the area are prohibited.
5. New over-water structures for water-dependent uses or public access are allowed provided they will not preclude attainment of ecological restoration.
6. Limit the size of new over-water structures to the minimum necessary to support the structure’s intended use.
7. Multiple-use over-water facilities are encouraged in order to reduce the impacts of shoreline development and increase effective use of water resources.
8. Developments within the aquatic environment shall be compatible with the adjoining upland environment.
9. Diverse public access opportunities to water bodies should be encouraged and developed and shall be compatible with the existing shorelines and water body uses and environment.
10. In appropriate areas, fishing and recreational uses of the water should be protected against competing uses that would interfere with these activities.
11. All developments and activities using navigable waters or their beds should be located and designed to minimize interference with surface navigation, to minimize adverse visual impacts, and to allow for the safe, unobstructed passage of fish and animals, particularly those whose life cycles are dependent on such migration.
12. Fills shall be prohibited except for shoreline restoration.
13. Underwater pipelines and cables shall not be allowed unless they are the best location due to the nature of the facility and the adverse environmental impacts are not significant or can be shown to be less than the impact of upland alternatives. When allowed, such facilities shall include adequate provisions to ensure against substantial or irrevocable damage to the environment.

SL-2  Natural Environment.

Purpose
The natural environment shall preserve and restore those natural resource systems existing relatively free of human influence and those shoreline areas possessing natural characteristics intolerant of human use or unique historical, cultural, or educational features. These systems require severe restrictions on the intensities and types of uses permitted so as to maintain the integrity of the ecological functions and ecosystem-wide processes of the shoreline environment.

Designation Criteria
Areas to be designated Natural shall reflect one or more of the following criteria:
1. Wildlife habitats
   a. A shoreline area that provides food, water, or cover and protection for any rare,
endangered, or diminishing species, or for significant populations of flora or fauna during critical stages of their life cycle.

b. The shoreline is especially sensitive to human disturbance and important for the conservation and recovery of threatened and endangered species.

c. A seasonal haven for concentrations of native animals, fish or fowl, such as a migration route, breeding site, larval rearing grounds, or spawning site. This shall include:
   i. Salmon and steelhead spawning areas.
   ii. Salmon and steelhead migration routes and rearing areas that have not been significantly modified by human activities.

d. The shoreline is ecologically intact and therefore currently performing an important, irreplaceable function or ecosystem-wide process that would be damaged by human activity.

2. Areas of scientific and educational value
   a. Areas considered to best represent basic ecosystems and geologic types that are of particular scientific and educational interest.
   b. Shoreline areas that best represent undisturbed natural areas.
   c. Shoreline areas with established histories of scientific research.

3. Areas of scenic or recreational value.
   a. Those shoreline areas having an outstanding or unique scenic feature in their natural state.
   b. Areas having a high value in their natural states for low-intensity recreational use.

4. Other criteria.
   a. Areas where human influence and development are minimal.
   b. Areas that have been degraded but which are capable of easily being restored to a natural or near-natural condition or are capable of natural regeneration if left undisturbed.
c. Other unique natural features relatively intolerant of human use or development, such as: marshes, bogs and swamps, white water rapids, and waterfalls.

d. The shoreline is unable to support new development or uses without significant ecological impacts to ecological functions or risk to human safety.

Management Policies

1. Any use or development that would potentially degrade the ecological functions and natural value or significantly alter the natural character of the shoreline area shall be severely limited or prohibited.

2. The following new uses are not allowed in the natural environment:
   a. Residences, except limited single-family residential development may be allowed as a conditional use provided an equal or greater level of ecological functions results.
   b. Commercial uses.
   c. Industrial uses.
   d. Agriculture.
   e. Nonwater-oriented recreation. Foot trails may be permitted so long as they create no significant adverse impacts on the environment.
   f. Roads and utility corridors that can be located outside of natural designated shorelines. Roads and their associated bridge crossings that must perpendicularly cross a Natural designated shoreline shall be processed through a shoreline conditional use.

3. New development or significant vegetation removal that would reduce the capability of vegetation to perform normal ecological functions is prohibited.

4. Limited access may be permitted for scientific, historical, cultural, educational, and low-intensity water-oriented recreational purposes, provided that no significant adverse ecological impact on the area will result on site.

5. Uses that are consumptive of physical, visual, biological, historic and cultural resources shall be prohibited.

6. Physical alterations should only be considered when they serve to protect or restore a significant, unique, or highly valued feature that might otherwise be degraded or destroyed.

7. Uses and activities permitted in locations adjacent to shorelines designated Natural shall be compatible and shall ensure that the integrity of the natural environment will not be compromised.

8. Developments within the natural environment should be compatible with uses and activities in adjacent (including aquatic) environments.

SL-3 Urban Conservancy Environment.

Purpose

The purpose of the Urban Conservancy environment is to protect and restore their historic ecological functions. The Urban Conservancy environment shall protect, conserve, and manage existing natural resources and valuable historic and cultural areas in order to achieve sustained resource use and provide recreational opportunities.

The Urban Conservancy environment shall also protect environmentally sensitive areas that are not suitable for intensive use, such as salmon and steelhead habitats, riparian corridors, and wetlands. Examples of uses that are appropriate in a conservancy environment include dispersed outdoor recreation activities, environmental restoration and enhancement, and similar low-intensity uses and activities.

Designation Criteria

Areas designated Urban Conservancy should generally reflect one or more of the following criteria:

1. Areas subject to severe biophysical limitations or that play an important part in maintaining the regional ecological balance, such as:
   a. Salmon and steelhead migration routes and rearing areas that have been significantly modified by human activities.
b. Riparian corridors.
c. Areas within shoreline jurisdiction subject to severe erosion.
d. Unstable banks or bluffs within shoreline jurisdiction.
e. Floodplains.

2. Areas where intensive development or uses would interfere with natural processes and result in significant damage to other resources.

3. Areas that retain important ecological functions, even though partially developed.

4. Areas that have potential for ecological restoration.

5. Areas that have potential for development that incorporates ecological restoration.

6. Areas suitable for a mix of water-related or water-enjoyment uses with other uses that allow a substantial number of people to enjoy the shoreline.

7. Areas of significant passive recreational value.

8. Areas with extensive or very important historic or cultural resources.

Management Policies

1. Preferred uses in the Urban Conservancy environment are those that are nonconsumptive of the physical and biological resources of the area and activities and uses of a nonpermanent nature that do not substantially degrade or alter the existing character of the area. Nonconsumptive uses are those uses that use resources on a sustained-yield basis while minimally reducing opportunities for other existing and future uses of the resources of the area. Shoreline habitat restoration and environmental enhancement is a preferred use.

2. Activities and uses that would substantially degrade or permanently deplete the physical or biological resources of the area shall be prohibited.

3. New development and redevelopment shall be limited to that which is compatible with the natural and biological limitations of the land and water and will not require extensive alteration of the shore.

4. Development in the Conservancy environment shall be designed to protect the shoreline corridor and its biological systems.

5. Activities or uses that would strip the shoreline of vegetative cover, cause substantial erosion or sedimentation, or adversely affect wildlife or aquatic life are prohibited.

6. Agricultural and recreational activities that will not be detrimental to the shoreline character, scenic quality, and natural systems, such as sediment transport and geohydraulic processes, should be encouraged.

7. Commercial, manufacturing, and industrial uses other than low-intensity agricultural and commercial practices shall be prohibited.

8. Limited single-family residential development may be allowed as a conditional use provided an equal or greater level of ecological functions results. Mitigation should be on site.

9. Public access and public recreation objectives should be implemented whenever feasible provided significant ecological impacts can be mitigated.

10. Preservation of natural resources, the natural environment, and natural processes shall have priority over public access, recreation, and development objectives whenever a conflict exists.

SL-4 Shoreline Residential Environment

Purpose
The purpose of the Shoreline Residential environment is to accommodate residential development and appurtenant structures that are consistent with this element and the protection and restoration of ecological functions and properly functioning condition for threatened and endangered species. An additional purpose is to provide appropriate public physical access and recreational uses.

Designation Criteria
Areas that are predominantly single-family or multifamily residential development or are planned and platted for residential development.
Management Policies

1. Development should be permitted only in those shoreline areas where adequate setbacks or buffers are possible to protect ecological functions, where there are adequate access, water, sewage disposal, and utilities systems and public services available, and the environment can support the proposed use in a manner which protects or restores the ecological functions.

2. Densities or buffers/setbacks in the “shoreline residential” environment shall be set to protect the shoreline ecological functions, taking into account the environmental limitations and sensitivity of the shoreline area, the level of infrastructure and services available, and other comprehensive planning considerations.

3. Development standards for setbacks or buffers, shoreline stabilization, vegetation conservation, critical area protection, and water quality shall be established to protect and, where significant ecological degradation has occurred, contribute to the restoration of properly functioning condition and other ecological functions over time.

4. Multi-family and multi-lot residential greater than nine lots and recreational developments should provide joint use for public physical access and community recreational facilities where possible on adjacent lots.

5. Access, utilities, and public services should be available and adequate to serve existing needs and/or planned future development.

6. Industrial, non-water-enjoyment commercial, wholesale, retail development, churches, and other institutional uses shall be prohibited. Small scale retail, such as pedestrian-oriented carts/kiosks, produce or handcrafts stands up to 120 square feet, and cartop boat rentals (as noted in Table 1 of RCDG 20D.150.50-030), are permitted in City-owned parks.

**SL-5 High-Intensity/Multi-Use Environment.**

**Purpose.**
The High-Intensity/Multi-Use environment is an area of moderate- to high-intensity land uses, including residential, commercial, and manufacturing.
Development. The purpose of this environment is to ensure optimum use of shorelines that are either presently urbanized or planned for intense urbanization while providing no net loss of existing ecological functions and restoring ecological functions in areas that have been previously degraded. Development in high-intensity/multi-use areas should be managed so that it enhances and maintains the shorelines for a variety of urban uses, with priority given to water-dependent, water-related, and water-enjoyment uses. Measures should be taken to minimize adverse environmental impacts.

**Designation Criteria**
Areas to be designated High-Intensity/Multi-Use should generally reflect all of the criteria:

1. Shorelines used or designated in the Comprehensive Land Use Plan Map for high-intensity commercial, manufacturing or recreational use, mixed-use, or for residential development at four or more housing units per acre.

2. Shorelines of lower intensity use within the urban growth area where surrounding land uses are urban and urban services are available or planned.

3. If the area is undeveloped, the area shall not have severe biophysical limitations to development, such as steep slopes, salmon and steelhead spawning or rearing habitats, on the landslide side of Bear Creek east of Avondale Road.

4. The shorelines along the following waterbodies shall not be designated High-Intensity/Multi-Use environment:
   b. The north side of Bear Creek east of Avondale Road.
   c. Bear Creek north of its confluence with Evans Creek.
   d. The north and east sides immediately adjacent to Evans Creek and both sides of Evans Creek south of Union Hill Road.

**Management Policies**
1. Because shorelines are a finite resource and because urban use tends to preclude other shoreline uses, emphasis should be given to directing new development into already developed areas consistent with this master program and the Redmond Comprehensive Plan.

2. New development shall cause no net loss of shoreline ecological functions.

3. Where feasible, visual and physical access to the shoreline should be required.

4. Aesthetic objectives shall be actively implemented by means such as sign control regulations, appropriate development siting, screening and architectural standards, and maintenance of natural vegetative buffers.

5. Full use of existing High-Intensity areas shall be achieved before further expansion of the environment is allowed. Environmental cleanup of previously developed shorelines and redevelopment of underutilized areas shall be encouraged.

6. Reasonable long-range projections of regional economic need shall guide the amount of shoreline designated High-Intensity/Multi-Use.

7. First priority shall be given to water-dependent uses. Second priority shall be given to water-related and water-enjoyment uses. Non-water-oriented uses should not be allowed except:
   a. As part of a mixed-use development; or
   b. In limited situations where they do not conflict with or limit opportunities for water-oriented uses and nonmixed uses or on sites where there is no direct access to the shoreline or the waterbody is not navigable; or
   c. Where the site is physically separated from the shoreline by another property or public right-of-way.

In High-Intensity/Multi-Use environment areas that are physically separated from the shoreline by other property or public right-of-way and there is thus no direct access from such areas to the shoreline, (a) water-dependent, water-related, and water-enjoyment uses, while encouraged, are unlikely to be conducted in the High-Intensity/Multi-Use environment areas and (b) non-water-oriented development shall be allowed without such water-oriented uses. Existing industrial, commercial and light manufacturing uses may continue to operate and expand even if...
located within the required stream buffer, provided the expansion will create no net loss of shoreline ecological functions and will not extend any structure containing the use closer to the shoreline.

Where the land is actively being used as part of a legitimate business operation in the shoreline buffer, such land including either structures or active operational areas, established prior to January 1, 2003, may continue to operate. New structures, pavement, and other improvements are permitted within this area so long as incremental environmental benefit is provided and no net loss of shoreline ecological functions is demonstrated.

B. The Shoreline Environment

Redmond’s shoreline areas provide some of the most valuable natural amenities and resources found in the community. They provide corridors of vegetation and open space in otherwise highly urbanized areas, and habitat for fish and wildlife. In addition, shoreline areas and their associated floodplains, aquifers and wetlands fulfill a vital function in the management of storm water and water quality. Although not within the City of Redmond corporate limits, Marymoor Park provides an environmental asset to the City and the Lake Sammamish shoreline ecosystem.

The value of this area of the lake as wildlife habitat is readily apparent in light of conditions elsewhere around the lake. Comprised of a variety of natural systems contained within relatively narrow corridors of land, shoreline areas are particularly vulnerable to development pressures. As a result, shoreline uses must be carefully designed and located to respect the development limitations presented by each natural system, which may be minimal or severe, depending on the type of system or hazard present and on the community’s goals for environmental protection.

The Sammamish River, Lake Sammamish, Bear Creek and Evans Creek are important fish habitats. All four water bodies have fish that reside year-round, and that are classified by the Washington State Department of Fish and Wildlife as priority species. Bear Creek and Evans Creek provide critical spawning habitat for resident fish, salmon and steelhead. The
Sammamish River, Lake Sammamish, Bear Creek, and Evans Creek all are important migration routes for salmon and steelhead.

Lake Sammamish supports salmon, rainbow and cutthroat trout, along with kokanee, yellow perch, small mouth bass, carp and catfish. The entire lake is an important link in the salmon and steelhead migration route, while the south end of the lake is an important salmon rearing area.

As a result of the channel and bank alterations, fish habitat in the Sammamish River and its tributaries north of Downtown has been almost totally eliminated. While the main channel of the Sammamish River is not considered quality habitat, it has value as a “fish freeway” for tens of thousands of salmonids that use the Sammamish watershed and larger Lake Washington basin. The Sammamish River, however, does provide for feeding and rearing, and some limited, but significant, spawning areas. Among the fish that use the river are several state priority species, including the federally listed Puget Sound Chinook, and anadromous and resident fish.

Bear Creek is one of the most important spawning and rearing habitats, particularly for Coho salmon, in the Lake Washington basin, and one of the most important salmon streams in King County. For its size, Bear Creek is considered by the State to be the most important salmon-spawning stream in Washington. Bear Creek supports Coho, Chinook and sockeye salmon, and steelhead trout. Resident fish in the creek consist of cutthroat trout, rainbow trout, and kokanee. The State considers all of Bear Creek a “critical spawning area” for these resident fish. All of the creek’s salmon and steelhead stocks are considered wild (nonhatchery).

Despite certain areas of degraded habitat, salmon have been observed in both Evans Creek and its tributaries. A section of Evans Creek near 196th Avenue NE is a major spawning area for Coho, and is considered a Priority Habitat by the Washington State Department of Fish and Wildlife.

**SF-2** Protect and restore the natural resources and ecological functions of the shoreline, including wildlife habitat, fisheries and other aquatic life, natural hydrologic processes, and shoreline vegetation consistent with the planned uses of the shorelines. Ensure no net loss of shoreline ecological functions.

**SL-6** Use the City’s established permit tracking program to periodically evaluate the effectiveness of the Shoreline Master Program update for achieving no net loss of shoreline ecological functions with respect to shoreline permitting and exemptions. Prepare an evaluation report every seven years when the SMP is required to be updated under RCW 90.58.080(4).

**SL-7** Protect habitats critical to the lifecycle of salmon and steelhead, such as migration, rearing, feeding and spawning areas.

**SL-8** Prohibit realignment or channelization of streams, clearing of adjacent native vegetation or large woody debris, and water withdrawals and diversions in salmon and steelhead habitats, except for the purpose of habitat restoration and enhancement. Allow and encourage restoration that reconstructs a meandered channel or channel diversity.

**SL-9** Locate over-water structures when allowed outside of salmon and steelhead spawning areas and design these structures to achieve no net loss of shoreline ecological functions. Use open piling structures that minimize disruption of spawning beds and underwater shading rather than floating structures, landfills or solid structures.

**SL-10** Design and construct bulkheads or other shoreline protective structures on Lake Sammamish...
in the vicinity of sockeye salmon spawning beds to minimize erosion of the beach in front of the bulkhead and to achieve no net loss of shoreline ecological functions. Encourage strongly the use of alternatives to bulkheads.

SL-11 Encourage joint use and shared use docks over single-use docks to reduce adverse impacts on salmon and steelhead. Encourage alternatives to docks, such as floats or lifts.

SL-12 Design and construct new and replacement docks and piers on Lake Sammamish to minimize adverse impacts on salmon and steelhead and to achieve no net loss of shoreline ecological functions.

Habitat Restoration and Enhancement

The extent of natural fish and wildlife habitat in shoreline areas has been greatly reduced by inadequately planned development, as has the quality of remaining habitat areas. When the Sammamish River and lower Bear Creek were channelized, much of the habitat in the river and creek was lost. Aspects of fish and wildlife habitat that have been impacted by development include fragmented vegetation buffers, exotic and invasive species dominating buffers, lack of large trees and other habitat features, and water quality degradation due to high temperatures and sedimentation.

Public and private efforts are needed to restore habitat areas. Opportunities include public-private partnerships, partnerships with other agencies and tribes, capital improvement projects, and incentives for private development to restore and enhance fish and wildlife habitat.

SL-13 Identify the key role of the City’s Shoreline Restoration Plan as improving shoreline ecological functions over time.

SL-14 Continue to acquire shoreline areas, particularly those areas with vulnerable or fragile natural features, for the purpose of protection, restoration and study.

SL-15 Include provisions for shoreline vegetation restoration, fish and wildlife habitat enhancement and, where feasible, retrofitting of existing capital improvements (e.g., outfalls) with habitat improvements in City capital improvement projects. Design these projects to achieve no net loss of shoreline ecological functions.

SL-16 Reintroduce, as opportunities become available, the natural channel characteristics of the Sammamish River by moving levee embankments away from the channel, removing barriers to connect streams and wetlands to the river, changing in-stream channel cross-sections, revegetating the riverbank, and placing complex large woody debris.

Tree Protection and Landscaping

The original conifer forests covering the Redmond planning area consisted mainly of Douglas fir, western hemlock, Sitka spruce, and western red cedar. Big leaf maple was common in well-drained stream bottomlands; in wetland and riparian areas western red cedar followed the fast-growing species, such as red alder and black cottonwood. Due to extensive logging and urbanization, much of the conifer forests in the area are gone. Stream valleys, providing the most fertile and productive land, were among the first to be cleared. Reconstruction of stream channels, particularly the Sammamish River, followed. As a result, many sections of Redmond’s shoreline are sparsely vegetated and lack large stands of trees that provide critical shade.
Riparian, or stream bank, vegetation is a critical component of quality fish and wildlife habitat. Vegetation provides food and cover for wildlife; it contributes the organic matter and large woody debris (e.g., fallen logs) that fish need. Larger trees provide perching and nesting places for herons and raptors. Riparian vegetation also plays a vital role in water quality. It not only moderates water temperatures, it reduces the potential for bank erosion and the subsequent sedimentation that can clog streams. Side benefits are self-evident in the enhanced aesthetic and recreational value of clear, tree-lined streams.

**SL-17** Encourage incorporation of substantial internal and perimeter landscaping in shoreline development. Encourage consolidation of open space and building setbacks to provide landscaped corridors, clustering development, use of native plants, and perimeter tree plantings.

**SL-18** Protect and preserve significant trees within the shoreline jurisdiction to the maximum extent possible. Replace the ecological functions of significant trees removed, such as habitat and shading functions, when removal becomes necessary. Give preference, where safe, to creation of upland snags over removal of the entire tree.

**SL-19** Minimize the area used for lawns and nonnative vegetation in the Sammamish Watershed. Minimize the use of herbicides, fertilizers and pesticides. Apply herbicides, fertilizers and pesticides, if used, in a manner that minimizes their transmission into the lake.

**SL-20** Retain or replant native vegetation along shorelines to reduce the flow of herbicides, fertilizers and pesticides into the water bodies and to provide for improved fish and wildlife habitat.
Shoreline Buffers

Continuous buffers of riparian and lakeshore vegetation are essential to protecting wildlife, water quality, and critical fish habitat. Buffers reduce water quality impacts by providing for filtering of sediments and pollutants from runoff, and by reducing dust deposition from parking areas and other actively used areas. In addition to providing essential food and shelter, the trees and shrubs in buffers also screen fish and wildlife from noise, glare, and other adverse impacts of development and nearby human activity.

Of the remaining wildlife corridors in the community, most are along shoreline buffers. For humans, the green corridors of shoreline vegetation provide areas for physical, mental and emotional rejuvenation. Redmond’s shorelines would not be the valuable natural and cultural amenities that they are without vegetated shoreline buffers.

Not all of Redmond’s shorelines are equally developed, nor equally vulnerable to the pressures of development. For example, semirural areas along upper Bear Creek contrast sharply with the intense commercial development that characterizes the creek’s path through Downtown. The Sammamish River and Lake Sammamish, with their greater area and volume, are less sensitive to development impacts than are the diminutive Bear and Evans Creeks. Because Lake Sammamish’s shoreline is largely developed, there are no buffer requirements along the lake. There is, however, a lakefront building setback. Redmond’s shoreline buffer policies reflect these variations between shoreline areas.

Given the local and regional significance of Redmond’s shorelines for fish and wildlife habitat, shoreline buffer policies are based on the recommendations of fish and wildlife habitat managers and scientists throughout western Washington. At the same time, Redmond’s buffer policies balance the evolving knowledge of habitat managers with local development conditions. Where shorelines have already been intensely developed, Redmond’s buffer policies generally reflect existing setbacks and anticipated levels of growth, while maintaining most natural functions of the shoreline corridor.

SL-21 Provide native vegetated buffers on the Sammamish River, Bear Creek, and Evans Creek sufficient to protect the water body and its fish and wildlife resources from the adverse effects of development adjacent to the water body, with the goal of achieving a mixed mature riparian forest.

SL-22 Allow development flexibility where private development incorporates the restoration of shoreline buffers and habitat features, through such incentives as reduced building setbacks, or other modifications of site development standards that do not reduce buffer widths.

SL-23 Remove invasive species from the shoreline buffer area from multi-family residential, commercial, office, research and development, manufacturing, industry or similar uses where the uses are located adjacent to the Sammamish River, Bear Creek or Evans Creek. Replant the buffer area with native trees and understory vegetation upon development or redevelopment.

SL-24 Use the shoreline variance process for review of development of shoreline property that is largely encumbered by shoreline regulations in order to achieve reasonable use.

SL-25 Sammamish River:
North of the Puget Sound Energy powerline crossing the shoreline buffer shall consist of a 150-foot inner buffer plus a 50-foot outer buffer, measured from the ordinary high water mark.

South of the Puget Sound Energy powerline crossing to Lake Sammamish the shoreline buffer shall be a minimum of 150 feet, measured from the ordinary high water mark.
Trails and other public access features may be located in the Sammamish River buffers, but should generally be no closer than 75 feet to the ordinary high water mark. View points, spur trails, boat launches and similar public access features that provide visual access and direct water contact may be allowed closer than 75 feet.

**SL-26 Bear and Evans Creeks:**
West of Avondale Road the shoreline buffer shall be a minimum of 150 feet, measured from the ordinary high water mark.

East of Avondale Road the shoreline buffer consists of a 150-foot inner buffer plus a 50-foot outer buffer, measured from the ordinary high water mark.

Trails and other public access features may be located in the Bear and Evans Creeks buffers but shall be no closer than 100 feet to the ordinary high water mark. View points, spur trails, multi-use nonmotorized trails and trail crossings as identified on an adopted City plan, and similar low-impact public access features that provide visual or controlled access to the creeks may be allowed closer than 100 feet.

One of the most damaging, long-term impacts to Redmond’s salmon and steelhead habitat has been the loss of vegetated shoreline buffers. In addition to the ongoing efforts by the City and other agencies to restore buffers, private development that impacts buffers must also play a role in their restoration. Shoreline provisions require the restoration of a minimum buffer. This will help eliminate ongoing gaps in the protection of the shoreline natural environment within a specified, near-term time period.

**SL-27 Encourage the establishment of 50-foot-wide vegetated buffers along the Sammamish River, Bear Creek and Evans Creek where no buffer or a buffer of less than 50 feet now exists. Encourage this on a cooperative, incentive-based approach, fostering partnerships with the City, property owners, and other organizations if appropriate. Periodically evaluate for success in achieving this goal in a 10-year planning horizon.**

**SL-28 Establish the setback on Lake Sammamish as 35 feet wide measured from the ordinary high water mark. Allow reduction of building setbacks if the setback area is revegetated with primarily native vegetation. Establish uses within the setback in the Shoreline Regulations.**

### C. Natural Environment

The adopted Conservation and Natural Environment Element of the City of Redmond Comprehensive Plan contains a comprehensive set of critical areas and tree preservation and landscape enhancement policies. These policies, NE-12 through NE-113, shall also be a part of the City of Redmond Shoreline Master Program.

### D. Public Access

**SF-3 Provide a comprehensive and focused system of physical, visual and cultural access to Redmond’s shorelines.**

**SF-4 Enhance physical, visual and cultural access where existing access is inadequate.**

**SF-5 Maintain shoreline views.**

**SF-6 Acquire shoreline lands for the purpose of providing public access.**

**SF-7 Minimize impacts on adjacent uses and the natural environment through the appropriate design of public access.**


Providing Physical Access

In general, Redmond is rich in opportunities for physical public access to the shoreline, through existing shoreline trails and parks. However, there are gaps and deficiencies in this system. For example, along the Sammamish River Trail access through existing developments to the trail corridor is often unavailable. Developments near or just outside shoreline areas are often cut off from existing parks and the trail by a phalanx of buildings, parking lots and busy arterials. Redmond's shorelines are part of a larger system of community amenities and open space. The trail systems also need to be completed. Where access is provided, amenities that may be needed to make it convenient and functional, such as a bench or parking area, may be absent.

Outside of single-family residential areas, the need to address public physical access increases as shoreline areas develop. Bringing residents, employees, and customers into the shoreline area increases demand for public physical access. If adequate physical access is not provided, this demand may result in informal trails that are unsafe, destructive of private property (e.g., by trampling landscaping), and hazardous to important plants and animals. Shoreline developments can also interfere with visual access by blocking views, and can interfere with informal existing public physical access. In these cases, when public physical access is allowed, it shall be designed and located to minimize or prevent these potential adverse impacts.

At the same time, shoreline development directly benefits from public physical access, because it attracts customers, tenants, employees and other users. A continuous, community and region-wide system of public physical access is even more beneficial. For example, residents and businesses located along the Sammamish River Trail and the Bear Creek and Evans Creek trails will benefit from a major amenity that provides for recreation, visual access and connections to other areas of the City.

Shoreline Public Access System Map

Figure S-I, Public Access System, identifies Redmond's regional shoreline public access system. The improvements shown on the map have been located to provide for a variety of recreational and educational opportunities while protecting the native plants, fish, and animals that depend on Redmond’s shorelines. Each type of access provided for on the map is described in the following sections.
**Linear Trails**

Linear trails parallel a river, creek, or lakeshore. The trail provides access along shorelines, although it may be set back from the shore to protect the natural environment. In addition to the trail, supporting facilities will be provided at appropriate locations. The supporting facilities include benches, interpretive signs and parking lots. Linear trails will be provided on the Sammamish River, parts of Bear Creek, and parts of Evans Creek.

**Shoreline Access Trails**

Shoreline access trails provide connections to linear trails or other shoreline features from a public street. Shoreline access trails will be provided every one-eighth mile to half mile depending on the location, intensity of nearby uses, and the environmental sensitivity of the area. Shoreline access trails shall be designed to protect the shoreline environment. Public access would occur only on publicly owned lands and shall be designed to discourage potential trespass onto adjacent private properties. Parking for shoreline users may be located near the street where shoreline access trails are located.

**Accesses for In-Water Recreation**

On the Sammamish River, direct access to the river will be allowed at designated locations for in-water activities, such as hand-launching boats, fishing and other recreational activities. In-water activities must be located and managed to protect the native plants, fish and wildlife that use the river. Figure S-1 identifies general areas where in-water recreational access facilities may be located. Several types of access may occur at each designated location.

Where the designation is shown in the middle of the river, in-water access may occur on either or both sides of the river. Where an approved King County or City of Redmond Park Master Plan provides for in-water access to the Sammamish River, in-water access facilities may also be located in that park. Where consistent with the policies in this element, in-water accesses are allowed in any access point or park on Lake Sammamish.

To protect the important native plants, fish and wildlife on Bear and Evans Creeks, direct contact with the water for in-water recreation is discouraged.

**View Points**

On the Sammamish River, Lake Sammamish, Bear Creek and Evans Creek, water view points that are designed and located to protect the natural environment should be provided.

**Access Points**

On the west and east shores of Lake Sammamish access points will be provided. Access points consist of streets, trails, and parks that connect a public street with the lakeshore. Parking for shoreline users may be located near the street where shoreline access trails are located. As it is now, the vast majority of the lakeshore will be privately owned. The access points will be designed to protect the privacy and quiet of neighboring residences. The access points will be connected by sidewalks and bikeways along West Lake Sammamish Parkway and along East Lake Sammamish Parkway and the proposed East Lake Sammamish Trail. On Lake Sammamish, direct water access, including swimming docks, boat launches, and fishing areas, is encouraged.

**SL-29 Require public and private developments to provide the type of physical public access to the shoreline as shown on Figure S-1, the Shoreline Public Access System map. This requirement shall apply to all public projects. It shall also apply to any private development of:**

- Ten or more housing units;
- Divisions of land creating 10 or more lots or any number of lots to be occupied by 10 or more housing units or nonresidential uses of any size;
- Nonresidential developments or nonresidential redevelopments of any size.
These public access requirements shall be subject to the nexus and proportionality tests laid out by the U.S. Supreme Court.

**SL-30** Provide access for project occupants to the shoreline in residential developments of nine or fewer housing units or lots. Public access is not required.

**SL-31** Design shoreline developments to include safe pedestrian linkages through the site to existing or planned shoreline public access facilities adjacent to the site, when required. Where required by the Shoreline Public Access System map, Figure S-1, links shall be dedicated for public use. These public access requirements shall be subject to the nexus and proportionality tests laid out by the U.S. Supreme Court.

While existing trail corridors along Redmond’s shorelines provide many outstanding opportunities for public access, there are few places within Redmond that allow one to get safely to the water’s edge. Along the Sammamish River, for example, steep, blackberry-covered banks make it difficult to get to or even see the water. Recreational activities that involve direct contact with the water, such as swimming and boating, are a highly valued part of the shoreline recreational experience. These areas should be located, designed, and managed to protect the native plants, fish, and wildlife that depend on Redmond’s shorelines. Access points should not be located in particularly vulnerable areas. Providing properly located access to the water’s edge can discourage the creation of unsafe paths by shoreline users. Controlled, limited access to the water can also help minimize potential disturbance of fragile areas by shoreline visitors.

**SL-32** Allow access to the water’s edge where designated on the Shoreline Public Access System map, Figure S-1. Locate these access points and other access points where no significant impact on native plants, fish, and wildlife will occur. Locate these access points in areas where safe access can be provided.

In some shoreline locations, land use patterns limit opportunities to provide large-scale public access. Infrastructure corridors, such as utility easements, fire lanes, or stormwater detention areas, in appropriate locations, can serve a secondary purpose as pathways, or vegetated open space, as well as amenity areas for pedestrians or cyclists. Containing access in designated corridors may help also reduce the potential for trespass on private property in popular areas. However, this does not include creating a lakefront trail along the existing sewer or utility easement along Lake Sammamish’s waterfront. Similarly, other set-aside areas in a development, with no or limited improvements, might provide small-scale links to the larger shoreline access system. Open space buffers or native growth protection areas along ravines might provide private or public trail connections between upland residences and the shoreline.

**SL-33** Require public access only on publicly owned land. This includes new publicly owned utility corridors and street rights-of-way. Design these elements within shoreline areas to incorporate public access appropriate to the size and function of the corridor or area. This requirement does not apply to utilities in easements on private property nor does it imply creating a lakefront trail along the existing sewer line easements along Lake Sammamish’s waterfront.

The City’s undeveloped street ends that abut Lake Sammamish, the Sammamish River, or Bear or Evans Creek have the potential to provide physical, visual and cultural access to the shoreline. They should be retained and used for public access.

**SL-34** Do not vacate public street rights-of-way that abut shorelines or that connect to shoreline trail.
corridors where they are or can be used for shoreline public access unless an alternative corridor that affords better and safer public access is provided and permanently dedicated for public access.

Construction or improvements to transportation facilities within and adjacent to shorelines can diminish opportunities for public access. For example, street widenings may result in high-traffic corridors that are significant barriers between residences and the shoreline. However, transportation improvement projects can also improve public access. For example, a bridge may provide view opportunities, steps to the water’s edge, “gateway” design elements or interpretive signs. Both the Redmond Way Bridge and NE 90th Street Bridge across the Sammamish River have a river viewpoint built into them.

**SL-35** Design street improvement projects to minimize potential adverse impacts to shoreline public access and, to the extent feasible, incorporate public access features, such as safe pedestrian and equestrian crossings, viewpoints, rest stops for bicycles, “gateway” design elements or interpretive features. Encourage access to the water’s edge where designated on the Shoreline Public Access System map, and where adverse impacts on native plants, fish, or wildlife will not result.

Many sections of Redmond’s shorelines contain older development that does not take advantage of a shoreline location. Redevelopment of existing development presents an opportunity to provide an on-site amenity for new employees, tenants or customers, and a community benefit, by providing public access where none exists or enhancing existing public access features. Policy SL-29 requires public access when new development or redevelopment occurs. Policy SL-36 provides for improvements to existing public access as properties redevelop or when new or improved public facilities are provided.

**SL-36** Encourage public and private shoreline development and redevelopment to enhance physical, visual and cultural access, where designated public access already exists, by incorporating measures that serve users and minimize impacts on the natural environment and nearby uses. Such measures may include enhanced trail linkages, pedestrian furniture, shared parking, landscape screening, separating accesses and buildings by elevation differences and interpretive signs.

Capital improvements refer to public investments, such as streets, bridges, stormwater facilities, and utility corridors. These facilities provide an opportunity to add public access and supporting amenities, such as benches, interpretive displays, and viewpoints.

**SL-37** Provide physical, visual, and cultural access to the shoreline on existing public capital improvements where practicable and compatible with natural shoreline features.

### Protection of Visual Access

Lake Sammamish views, the open and pastoral vistas in the northern Sammamish River valley, and the distant views of Mount Rainier along Bear and Evans Creeks are valuable community amenities. This is readily apparent in community goal statements, recreational use patterns, and property values. Where physical access to the shoreline is unavailable, employees, residents, and visitors may still enjoy the visual and open space characteristics of the shoreline. Visual access is a high priority in the Shoreline Management Act.

Visual access to Redmond’s shoreline areas is mainly provided by existing parks and trails adjacent to the shorelines, and, in a few places, view corridors from major arterials or bridges. Developments can be designed to provide shoreline views and maintain existing view corridors. This may be accomplished
by orienting windows and lobbies to the shorelines, using staggered building setbacks or breezeways, reducing building heights or widths, or other design strategies. Trees should not be removed to provide views after the fact. Restoration of the natural slope of the shoreline bank, such as the RiverWalk habitat restoration projects located at City Hall, can provide views of the water from the Sammamish River Trail and adjacent buildings. Acquisition of land for open space uses can increase the frequency of view corridors.

Redmond’s development regulations and the Shoreline Management Act restrict building heights in the shoreline jurisdiction in order to minimize intrusion into view corridors. However, tall buildings just outside the shoreline can block views from a number of residences and other development. A tiered system of building height limits can extend the visual benefits of the shoreline to a wider range of users.

**SL-38 Maintain public view corridors as identified in RZC 21.42, Identification of Citywide Public View Corridors, where required, within the shoreline and from upland areas to the shoreline in shoreline developments, through appropriately designed building setbacks, height and bulk, clustering of structures, density bonuses where allowed, or similar design strategies.**

**SL-39 Encourage shoreline development that provides views of the water from the development, using appropriate building location and design, thoughtful selection and location of landscaping, and other design strategies.**

Policies LU-61 and LU-62 in the Redmond Comprehensive Plan list requirements for future development of the semirural land north of Bear and Evans Creeks and east of Avondale Road. One requirement, for the protection of scenic view corridors, shall be part of the Shoreline Master Program, as follows:

**SL-40 Maintain view corridors from Avondale Road and Union Hill Road in the Bear Creek Design District land north of Bear and Evans Creeks and east of Avondale Road, subject to the nexus and proportionality tests laid out by the U.S. Supreme Court.**

**Provision of Cultural Access**

“Cultural access” to shorelines means opportunities for educational or cultural activities that promote interaction with, understanding of, and stewardship of shorelines. Cultural access can take place within or outside of shoreline areas. Examples include signs along shoreline trails explaining the habitat values of the river or stream, signs at historic sites, or a walking trail in a preserved wetland with signs or displays on plants and wildlife. Cultural access to shorelines enriches the shoreline recreational experience and allows an off-site connection to the shoreline, extending the educational, recreational and social benefits of shoreline areas. It also has the potential to promote understanding of shoreline issues, shoreline stewardship and protection amongst a large, diverse audience.

The City of Redmond, residents, business owners and other agencies participate in numerous programs that provide cultural access to shorelines, such as river stewardship programs, interpretive signs at stream outfalls and stormwater facilities, habitat restoration activities, river ecology classes, Citywide celebrations of the salmon, water quality public service announcements, and public artwork. Providing cultural access can be a no- to low-cost amenity for a shoreline development. However, it is intended that cultural access be provided as an adjunct to physical access. Where the natural environment is vulnerable, providing cultural access only may be appropriate.

**SL-41 Encourage shoreline developments to provide cultural access to the shoreline, where appropriate to the type and scope of development.**
SL-42 Include provisions for shoreline cultural access commensurate with the scale of the project for City capital improvement projects within the shoreline.

Design of Public Access

When properly located and well designed, public access minimizes trespass and damage to waterfront properties. Controlled public access corridors direct shoreline users into designated areas where otherwise they might trespass and damage landscaping or fences, generate litter, or otherwise damage private waterfront property. Through design strategies, such as screening, fencing, grade separations, signs, adequate maintenance, and appropriate siting, public access can be designed to address site security needs, privacy concerns and crime prevention objectives. Through appropriate designs and locations, public access can be directed away from, or excluded from, unsafe areas or shorelines with fragile natural resources.

SL-43 Design public access to be consistent with the privacy, site security and public safety requirements of nearby uses and the community.

SL-44 Design public access to be compatible with fragile shoreline resources, such as vulnerable streambeds, sensitive wildlife areas, and perching trees.

SL-45 Design public access to be safe and convenient, and encourage inclusion of pedestrian/equestrian/bicycle-oriented amenities, such as benches, drinking fountains, public parking, handicapped access, or lighting as appropriate to the type, location and scale of the development.

SL-46 Incorporate crime prevention principles in the design of public access to make facilities safe and easy to patrol and supervise.

E. Economic Development in the Shoreline

The Redmond Comprehensive Plan includes a Citywide economic development element that calls for protecting Redmond's high quality of life, Redmond's role in economic development, and how to encourage the type of economic development preferred by the City and the region. These policies apply within the shorelines and address encouraging development in shoreline areas. The policies below focus on economic development issues raised by the Shoreline Management Act.

Certain shoreline uses are more dependent on, or have a more direct relationship with, the shoreline than others. The Shoreline Management Act requires that shoreline master programs give preference to water-dependent uses, water-related uses, water-enjoyment uses (i.e., uses that provide an opportunity for substantial numbers of people to enjoy the shoreline), single-family residential uses, and shoreline recreation. Policies in the Shoreline Master Program give preference to such uses.

A “water-dependent” use is dependent on the water by reason of the intrinsic nature of its operations, and cannot exist in any other location. Examples include swimming beaches, boat launches, boat docks, marinas, and industries that need waterfront locations, such as ship building facilities. A water-related use is not intrinsically dependent on a waterfront location, but relies to a significant degree on water or water-dependent activities in its operations. Examples include boat outfitters and manufacturers that transport goods by water. Due to the location and physical limitations of Redmond's shorelines, it is not practical to locate most types of water-dependent or water-related uses in Redmond. For example, the narrowness and shallowness of the Sammamish River would preclude a port facility or large boat commercial marina. However, small-scale water-dependent uses, such as boat launches, docks for small craft, or stormwater outfalls, can be accommodated. Shoreline Master Program policies give preference to such uses on the Sammamish River and Lake Sammamish, where compatible with the constraints of the natural environment and surrounding land uses.
A “water-enjoyment” use is a use that draws substantial numbers of people to the shoreline and that provides opportunities, through its design, location or operation, for the public to enjoy the physical and aesthetic benefits of the shoreline. Consistent with the goal of enhancing public access, Redmond’s Shoreline Master Program policies encourage water-enjoyment uses in appropriate locations. Examples of recreational water-enjoyment uses include parks and trails; examples of commercial water-enjoyment uses include museums, restaurants, aquariums, and some mixed-use commercial development. These uses often incorporate direct access to the shoreline, such as trails and viewing platforms. Along the Sammamish River in high-intensity areas already zoned for commercial or office uses, shoreline policies encourage water-enjoyment uses. Such uses complement Redmond’s long-range plans for high-density commercial and residential uses in the Downtown area. “Nodes” of water-enjoyment use along the river will also complement the City’s master plan for RiverWalk, a 1.5-mile shoreline corridor in the Downtown that envisions some pedestrian-oriented redevelopment of the river with small-scale retail, entertainment and cultural attractions, and public access features.

Bear Creek, along with Evans Creek, is one of the most productive salmon streams in the region. It is considered a critical spawning area for resident fish species and one of the last urban refuges for freshwater mussels. On Bear and Evans Creeks, direct contact with the water can damage fragile salmon spawning areas and freshwater mussel beds. These areas should be limited to nonwater contact and cultural access only. On lower Bear Creek, water-enjoyment uses are encouraged, but limited to nonwater-contact uses. Due to the proximity of critical spawning areas, the need for adequate buffers, and site area limitations, water-enjoyment uses on upper Bear and Evans Creeks are discouraged.

Another preferred shoreline use, single-family residential, is the predominate land use around Lake Sammamish. Under Redmond’s Shoreline Master Program, this single-family land use pattern is expected and encouraged to continue.

**SF-8** Give preference to shoreline uses that are unique to or dependent on shoreline areas, that protect
the resources and ecology of the shoreline, and maintain no net loss of shoreline ecological functions.

SL-47 Lake Sammamish: Single-family residential uses and parks should be the preferred uses along Lake Sammamish.

SL-48 Sammamish River: Water-enjoyment uses and parks should be encouraged near major streets in the Downtown and designated business park areas as shown on Figure S-2, Preferred Location: Water-Enjoyment Uses.

SL-49 Bear and Evans Creeks: Downstream of Avondale Road, non-water-contact water-enjoyment uses are encouraged near major streets in areas shown on Figure S-2, Preferred Location: Water-Enjoyment Uses. Upstream of Avondale Road, in-water uses are not allowed.

SL-50 Avoid location of nonwater-dependent and nonwater-related uses, activities, and development, except for essential transportation and utilities facilities, waterward of the ordinary high water mark. Transportation and utilities facilities may be allowed where no feasible alternative exists and negative impacts to salmon and steelhead habitat are mitigated.

F. Managing Shoreline Uses and Activities

Redmond’s shorelines are home to a wide variety of land uses and activities, from long-established single-family neighborhoods ringing Lake Sammamish, manufacturing and industrial zones on the Sammamish River and Evans Creek, agricultural and recreational uses in the northern Sammamish Valley, to intense commercial and office development in the Downtown portions of the Sammamish River and Bear Creek. In addition, shoreline areas are essential links in the community’s network of natural and open space features, providing a place for fishing, swimming, boating, wildlife viewing and other recreational and educational activities. Redmond’s shorelines also contain a bounty of valuable natural amenities, critical habitat for fish and wildlife, significant trees, and wetlands. Most of Redmond’s shoreline areas are seismic hazard areas, floodplains, and wellhead protection Zones 1 and 2. Squeezed into the relatively narrow shoreline corridor, often with limited connections to other corridors, these important functions of shorelines are particularly vulnerable to the pressures of development.

To protect valuable shoreline resources, the Shoreline Master Program limits the extent and character of a number of land uses and activities. Policies are designed to protect water quality, shoreline vegetation and buffers, fish habitat, open space, wildlife habitat, and shoreline hydrology. Physical and visual access to shoreline open space are also important objectives of the Shoreline Master Program. Land use policies are also designed to minimize impacts to visual access, aesthetic qualities, scenic view corridors, and physical public access. Shoreline policies provide for a range of reasonable uses within the shoreline, while establishing limits to protect these shoreline resources and adjacent uses.

Shoreline policies focus on those land uses and activities that are unique to or dependent on shorelines, or that may significantly conflict with Redmond’s goals for protecting the natural environment or providing public access. These policies relate to shoreline land use, include policies for providing public access, protecting the natural environment from adverse impacts of shoreline uses, and shoreline environment designations. In addition, Shoreline Master Program policies and regulations address the character, density and quality of shoreline development.

SF-9 Manage shoreline development to avoid or minimize significant adverse impacts to the natural, aesthetic, and recreational resources of the shoreline, and to
maintain no net loss of shoreline ecological functions.

**SF-10** Promote respect of private property rights while implementing Shoreline Management Act requirements.

In deciding whether to allow uses and activities in shorelines areas, the shorelines environment should be protected from avoidable impacts. This can be done by carefully selecting allowed uses, providing policies and standards to prevent or minimize adverse impacts, and carefully reviewing development proposals to prevent or minimize adverse impacts.

**SL-51** Design, locate, and manage shoreline uses to prevent and mitigate significant adverse impacts on water quality, fish and wildlife habitats, the environment and other uses. Prohibit uses where such impacts cannot be adequately managed. Ensure uses maintain no net loss of shoreline ecological functions.

**SL-52** Design, locate, and manage shoreline uses to minimize impacts to existing and future planned public access and visual access and water-oriented uses.

**SL-53** Encourage redevelopment of abandoned or obsolete buildings and sites and encourage redevelopment to be consistent with the policies for those areas, to ameliorate impacts to the shoreline, to restore degradation of shoreline habitat, and to provide for economic uses at those sites. Consider special allowances for restoration and adaptive reuse of historic buildings and sites.

**SL-54** Design and locate new shoreline development to avoid the need for dredging.

**SL-55** Allow dredging only when necessary for habitat or water quality restoration, or for maintaining the flood capacity of the floodplain in the flood fringe, and where impacts to habitat are minimized and mitigated.

**SL-56** Permit landfills and excavations only in predominately upland areas outside of important habitat areas. Allow landfills and excavations in aquatic areas for the purpose of habitat enhancement. Limit all landfill and excavation activities, where allowed, to the minimum extent necessary to accommodate the proposed use, and prohibit long-term degradation of shoreline hydrology or water quality.

**Marinas**

Due to the nature of Redmond’s shorelines, marinas in Redmond are located only on Lake Sammamish. The other shorelines are too small to accommodate them. Boat ramps and launching sites for small boats may be located on the Sammamish River or Lake Sammamish. Care is needed to locate these facilities in areas that will not affect the natural environment and nearby uses.
SL-57  Design and locate marinas, boat ramps and launching sites so as to not interfere with existing in-water recreational activities, significantly damage fish and wildlife habitats, and be aesthetically and functionally compatible with the shoreline area and nearby uses. Prohibit such facilities on Bear and Evans Creeks.

SL-58  Use, store, and dispose of fuels and waste materials associated with recreational boating in a manner which minimizes the potential for pollutants to enter the water.

Piers and Docks

Piers and docks can have significant impacts on the natural features and scenic values of the shoreline, navigation, water-dependent recreation and public access, native plant, fish, and wildlife habitat and water quality. However, residential piers and docks are long-established uses on Lake Sammamish, and a preferred shoreline use under the Shoreline Management Act, and as such may continue to be utilized and located on the lake.

SL-59  Locate residential piers and docks so they do not interfere with public swimming beaches, public fishing areas, and boating corridors. Design and construct piers and docks to minimize impacts on native fish and wildlife and their habitat. Prohibit such facilities on Bear and Evans Creeks.

SL-60  Encourage sharing of new piers and docks within new developments. Encourage the consolidation and multiple use of residential docks.
SL-61 Locate floatplane facilities so they do not interfere with public swimming beaches, public fishing areas, and boating corridors. Limit these to facilities accessory to a residential use. Design and construct floatplane facilities to minimize impacts on native fish and wildlife and their habitat. Encourage minimization of their impact on shoreline views. Limit these facilities to parcels large enough to safely accommodate them. Protect adjacent development and uses as well as human safety from these facilities, including limiting noise and other impacts on residential uses.

SL-63 Design and locate outdoor storage incidental to other uses to avoid potential flood and water quality hazards, and screen them from public access areas and shoreline view corridors. Direct lighting of outdoor storage areas, where allowed, away from or screened from the shoreline. Prohibit outdoor storage as a primary use in the shoreline area.

Outdoor Signage
Outdoor signage refers to signs used to identify a business, and excludes directional, traffic, and interpretive signs, and other similar informational signs. Outdoor signs in the shoreline, if not carefully designed, located and illuminated, can degrade the aesthetic values of the shoreline, view corridors, and impact fish and wildlife.

SL-62 Design and locate outdoor signs in the shoreline jurisdiction to avoid intrusion into and minimize glare into fish and wildlife habitats, buffers, shoreline views and public access areas.

Outdoors Storage
Outdoor storage (i.e., storage not contained within a building) in the shoreline can introduce potentially harmful materials into the water, such as through spills or flooding. This can have serious effects on fish habitat, wildlife, and aquifers. The operation of outdoor storage areas can generate noise and dust impacts on the shoreline environment. Outdoor storage can also conflict with goals for protecting shoreline aesthetics, particularly if public trails or views are nearby.

SL-64 Give preference to shoreline recreational development related to access to, enjoyment and use of the water and shorelines of the state.

SL-65 Design parks and other recreational developments to be compatible with adjacent preferred shoreline uses, and to protect fish and wildlife habitats. Encourage maintenance activities to protect water quality and minimize fish and wildlife and vegetation disturbance.

SL-66 Include both active and passive recreation areas, and facilities that are designed to encourage use of the shoreline by all members of the community, regardless of physical ability, in Redmond’s system of shoreline recreation.

Shoreline Recreation
Shoreline recreation is a preferred shoreline use under the Shoreline Management Act and Redmond’s Shoreline Master Program. Shoreline recreation may be water-dependent, such as canoeing or swimming; water-related, such as bird watching; or a water-enjoyment use, such as an interpretive center. These and other recreational uses can be well suited to shoreline areas if they are properly designed and maintained.
Shoreline Protective Structures

Shoreline protective structures (e.g., bulkheads, riprap, revetments) have major adverse impacts. Their impacts are especially significant along salmon spawning areas, such as streams, rivers, and lakes used by Sockeye salmon, such as Lake Sammamish. On these areas, bulkheads and riprap can cover spawning beds. They increase water velocities, eroding spawning beds. They also remove vegetation that shades water and provides food for fish and wildlife. These facilities can shift erosion downstream and increase downstream flooding impacts. Structural reinforcement of a shoreline or stream bank encourages reliance on last resort solutions, instead of promoting more effective methods, such as setting back away from potentially eroding streams.

Consequently, Shoreline Master Program policies discourage shoreline protective structures and encourage designs that avoid erosion hazards. However, limited bank reinforcement is allowed for habitat enhancement projects, public access, public roads, and protecting existing structures from floods. The Shoreline Management Act requires that shoreline master programs give preference to erosion protection measures for single-family residences occupied before January 1, 1992. Redmond’s shoreline policies address the issue of protection for single-family homes while minimizing impacts to the natural environment.

SL-67 Encourage design and location of new shoreline development to avoid the need for shoreline modification or protective structures. Allow shoreline protective structures only as necessary for:
- Supporting or protecting an allowed primary structure or a legally existing shoreline use that is in danger of loss or substantial damage;
- Reconfiguring the shoreline for mitigation or enhancement purposes; or
- Shoreline modifications that are appropriate to the specific type of shoreline and environment conditions for which they are proposed.

SL-68 Design shoreline modification, where allowed, to minimize impacts on shoreline hydrology, navigation, habitat and public access. Design shoreline protective structures for the minimum height, bulk and extent necessary to address an identified hazard to an existing structure. Encourage use of vegetative and biotechnical solutions rather than structural bank reinforcement.

Transportation and Circulation

Transportation and circulation patterns to a great degree shape the location and character of shoreline land uses. Transportation facilities have the potential to diminish shoreline views, reduce public access and remove vegetation. For example, major roadway expansions can become significant barriers between upland residences and the shoreline. Large projects can bring undesirable impacts to residential neighborhoods. On Lake Sammamish, in particular, major roadways or bridges in the shoreline would severely degrade views and could introduce noise and air pollution at levels incompatible with residential uses. Parking facilities for shoreline development can cause spillover of excessive noise, glare and pollutants into fish and wildlife habitat areas. The design of shoreline transportation and circulation projects should address such impacts by avoiding locating in the shoreline.

Alternatively, impacts should be mitigated. For example, pedestrian crossings should be provided where shoreline access is needed. Streets, bridges, bikeways and sidewalks should be designed to provide shoreline views and incorporate attractive gateway design elements and pedestrian amenities. Landscaping and reestablishment of large trees and shoreline vegetation should be included in mitigation plans. Well-designed circulation facilities promote public access and views of the shoreline. Good design can also reduce the presence of auto-oriented development in shoreline (along with associated impacts). Including pedestrian and bike facilities in transportation projects complements region-wide goals for enhancing nonmotorized transportation.
SL-69 Encourage location of transportation facilities and parking facilities away from the water body, unless no feasible alternative exists. Discourage parking as a primary use along the shoreline.

SL-70 Design and landscape transportation and parking facilities within the shoreline jurisdiction to avoid or minimize impacts to existing land uses, shoreline views, public access, and the natural environment.

SL-71 Require transportation and parking plans to be consistent with the Shoreline Master Program public access policies and public access plan, including circulation, planning for pedestrians, bicycles, and public transportation where appropriate.

SL-72 Prohibit construction of bridges across Lake Sammamish.

Utilities

Telecommunications facilities and utilities can infringe on the scenic value of shorelines and interrupt shoreline view corridors. They often bring undesirable side effects such as noise, glare, use of herbicides, etc. If not designed and located appropriately, such facilities can become unwanted neighbors for residential and water-enjoyment uses. At the same time, undergrounding and tunneling of essential utilities under the river and creeks is sometimes necessary. Regional transmission lines, limited to one corridor, should continue to locate within the same corridor.

SL-73 Locate regional utilities outside of the shoreline. Locate such facilities away from public access areas and view corridors and away from the shoreline to the farthest location possible where a nonshoreline location is not feasible.

SL-74 Locate utilities, where feasible, within existing utility corridors. Locate above-ground utilities away from fish and wildlife habitat, public access areas, and view corridors.

Vegetation Management

Vegetation management in the shoreline can involve removal of vegetation to maintain structures, rights-of-way or trails, removal of invasive or exotic weeds, aquatic weed control or restoration of native vegetation for habitat enhancement. Excessive or improper control of vegetation can degrade shoreline habitat, aesthetics and water quality.

SL-75 Practice vegetation management through preventive measures, such as proper siting of structures and appropriate landscaping. Minimize removal of native vegetation to achieve the permitted use, maintain existing structures and public safety, or to achieve habitat restoration objectives. Discourage the use of herbicides, pesticides and fertilizer in the shoreline.

SL-76 Encourage restoration of native shoreline vegetation and other habitat restoration activities.

G. Shoreline Design Quality

High quality architectural design and site planning are particularly important in shoreline areas. The unique natural characteristics and “public resource” status of shorelines under the Shoreline Management Act demand that development in the shoreline responds to a wider range of issues than development elsewhere. In addition, shoreline development has a greater burden to respond to and respect the aesthetic qualities of the shoreline, which requires well-designed buildings, signs and graphics, landscaping and open space, and views of the water or wildlife. This is required of all types of shoreline development,
whether a large commercial development, City street project, or subdivision. Past nonresidential development patterns have “turned their back” on the shoreline, orienting dumpsters and service areas toward the water; or blocking enjoyment of shoreline features by blank walls or parking lots.

In high quality shoreline developments, architectural design, site design and landscaping include such features as buildings or architectural elements oriented to the shoreline, shoreline views, outdoor gathering places, trees and buffers, incorporation of natural features as amenities, trail connections to the shoreline, pedestrian amenities, interpretation of historic sites and graphics and public art. Well-designed shoreline development brings value to surrounding uses and enhances the recreational experience.

**SF-11 Promote high quality architectural design, site design and landscaping that reflect the aesthetic, recreational, and natural resource values of a shoreline location.**

Development located in the shoreline has the advantage of a unique location and close proximity to a network of natural, aesthetic and recreational amenities. Accordingly, shoreline developments should be designed to respond to their shoreline location, through architectural or site design elements that connect visually or physically to the water body. While virtually all development in Redmond is now required to exhibit high quality design principles, shoreline development should strive to achieve an even greater level of design harmony with shoreline resources.

**SL-77 Encourage design of shoreline development to reflect the natural, aesthetic, and recreational values of the shoreline, paying special attention to:**

- Designing architectural and site design elements to connect visually or physically to the shoreline where consistent with the natural environment of the shoreline.
- Orienting some entries, sight lines, buildings, pathways and other design elements toward the shoreline.
- Incorporating interpretation of on-site archaeological and historic sites or themes in the development.
- Keeping bulk and scale of buildings in proportion to shoreline features.
- Locating service areas away from the shoreline and screening incompatible activities.
- Incorporating native landscaping and open space.
- Respecting and reflecting significant natural features, such as large or valuable trees or landforms.
- Providing outdoor seating or gathering places along the shoreline, where appropriate.
- Providing well-designed public access from the site to the shoreline where consistent with the natural environment of the shore.
- Connecting to pedestrian paths to other nearby amenities.
- Designing signs to be compatible with surrounding public uses and aesthetic quality of the shoreline.
- Maintaining aesthetic quality of areas visible from public trails to the extent feasible.

Water-enjoyment uses bring substantial numbers of people to the shoreline, and provide opportunities for the public to enjoy shoreline amenities. These uses are encouraged in high-density areas, such as Redmond’s Downtown area. To achieve their “enjoyment” aspect, water-enjoyment uses, in addition to meeting good urban design principles, should incorporate a higher proportion of window areas, pedestrian amenities, and shoreline connections to ensure that development takes advantage of the recreational and aesthetic opportunities presented by a shoreline location.
SL-78  Encourage design of water-enjoyment uses to provide significant opportunities for public enjoyment of the aesthetic, natural and recreational amenities of the shoreline, through large areas of windows, outdoor seating areas, street furniture, views from public areas and pedestrian connections to the shoreline.

Service areas, such as loading docks and dumpsters, tend to generate more glare, noise and other pollutants than other activity areas. Typically these areas are located away from the public street, which means they are often located adjacent to wildlife habitat and public access areas along the shoreline.

SL-79  Encourage location of service areas and outdoor storage areas in non-single-family residential developments upland of or beside buildings, and adequately screen these from the shoreline.

SL-80  Encourage design of surface stormwater facilities located within the Urban Conservancy or Natural environments to enhance wildlife habitat, shade the water, and integrate into the overall landscaping theme.

The Redmond Comprehensive Plan designates the Sammamish River, Bear Creek and Evans Creek as open space and wildlife corridors. Shoreline areas are much more vulnerable than other urban areas to impacts of noise, glare, dust, vibrations, etc. To protect the scenic value, views, and fish and wildlife habitat value of shoreline areas, excessive lighting is discouraged. “Dark skies” policies are in place for the river and both creeks.

SL-81  Prohibit outdoor lighting levels for security, building and parking lot lighting, and intensive recreational uses in the shoreline that exceed the minimum necessary for safe and effective use. Screen all lighting, except for minimum pedestrian lighting, from the shoreline through landscaping, shields or other design measures.

Transportation and circulation facilities can have significant impacts on shoreline uses and resources. For example, bridges and freeway ramps can obscure shoreline views, access, and historic sites. At the same time, these facilities present opportunities for improved urban design and enhanced shoreline aesthetics. In Redmond, shoreline aesthetics are enhanced by trails along the Sammamish River and Bear Creek, banners on Downtown streets, and decorative lighting on the Leary Way Bridge, and other amenities. Many of the residential subdivisions along Lake Sammamish have identified themselves by unique community signs.
The design of streets and other transportation improvements in the shoreline should incorporate measures to protect and enhance shoreline aesthetics, and to incorporate design amenities, such as gateway design elements, neighborhood signs or mailbox graphics to help define neighborhoods or landmarks, street tree plantings, public art, and decorative lighting.

**SL-82** Encourage the design, where feasible, of transportation and circulation facilities in the shoreline to protect and complement shoreline aesthetics, provide view corridors, and to incorporate attractive design features, such as gateway design elements, decorative lighting, attractive landscaping, public art and street graphics.

**H. Historic and Cultural Uses**

Redmond’s shorelines have played a significant role in the development of the area. The Sammamish River and Lake Sammamish, for example, were essential transportation routes for Native Americans and early settlers and their products. Logs from surrounding hillsides were floated to processing plants and markets on Lake Sammamish, the Sammamish River, and the creeks. Several sites associated with this early history have been identified along Redmond’s shorelines. Of these sites, the Conrad Olson Farm on Bear Creek and the Red Brick Road (Yellowstone Trail) along Evans Creek are the only remaining structures identified to date. The Red Brick Road is on the National Register of Historic Places. These historic resources are important to the region and the Redmond community, and may provide amenities and attractions for shoreline developments. An understanding of the rich history associated with Redmond’s shorelines can help promote river stewardship.

These valuable aspects of Redmond’s past should be preserved. Since few structures exist, this effort will typically involve documentation of historic sites or events and, in some cases, the incorporation of historic features in site design. For example, historic sites along Lake Sammamish, such as those of early lumber mills, might be reflected in street graphics or interpretive signs. Historic structures should be restored where feasible. Other historic sites should be evaluated for possible incorporation as amenities, themes or interpretation in new development proposals.

The Land Use Element of the Redmond Comprehensive Plan contains policies protecting historic and cultural resources throughout the City. To ensure the level of protection envisioned by the Shoreline Management Act, supplemental policies for shoreline areas are included in the Shoreline Master Program.

**SF-12** Require shoreline development to identify potential development impacts to, and to protect and respect, valuable archaeological and historic sites and cultural resources.

**SL-83** Identify and protect valuable archaeological and historic sites and resources in shoreline development.

**SL-84** Encourage acquisition of shoreline sites with major archaeological, historic or cultural value to the community by the City where feasible.

**SL-85** Try to incorporate the interpretation of on-site archaeological and historic resources into the design of shoreline development, transportation improvements, and recreational developments.
SL-86  Require developers and property owners to immediately stop work and notify the City, the state Office of Archaeology and Historic Preservation, and affected Indian tribes if archaeological resources are uncovered during excavation.

SL-87  Require a site inspection or evaluation by a professional archaeologist in coordination with affected Indian tribes for permits issued in areas documented to contain archaeological resources.

Ord. 2486
Figure S-1: Shoreline Public Access System

Effective: September 26, 2009

Note:
Map to be used in association with Shoreline Policies. Watershed Park not shown

- Redmond City Limits
- Shoreline Trail
- Access Points
- Public access for in-water recreation allowed
Figure S-2: Preferred Locations Water Enjoyment Uses

Effective: September 26, 2009

Note:
Map to be used in association with Shoreline Policies.
Watershed park not shown.
Figure S-3: Shoreline Views

Effective: September 16, 2009

Note: Map to be used in association with Shoreline Policies. Watershed park not shown.
for other days
and dreamers, town builders, creators, with artists’ ways.
**A Regional Coalition for Housing (ARCH)**
A partnership of King County and 15 East King County cities that works together to help preserve existing affordable housing and develop new housing opportunities for low- and moderate-income families in the region. ARCH assists member governments in developing housing policies, strategies, programs, and development regulations; coordinates the cities’ financial support to groups creating affordable housing for low/moderate income households; and assists people looking for affordable rental and ownership housing.

**Accessory Dwelling Unit (ADU)**
A habitable living unit that provides basic requirements for living, sleeping, eating, cooking, and sanitation. An ADU is accessory to the primary unit on a lot and may be added to, created within, or detached from the primary single-family dwelling unit.

**Adaptive Reuse**
A variety of repairs or alterations to an existing, structurally sound building that allow it to serve contemporary uses while preserving features of the past.

**Affordability Requirements**
The provisions specified in Redmond Zoning Code 21.20, Affordable Housing, that at least 10 percent of the units in new housing developments of 10 units or greater in specified neighborhoods within the city must be affordable housing units. The requirements apply to new residential and mixed use developments within the Downtown, Overlake, Bear Creek, Willows/Rose Hill, Grass Lawn, North Redmond, and Education Hill neighborhoods, as well as new senior housing developments and congregate care dwelling units, not including nursing homes.

**Affordable Housing Unit**
Housing reserved for occupancy by eligible households and affordable to households whose annual income does not exceed 80 percent of median income, adjusted for household size, and no more than 30 percent of whose monthly household income is paid for housing expenses. (Housing expenses for ownership housing include mortgage insurance, property taxes, property insurance, and homeowner dues. Housing expenses for rental housing include rent and appropriate utility allowance.)

**Air Space Condominium**
Air rights are a type of development right in real estate, referring to the empty space above a property. Owning land or a building may allow the right to use and develop the air rights, up to the limits prescribed in the Zoning Code.

**Allowed Use**
A permitted or conditionally permitted use.

**Americans with Disabilities Act (ADA)**
A wide-ranging civil rights law that prohibits, under certain circumstances, discrimination based on disability. Title II of the Act prohibits discrimination by all public entities at the local (i.e., school district, municipal, city, county) and state level, including access to programs and services offered by the entity, as well as physical access described in the ADA Standards for Accessible Design.

**Amortization**
A period of time given to owners of land with nonconforming uses to recoup their investment before the use must be discontinued.

**Anadromous Fish**
Fish that spawn and rear in freshwater and mature in the marine environment.

**Annexation**
The act of adding an area into legal jurisdiction of a city.

**Aquifer**
A body of soil or rock that contains sufficient saturated material to conduct groundwater and yield usable quantities of groundwater to springs and wells.

**Arterial**
A right-of-way that serves as a distributor of traffic. Arterials are delineated as principal, minor, and collector depending upon intensity of use. Principal arterials, for example, connect major activity areas and move traffic from community to community. (SMP)
**Arterial, Collector**
An arterial street which collects and distributes traffic from higher use arterials (principal and minor) to local streets or directly to traffic destinations. Collector arterials also serve trips which both start and end within a neighborhood.

**Arterial, Minor**
An arterial street which serves as a distributor of traffic from a principal arterial to collector arterials and local streets, directly to secondary traffic generators such as community shopping areas and high schools, and serves trips between neighborhoods within a community. Minor streets are more intensive than collectors, but less intensive than principal arterials.

**Arterial, Principal**
An arterial street which connects regional arterials to major activity areas and directly to traffic destinations. Principal arterials are the most intensive arterial classification, serving major traffic generators such as large shopping and commercial areas, and move traffic from community to community.

**Attached Dwelling Units**
Two to four dwelling units with common or party walls on one or two sides but with separate front and/or rear access.

**Backyard Home (Small Lot Short Plat)**
A single-family home built on a small lot that is subdivided from an existing single-family lot. Backyard homes are limited to 1,000 square feet in size excluding garages or 1,500 square feet including garages. Backyard homes must be affordable to an individual or family that has an annual income that is 120 percent or less of the annual median income.

**Best Available Science**
Current scientific information used in the process to designate, protect, or restore critical areas that is derived from a valid scientific process as defined by WAC 365-195-900 through 365-195-925.

**Best Management Practices (BMPs)**
The physical, structural, and/or managerial practices that have been approved by the City of Redmond, and that when used singly or in combination provide the most effective means of preventing or reducing pollution of water or other undesirable effects.

**Bicycle Facility**
An improvement designed to facilitate accessibility by bicycles, including bicycle trails, bicycle lanes, storage facilities, etc.

**Bikeable Neighborhood or Community**
A complete network of bicycle facilities of various types that allow safe, comfortable, and convenient access to all parts of the community.

**Bioretention Swales and/or Rain Gardens**
Improvements supporting bioretention, an integrated stormwater management practice that uses the chemical, biological, and physical properties of plants, microbes, and soils to remove or retain pollutants from stormwater. These facilities are vegetated conveyance or retention depressions that use soils and plants to improve water quality, reduce the runoff volume, and attenuate the peak runoff rate, and includes applications such as shallow, landscaped depressions in residential areas; landscaped areas around buildings; or in more urbanized settings, rooftop rain gardens, parking lot islands, and green street applications.

**Biostabilization**
The process of stabilizing a slope or stream bank with soil and vegetation.

**Bioswale**
A constructed, linear depression lined with vegetation, designed to filter pollutants from stormwater runoff prior to discharge to a catch basin or receiving waters.

**Budgeting by Priorities (BP)**
The City of Redmond's outcome-based biennial budgeting model, which was launched in 2008. BP is based on a bottom-up approach where all City services are considered through the prism of what services the citizens value most. (SMP)
Budgeting by Priorities Strategy (also 10-Year BP Strategy)
The City of Redmond’s long-term strategic financial plan. It outlines long-term solutions toward accomplishing service and financial objectives.

Buildable Land
An assessment of the amount of land needed for commercial, industrial, and housing development, as required by the Growth Management Act (RCW 36.70.215). Buildable lands programs are to determine whether a county and its cities are achieving urban densities within the urban growth area by comparing adopted provisions with actual growth.

Bus Rapid Transit (BRT)
A term applied to a variety of bus transportation systems using buses to provide faster, more efficient service than an ordinary bus line. Often this is achieved by making improvements to existing infrastructure, vehicles, and scheduling; e.g., more frequent service and less passenger waiting time, as well as fewer stops allowing better travel times.

Capital Facilities (also Capital Projects)
Public facilities costing $25,000 or more with a useful life of five or more years. Examples include public facilities for Fire and Emergency Medical Response; Police; Parks and Recreation; Public Education; Water; Sewer, Stormwater; and Surface Water; Transportation; and General Government.

Capital Facilities Program
A collection of planning and budget policies and documents working in concert to ensure capital projects are identified and prioritized in a manner that meets the needs of a growing population and promotes a safe and healthy community.

Capital Improvement Program (CIP)
A six-year plan for future capital expenditures which identifies capital projects packaging, timelines, and funding. The CIP is updated and adopted biennially, along with the City’s two-year operating budget.

Capital Improvements
Projects to create, expand, or modify a capital facility. The project may involve design, permitting, environmental analysis, land acquisition, construction, landscaping, site improvements, initial furnishings, and equipment.

Capital Investment Strategy (CIS)
A hybrid planning and budgeting document summarizing known capital investment needs over the full duration of the Comprehensive Plan’s time horizon. The CIS includes capital projects and programs from a city’s functional areas and is intended to bridge near-term financial considerations, as represented in the six-year Capital Improvement Program (CIP), with the City’s 2030 land use vision as described in Redmond’s Comprehensive Plan.

Carpool
Two or more people sharing the use of a vehicle between fixed points on a regular basis.

Certified Local Government (CLG)
A nationwide program of financial and technical assistance established by the National Historic Preservation Act to help local governments preserve historic and cultural resources as assets for the future. In Washington it is implemented and administered by the Department of Archaeology and Historic Preservation (DAHP). Responsibilities of a CLG include maintaining a historic preservation commission, surveying local historic properties, enforcing state or local preservation laws, reviewing National Register Nominations, and providing for public participation in historic preservation activities.

Clean Air Act
Federal legislation requiring air quality goals for urbanized areas and State Implementation Plans to ensure that urbanized areas are working toward achieving those goals.

Clustering
A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, or preservation of environmentally sensitive areas.
Collectors
A system of pipes which collect wastewater via downhill flow from on-site plumbing to the public sewer.

Cohousing
A type of intentional community composed of private homes supplemented by shared facilities. The community is planned, owned, and managed by the residents, who also share activities which may include cooking, dining, child care, gardening, and governance of the community. Common facilities may include a kitchen, dining room, laundry, and child care.

Collocation
The practice of installing and operating antennas for multiple wireless carriers, service providers, and/or radio common carrier licensees on the same antenna support structure or attached wireless communication facility, using different and separate antenna, feed lines, and radio frequency generating equipment.

Commercial Use
The use of a building, land, or other structure primarily for nonresidential and nonpersonal use involving retail sales, wholesale sales, office uses, entertainment uses, or similar uses.

Community Garden
A place where neighbors and residents can gather to cultivate plants, vegetables and fruits, and depending on local laws, keep bees and raise chickens or other livestock and poultry.

Community Indicators Report
An annual report published by the City of Redmond to assess the effectiveness of City policies in helping to achieve the community’s long-term goals, as well as monitor Comprehensive Plan implementation.

Community Redevelopment Financing
Generally refers to financing tools for the purpose of rebuilding or redeveloping buildings or larger defined areas in an urban setting. Examples include the use of Community Development Block Grants, Tax Increment Financing, and urban renewal.

Commute Trip
A trip made from an employee’s residence to a worksite for a regularly scheduled work day.

Commute Trip Reduction (CTR)
A requirement of the Washington State Clean Air Act that major employers develop and implement programs that will reduce the number of times their employees drive alone to work.

Complete Streets
Streets which are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Comprehensive Plan
The long-range plan used as a guide for the physical, economic, and social development of Redmond.

Concurrency, Transportation
A requirement of the 1990 Growth Management Act (RCW 36.70A.070(6)) that the City must enforce an ordinance precluding development approval if a development would cause the transportation level of service (LOS) to fall below the City’s adopted LOS standard, unless revenues are secured to complete mitigating transportation improvements or strategies within six years. If a development fails to meet the concurrency test, supplemental mitigation in the form of transportation improvements or strategies will be required to accommodate the impacts of the development and allow it to achieve concurrency. Maintaining transportation concurrency means implementing transportation improvements in proportion to the level of new development as required by the Concurrency and Level of Service section of Redmond’s Comprehensive Plan Transportation Element and regulations in RZC 21.52, Transportation Standards.

Conditional Use/Conditionally Reviewed Use/Conditionally Approved Use
A use that may be desired within the community, but which is not allowed as a matter of right, and requires approval through the Conditional Use Permit (CUP) process. The CUP process includes a hearing before the Hearing Examiner and decision by the City Council.
**Congestion**
A condition under which the number of vehicles using a facility is great enough to cause reduced speeds and increased travel times.

**Consistency**
A measure of whether any feature of the Comprehensive Plan or a regulation is incompatible with any other feature or a plan or a regulation. The Growth Management Act (GMA) requires that the Comprehensive Plan be both internally and externally consistent.

**Context Sensitive Design**
Architectural and/or engineering design that is compatible with its surroundings; e.g., new development in an historic area may contain architectural features such as cornices or window treatments that blend with existing structures.

**Cottage**
A small, detached dwelling unit, not greater than 1,000 square feet in total floor area that is developed at a density greater than the underlying zone. More than one cottage may occupy a single lot.

**Countywide Planning Policies**
A series of policies intended to guide the development of city and county comprehensive plans. The policies were adopted by the King County Council and ratified by member cities as required by the Growth Management Act.

**Crime Prevention Through Environmental Design (CPTED)**
A multidisciplinary approach to deterring criminal behavior through design of the built environment.

**Critical Aquifer Recharge Areas**
Areas, defined under the provisions of the Growth Management Act (RCW Chapter 36.70A) where an aquifer that is a source of drinking water is both highly susceptible and vulnerable to contamination. Areas with a high susceptibility to groundwater contamination occur where an aquifer is used as a drinking water source and a combination of the following occur(s): permeable soils, permeable surficial geology, and/or groundwater close to the ground surface.

**Critical Areas**
Critical areas include any of the following areas or ecosystems: fish and wildlife habitat conservation areas, wetlands, frequently flooded areas, critical aquifer recharge areas, and geologically hazardous areas, as defined in RCW Chapter 36.70A and RZC 21.64, Critical Areas Regulations.

**Critical Wildlife Habitats**
Those habitats which meet any of the following criteria:
(a) The documented presence of an endangered, threatened, sensitive, candidate, or other priority species as designed by Washington State or federal agencies;
(b) Type I wetlands as defined by Redmond’s critical areas regulations; or
(c) Class I streams as defined by Redmond’s critical areas regulations.

**Culvert**
A drain, ditch, or conduit, not incorporated in a closed system that carries drainage water under a driveway, roadway, railroad, pedestrian walk, or public way.

**Current Use Taxation**
Designations which provide landowners a reduction in taxes when their land use meets the criteria for farm/agricultural, timber land, open space, and forest land. Current use lands are taxed according to the value of the “current use” instead of the market value for development, such as residential, commercial, or industrial use. The development value is often called a land’s “highest and best use” which means its highest economic value if sold. Current Use Taxation programs only defer taxes while the land remains in the designated current use.

**Decibel (dB)**
A unit of sound pressure used to express noise level and measure the relative intensity of sounds. The acceptable level of noise without causing pain to the human ear is about 130 dB.

**Density**
The number of families, persons, housing units, jobs, or buildings per unit of land, usually expressed as “per acre.”
Density Bonuses - Housing
Incentives provided to a developer in order to encourage the construction of affordable housing units. The developer is allowed to build more units on a site if a certain number of affordable housing units are provided.

Detached Dwelling Units
Single-family residential structures that do not share any common or party walls.

Detention
The process of collecting and holding back stormwater for delayed release to receiving waters.

Development
The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any mining, excavation, grading, landfill, drainage, removal of vegetation, or disturbance of land or water; and use of land or water or the intensification or extension of the use of land or water.

Development Regulations
Any controls placed on the development or land use activities by a city, including but not limited to, zoning ordinances, official controls, subdivision ordinances, and binding site plan ordinances. Redmond’s development regulations are in the Redmond Zoning Code.

Development Rights
One of a series of rights inherent in fee simple ownership of land. It represents the potential for the improvement of a parcel of property measured in residential dwelling units or square footage of commercial, light industrial, or office space based on the zoning classification of the parcel.

Development Standards
In respect to any development, fixed requirements, or standards imposed by regulation or ordinance. For example, a setback is a development standard.

Distribution
The act or process of delivering electric energy, water, natural gas, etc., from convenient points on the transmission system to the customers. Also, a functional classification describing that portion of the utility facilities or plan used for the purpose of delivery.

Docket (or Comprehensive Plan Docket)
The package of Comprehensive Plan amendments to be considered by the community, Planning Commission, and City Council over the following year as provided for in the Growth Management Act (GMA). The City or any individual, organization, business, or other group may propose an amendment to the Comprehensive Plan and associated Zoning Code.

Drainage Basin
An area which is drained by a creek or river system.

Drainage Facilities
See Stormwater Facilities.

Duplex
A single structure containing two dwelling units, either side by side or above one another.

 Dwelling Unit
A single unit providing complete, independent living facilities for not more than one family and permitted roomers and boarders, including permanent provisions for living, sleeping, eating, cooking, and sanitation. A mobile home, manufactured home, modular home, apartment, condominium, townhouse, single-family attached or detached house, or accessory dwelling unit is considered to be a dwelling unit.
Environmental Impact Statement (EIS)
A document intended to provide impartial discussion of significant environmental impacts which may result from a proposed development project or problematic action. If the responsible official determines that a project or action may have a significant adverse effect upon the quality of the environment, the State Environmental Policy Act (SEPA) requires that an EIS be prepared. The purpose of the EIS document is to provide the government decision makers with information to be considered prior to determining a project’s acceptability. The Draft EIS, which is circulated for review and comment, describes the action, analyzes the impacts of the action, and proposes alternatives and mitigating measures. Comments on and revisions to the Draft EIS are included in the Final EIS, the findings of which are appealable.

Essential Public Facility
A facility, conveyance, or site owned or operated by a governmental agency, a private or nonprofit organization under contract to or with substantial funding from government agencies, or a private organization subject to public service obligations, which is necessary to adequately provide a public service and which is typically hard to site. Essential public facilities include but are not limited to airports, state education facilities, state and local correctional facilities, state or regional transportation facilities, solid waste handling facilities, inpatient facilities (including substance abuse facilities, mental health facilities, and group homes), secure community transition facilities, and such other state facilities as are listed by the Office of Financial Management as essential public facilities likely to be built within the next six years pursuant to RCW 36.70A.210.

Fixed-Route Service
Transportation service operated over a set route or network of routes, generally on a regular schedule.

Floodplain (or 100-year Floodplain)
The land susceptible to inundation with a one percent chance of being equaled or exceeded in any given year. The limit of this area shall be based upon flood ordinance regulations maps or a reasonable method which meets the objectives of the Shoreline Management Act. (SMP)

Floodway
The channel of the stream and that portion of the adjoining flood plain which is necessary to contain and discharge the base flood flow to certain levels. Redmond administers two types of floodways: zero-rise, which does not increase the base flood elevation; and one-foot-rise, which limits increase to no more than one foot (12 inches).

Flood Fringe
That portion of the floodplain outside of the floodway which is generally covered by floodwaters during the base flood; it is generally associated with standing water rather than rapidly flowing water.

Floor Area Ratio (FAR)
The gross floor area of all buildings or structures (less any area devoted to parking or vehicle circulation) on a lot divided by the gross land area.

Forecasted Traffic Volume
Travel forecasting model output; the number of vehicles forecast to travel on all or part of the future year street and highway network over a given period of time for a future year. Estimated volume also refers to modeled traffic, but for the current year or a previous year.

Functional Plan
Detailed, professional assessments of existing conditions, current and future facility needs, service targets, and projected funding to implement the Comprehensive Plan. These plans are adopted by City Council and incorporated into the Comprehensive Plan’s Capital Facilities Element by reference. Other local jurisdictions, such as the Lake Washington School district, also prepare functional plans.

General Sewer Plan
A document which identifies capital improvements and defines long-term system planning goals and service criteria consistent with local and regional land use and wastewater planning issues. The Plan is updated as regulations and conditions change, and is used to maintain, operate, and expand the sewer system to meet the needs of existing and future customers.
**Green Building (also known as Green Construction or Sustainable Building)**
A structure and use process that is environmentally responsible and resource efficient throughout a building’s life cycle: from siting to design, construction, operation, maintenance, renovation, and demolition. Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by efficiently using energy, water, and other resources; protecting occupant health and improving employee productivity; and reducing waste, pollution, and environmental degradation.

**Green Roof**
A bioretention strategy of storing, evaporating, and transpiring stormwater as part of a roof of a building that is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane. It may also include additional layers, such as a root barrier and drainage and irrigation systems.

**Greenhouse Gas (GHG)**
A gas is an atmosphere that absorbs and emits radiation within the thermal infrared range and affects the temperature of the earth. Primary greenhouse gases in the earth's atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone. At present, the two primary sources of carbon dioxide emissions are from burning coal used for electricity generation and petroleum used for motor transport.

**Greywater**
Wastewater generated from domestic activities, such as bathing, laundry, and dishwashing, which can be recycled on site for uses such as landscape irrigation. It is not water that has come in contact with human waste.

**Gross Floor Area (GFA)**
The area included within the surrounding exterior walls of a building or portion thereof, exclusive of vent shafts, elevator shafts, stairwells, courts, second story atriums, and lobbies.

**Gross Site Area**
Gross site area is that area within the boundaries of a given lot. Gross site area does not include the area of any abutting streets or access ways.

**Growth Management Act (GMA)**
A Washington State law requiring urban counties and the cities within them to develop comprehensive plans to address growth and the impacts of growth over a 20-year planning horizon. The GMA was enacted in 1990, amended in succeeding years, and is codified at RCW 36.70A and other chapters.

**Growth Management Planning Council (GMPC)**
The body of comprised city and county representatives and created through an interlocal agreement by most of the cities in King County and the County to undertake interjurisdictional planning under the Growth Management Act or its successor.

**High Occupancy Vehicle (HOV)**
Generally, a vehicle carrying more than one person, including a carpool, vanpool, or bus.

**High Resource Value**
Environmental designation to indicate Type I, II or III wetlands; Class I, II and III streams; land or water that supports a priority species or habitat; land or water that is needed to maintain the functioning of an important environmental or ecological function, or land that is primarily made up of Class II and III agricultural soils.

**Historic Landmark**
A physical property that has been formally designated and listed on a register of historic places by an agency of government in a process defined by the laws, policies, and procedures adopted by a particular governmental agency, including local, regional, state, and federal agencies. A landmark can be a building, a structure, a site (including an archaeological site), a district with a number of buildings, or an object such as a ship or a railway locomotive.

**Historic Property**
Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on the local, regional, state or national register.
**Household**
An individual, or two or more persons related by blood or marriage, or a group of not more than eight persons who need not be related by blood or marriage living together in a dwelling unit.

**Housing Strategy Plan**
Strategies to consider and prioritize in order to address a wide range of housing issues to implement housing policies, as directed by Policy HO-8 in the Housing Element of the Comprehensive Plan.

**Housing Trust Fund**
The City's Housing Trust Fund (HTF) provides for improved affordable housing choices for a diverse population, including seniors, those with special housing needs (developmentally disabled persons, women at risk, youth, etc.), and low-income families. As a member of A Regional Coalition for Housing (ARCH), the City participates in funding affordable housing developments in Redmond and other East King County cities.

**Housing Type**
Classification of residences based on the number of dwelling units in a single structure. Examples are single-family detached; ground-related duplexes, triplexes and townhouses; and multifamily low-rise, mid-rise, and high-rise apartments.

**Housing Unit**
A dwelling unit.

**Human Services**
A variety of delivery systems such as social welfare services, housing, education, and mental health services. Human services professionals may provide services directly to clients or help clients access services.

**Impact Fee**
A payment of money required as a condition of development approval to pay for capital improvements needed to serve new growth and development and is: reasonably related to the new development that creates additional demand and need for capital improvements; a proportionate share of the cost of the public improvements; and used for improvements that reasonably benefit the new development.

**Impervious Surface**
Any material or ground treatment that prevents or substantially reduces absorption of stormwater into the ground (i.e., concrete, asphalt, sidewalks, buildings, etc.).

**Impervious Surface Area**
The land area of that portion of a lot covered by impervious surface.

**Inclusionary Housing**
An affordable housing production program which requires a specified number of affordable and/or low-income units within new housing developments. Inclusionary units are generally provided through density bonus incentives, requirements for cash contributions to a pool, or minimum percentages of affordable units, or combinations of requirements and incentives. See also Affordability Requirements.

**Infill Development**
Development consisting of either (1) construction on one or more lots in an area which is mostly developed or (2) new construction between two existing structures.

**Infrastructure**
Facilities and services needed to sustain industry, residential, commercial, and all other land use activities, including water, sewer lines, and other utilities, streets and roads, communications, and public facilities, such as fire stations, parks, schools, etc.

**Innovative Housing**
A term generally used to describe housing forms that are different from standard-sized single-family homes on detached lots. Examples of innovative housing include cottages, size-limited homes and duplexes, and may be attached or detached structures.
Innovative Housing Program
A demonstration program chartered through 2013 which provides for a limited number of residential projects, such as cottages, small-lot single-family homes, and duplexes, for example. In return for the ability to build at higher densities and have some flexibility in setback and lot coverage regulations, homebuilders are required to provide exemplary residential design compatible with the existing neighborhood, may utilize green development solutions, and are strongly encouraged to provide an affordability component.

Knowledge-Based Business
Businesses that are dependent upon knowledge resources, such as education, expertise, and innovation.

Land Use
The term used to indicate the use of any piece of land, such as agricultural or residential.

Landmark Tree
A healthy tree over thirty inches in diameter.

Leadership in Energy and Environmental Design (LEED)
A rating system developed by the U.S. Green Building Council that is used to identify and implement green building design and construction, as well as operations and maintenance solutions.

Level of Service (LOS) (or Service Standards)
Measure of a public facility's or service's operational characteristics used to gauge its performance.

Level of Service (LOS), Transportation
A measure that:
(a) Is used to define the implementation rate for building, funding, operating, or regulating transportation improvements; or
(b) Defines the performance of these transportation improvements that are necessary to provide mobility for those who live and work in Redmond.

Comprehensive Plan Transportation Policy TR-28 establishes the City’s transportation LOS standard. RZC 21.52, Transportation Standards, regulates compliance with the LOS standard using the concept of a mobility unit (MU). To determine compliance with the transportation LOS standard, the City annually measures the MU demand from new development and the MU supply available from the City’s six-year program and the TFP. The transportation LOS standard is met when the MU demand is equal to the MU supply.

Light Rail
A form of urban rail public transportation that generally has more flexibility in capacity and design speed than heavy rail and metro systems, and higher capacity and speed than traditional street-running tram or bus systems. Light rail systems usually use electric rail cars operating either above, below, and at grade in the right-of-way, separated from other traffic but sometimes mixed with other traffic in city streets.

Local Improvement District
A financing mechanism whereby specially benefitted properties are assessed the costs of constructing public improvements.

Local Street
A street which provides for localized traffic circulation, access to nearby arterials, and access to neighborhood land uses.
**Low-Cost Affordable Housing Unit**
Housing reserved for occupancy by eligible households and affordable to households whose annual income does not exceed 50 percent of median income, adjusted for household size, and no more than 30 percent of the monthly household income is paid for monthly housing expenses. (Housing expenses for ownership includes mortgage and mortgage insurance, property taxes, property insurance, and homeowners’ dues. Housing expenses for rental housing includes rent and appropriate utility allowance.)

**Low-Impact Development (LID)**
A term used to describe a land planning and engineering design approach to managing stormwater runoff. LID emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered small-scale hydrologic controls to replicate predevelopment conditions through infiltrating, filtering, storing, evaporating, and detaining runoff close to its source. LID is similar to “Onsite Stormwater Management,” a term used by the Washington State Department of Ecology.

**Low-Income and Moderate-Income Housing**
Housing affordable under federal standards to households with annual incomes at or below 80 percent of the county median income.

**Manufactured Home**
A factory-built structure transportable in one or more sections which is built on a permanent chassis and designed to be a dwelling with or without a permanent foundation when connected to required utilities. A manufactured home shall be built to comply with the National Manufactured Home Construction and Safety Standard Act of 1974 (regulations effective June 15, 1976).

**Manufactured Home Park or Mobile Home Park**
An area of land designed for the placement of manufactured homes or mobile homes with two or more improved pads or spaces for manufactured homes or mobile homes providing connections for, but not limited to, water, sewer, and electricity service.

**May**
A term used to express opportunity or permission. If a policy contains “may,” the decision maker can undertake the action contemplated by the policy if, after reviewing the evidence, the decision maker decides it is useful or desirable, and in keeping with this plan. “May” does not, however, confer any obligation on the decision maker to undertake or allow the action. See also “should” and “shall.”

**Median Income (or Median Household Income)**
The household income level at which a population can be divided into two equal segments, with the first half of households earning less than the median household income and the other half earning more. Commonly used to generate data about geographic areas.

**Minimum Density**
A zoning method requiring that a certain percentage of the maximum density be provided on a subdivision or building site.

**Mitigate/Mitigation**
To reasonably reduce or eliminate the impact of development. See “Mitigation” for the definition of mitigation which applies to the critical areas regulations of the Zoning Code.

**Mixed Use**
A land use where more than one classification of land use (for example, residential, commercial, and recreational) permitted within a zoning district is combined on a lot or within a structure.

**Mixed Use Development**
A project which combines more than one use, either in the same structure or in different structures located on the same site.

**Mixed Use Residential Structure**
A structure with at least one residential unit built above one or more nonresidential uses.

**Mixed Use Structure**
A project which combines more than one use in the same structure; such as a building occupied by retail uses on the ground floor and housing on the floors above.
**Mode**
A type of transportation, such as pedestrian (walking), bicycle, automobile, or transit (bus).

**Mode Choice/Mode Split**
The statistical breakdown of travel by alternate modes, usually expressed as a percentage of travel by single occupant automobile, carpool, transit, etc. Mode choice goals are used to help people in the public and private sectors make appropriate land use and transportation decisions.

**Moderate-Income Housing**
Housing affordable to households with incomes between 50 percent and 80 percent of area median income.

**Modular Housing**
Factory-built housing conforming to the standards of the State of Washington building and energy codes (also known as “gold seal” manufactured housing).

**Multicounty Planning Policies**
A region wide framework for countywide and local planning under the Growth Management Act. Guides various regional planning programs for growth management, economic development, and transportation projects, and possible funding. In the central Puget Sound region, the Puget Sound Regional Council administers the multicounty policies consistent with VISION 2040.

**Multifamily Structure**
A structure that includes multiple primary dwelling units, or a series of five or more dwelling units with common or party walls on one or two sides but with separate front and/or rear access.

**Multimodal**
A term referring to accessibility by a variety of travel modes, typically pedestrian, bicycle, transit, and automobile modes, but may also include water and air transport modes.

**Multiplex**
A structure that is a two-unit, three-unit or four-unit attached dwelling, and may also be known as a duplex, triplex or fourplex. Multiplex units may be side by side or on top of one another.

**Municipal Code**
A collection of all of the regulatory and penal ordinances and certain administrative ordinances of the City of Redmond, codified pursuant to RCW 35.21.500 through 35.21.570.

**Native Growth Protection Areas (NGPA)**
An area where native vegetation is preserved for the purpose of preventing harm to property and the environment, including but not limited to providing open space, maintaining wildlife corridors, maintaining slope stability, controlling runoff and erosion, and/or any other purpose designated by approval.

**Neighborhood Plan**
Policies applicable to specific neighborhoods, adopted by the City Council and incorporated into the Neighborhoods Element of the Comprehensive Plan.

**Neighborhood Character**
The various elements of a neighborhood that give it a distinct “personality,” including but not limited to land uses (e.g., residential/commercial mix and population), urban design (e.g., bulk, scale, form), visual resources (e.g., public view corridors and vistas), historic resources (e.g., historic landmarks), natural features (e.g., streams and steep slopes), and physical features (e.g., streets and public places).

**Nonpoint Source Pollution**
Contaminants that enter water from dispersed and uncontrolled sources (such as surface runoff) rather than through pipes.

**On-Site Retention**
Permanent impounding of stormwater in artificial lakes and ponds; often required for developments.

**Open Space**
Any land area, the preservation of which in its present use would (1) conserve and enhance natural or scenic resources; or (2) protect streams or water supply; or (3) promote conservation of soils, wetlands, beaches, or tidal marshes; or (4) enhance the value to the public of abutting or neighboring parks, forests, wildlife preserves, nature reservations, or sanctuaries; or (5) enhance recreation or gathering opportunities. Open space can consist of active or passive open space.
Open Space, Active
Open space which may be improved and set aside, dedicated, designated, or reserved for recreational or gathering facilities, such as swimming pools, play equipment for children, ball fields, court games, picnic tables, plazas, etc.

Open Space, Passive
Open space which is essentially unimproved and set aside, dedicated, designated, or reserved for public or private use or for the use and enjoyment of owners and occupants.

Open Space Corridor. A connected system of urban forested areas, fish and wildlife habitat, and unique recreational opportunities that have limited impact on these resources. The Growth Management Act requires local governments to designate and preserve open space corridors. The City of Redmond manages these corridors through critical areas regulations.

Parks, Arts, Recreation, Culture and Conservation (PARCC) Plan
The functional plan to implement the goals and policies related to parks, recreation, and arts in the Comprehensive Plan. Provides an inventory of the parks system and identifies and prioritizes future park system improvements.

Park and Ride
A parking lot where transit or rideshare riders can leave their cars and ride a carpool, vanpool, bus, or train to another location.

Peak Hour
The consecutive 60-minute period during a 24-hour period which experiences the highest sum of traffic volumes as determined by the City on a roadway segment, passing through a roadway intersection, or entering or leaving a development. The peak hour typically takes place between 4 p.m. and 6 p.m. on a workday.

Peak Hour, a.m.
The consecutive 60-minute period during the a.m. hours which experiences the highest sum of traffic volumes as determined by the City on a roadway segment passing through a roadway intersection, or entering or leaving a development.

Peak Hour, p.m.
The consecutive 60-minute period during the p.m. hours which experiences the highest sum of traffic volumes as determined by the City on a roadway segment passing through a roadway intersection, or entering or leaving a development.

Pedestrian Amenities
Features of the built environment that improve the quality of foot or wheelchair travel, including ground floor retail uses in adjacent buildings, landscaped walkways, limited interference from automobiles, street furniture, etc.

Pedestrian Facility
An improvement designed to facilitate accessibility by foot or wheelchair, including sidewalks, curb ramps, crosswalks, overpasses, and undercrossings, etc.

Pedestrian Orientation
An area where the location and access to buildings, types of uses permitted on the street level, streetscape, and storefront design are based on the needs of the customers on foot.

Permaculture
A practice of producing food or energy, etc., using ways that do not deplete the earth’s natural resources and relying on renewable resources.

Permitted Use
A use that is allowed outright by the Redmond Zoning Code.

Plan-Based Approach
The City of Redmond’s transportation concurrency system, in which transportation programs, projects, and services identified in the Transportation Facility Plan are implemented in proportion to the needs of the city and the pace of growth, and support the City’s preferred land use pattern and vision.
**Point Source Pollution**  
A source of pollutants from a single point of conveyance such as a pipe. For example, the discharge pipe from a sewage treatment plant is a point source.

**Pollutants**  
Contaminants that adversely alter the physical, chemical, or biological properties of the environment. Pollutants can include solid waste, sewage, garbage, sewage sludge, and municipal waste discharged into water.

**Potential Annexation Area (PAA)**  
An area outside the current city limits for which the City of Redmond plans and in which development is likely to impact the city. The Potential Annexation Area is considered the area that may logically annex to and become part of the city in the future and is mapped in the Annexation and Regional Planning element of the Comprehensive Plan.

**Precautionary Principle**  
An approach that states if an action or policy has a suspected risk of causing harm, in absence of scientific consensus, that action is harmful.

**Preservation (Historic)**  
The act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property.

**Primary Industries**  
Industries which have a high economic impact and provide high wage jobs. These industries typically export their goods or services outside the region, thereby supporting local industries, such as retail, housing construction, and personal services, through payroll and local purchases.

**Procedural Criteria.** Documents maintained by the Department of Commerce which assist counties and cities in adopting comprehensive plans and development regulations that meet the goals and requirements of the Growth Management Act (GMA). The criteria lists requirements set forth in GMA, as well as recommendations for meeting those requirements.

**Public Facility**  
Any use of land or physical structures, whether publicly or privately owned, for transportation, utilities, communication, or for the benefit of the general public, including streets, schools, libraries, fire and police stations, municipal and county buildings, powerhouses, recreational centers, parks, and cemeteries.

**Public and Semipublic Uses**  
A use that is owned and operated by a public agency and characteristically operated by such an agency, or a use that is privately owned but has a character similar to a public use or which is traditionally considered to be a semipublic use. For example, a public school is a public use and a private school is a semipublic use.

**Public Service**  
A variety of services, such as fire protection and suppression, law enforcement, public health, recreation, environmental protection, etc., available to the public and provided by government, substantially funded by government, contracted for or by government, or provided by private entities subject to public service obligation.

**Puget Sound Clean Air Agency**  
The lead agency for developing air quality standards for the Central Puget Sound Region in compliance with federal laws.

**Puget Sound Regional Council (PSRC)**  
(Formerly the Puget Sound Council of Governments) A regional planning and decision making body for growth and transportation issues in King, Kitsap, Pierce, and Snohomish Counties. Under federal transportation law, the Council is the Metropolitan Planning Organization (MP) responsible for regional transportation planning and programming of federal transportation funds in the four counties. It is also the designated Regional Transportation Planning Organization (RTPO) for the four counties. PSRC manages the adopted regional growth strategy, Vision 2040, and the regional transportation plan Transportation 2040.
Redmond Central Connector
A park/multiuse trail in downtown Redmond designed to connect the city’s historic downtown and Town Center areas. The City acquired the vacated 1.1-mile railroad right-of-way in 2010 and, through a public process, created a Master Plan for the corridor, which was adopted in 2011.

Regional Utilities
Facilities and infrastructure provided by a public agency, utility, or franchise which convey essential services throughout the area beyond but including Redmond. These facilities include but are not limited to regional water storage tanks, reservoirs and booster stations, wastewater interceptors, pump stations and treatment facilities, electrical transmission substations and lines 115 kV or greater, regional natural gas pipelines and gate stations, and regional telecommunications facilities.

Residential Use
A land use term which includes living areas; common areas used to access living areas; offices for the renting, leasing, or selling of housing units in the development; and recreational areas used exclusively by residents and their guests.

Response Time
The amount of time it takes fire and rescue officers or law enforcement officers to respond to calls for assistance.

Restoration (Historic)
The act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period.

Riprap
A facing layer or protective mound of broken stones placed to prevent erosion or sloughing of a structure or embankment.

Runoff
Water originating from rainfall and/or other precipitation that flows from a site during or immediately after a storm. (SMP)

SEPA Rules
WAC Chapter 197-11 adopted by the Department of Ecology, addressing requirements for environmental review of pending policies and developments. See also State Environmental Policy Act.

Secretary of the Interior (U.S. Department of the Interior, National Park Service, Technical Preservation Services)
A federal office which provides historic preservation policy and guidance on preserving and rehabilitating historic buildings, administers the Federal Historic Preservation Tax Incentive Program for rehabilitating historic buildings, and sets the Secretary of the Interior’s Standards for the Treatment of Historic Properties.

Service Standards (see Level of Service)

Shall
A term which means “obliged to.” “Shall” is mandatory. If a policy contains “shall,” it is required that the decision maker follow the policy where it applies. See also “may” and “should.” (SMP)

Shoreline Master Program (SMP)
Redmond’s plan that implements the State of Washington Shoreline Management Act of 1971. The Shoreline Master Program provides for coordinated planning to protect the public interest associated with the shorelines of the state while recognizing and protecting private property rights.

Should
A term which means “ought to.” If a policy contains “should”, the decision maker is to follow the policy where it applies unless the decision maker finds a compelling reason against following the policy. See also “may” and “shall.” (SMP)

Significant Tree
Any healthy tree six inches in diameter at breast height (d.b.h.) or any tree four inches in diameter at breast height (d.b.h.) that, after considering its age, height, value, or function, the tree or tree stand is determined to be significant. (SMP) This term also applies citywide.

Single Occupant Vehicle (SOV)
A vehicle carrying only one person.
Single Room Occupancy Units (SROs)
A structure containing single room living units with small cooking units (independent or common) and other amenities not ordinarily associated with a hotel.

Site Plan Entitlement
Site Plan Entitlement is the approval required for any public, semipublic, or private proposal for new construction or exterior modification to a building or site, including multifamily, commercial, industrial, utility construction, expansion, or exterior remodeling of structures, parking, or landscaping, where the proposed use is shown as permitted in the applicable permitted use chart.

Size-Limited Dwelling
A single-family detached unit that does not exceed 1,900 square feet. The determination of total square footage includes attached and detached garages. A size-limited dwelling will be so identified and legally binding on the title of the home, enlarging the home will not be permitted above the maximum size limit.

Smart Grid (Technology)
An electrical grid that uses information and communications technology to gather and act on data, such as the behaviors of suppliers and consumers, to improve the efficiency, reliability, economics, and sustainability of the production and distribution of electricity.

Social Sustainability
A concept or theory associated with sustainable development which encompasses human rights, labor rights, and corporate governance. In common with environmental sustainability, social sustainability is the idea that future generations should have the same or greater access to social resources as the current generation, while there should also be equal access to social resources within the current generation. Social resources include ideas as broad as other cultures and basic human rights.

Special Needs Housing
Housing that is provided for persons and their dependents who, by virtue of disability or other personal factors, face serious impediments to independent living and who require special assistance and services in their residence. Special needs housing may be on a permanent, long-term, or transitional basis.

State Environmental Policy Act (SEPA)
Contained in RCW Chapter 43.21C, this Washington State law is intended to minimize environmental damage. SEPA requires that state agencies and local governments consider environmental factors when making decisions on activities, such as development proposals over a certain size and comprehensive plans. As part of this process, environmental checklists are prepared to disclose impacts and propose mitigation. This process also provides an opportunity for public comment.

Storm Drain
A system of gutters, pipes, or ditches used to carry stormwater from surrounding lands to streams, lakes, or rivers.

Stormwater
Water that is generated by rainfall and is often routed into drain systems in order to prevent flooding.

Stormwater Facilities
Constructed or natural systems that are designed to provide stormwater management.

Stormwater Management
The collecting, conveyance, channeling, holding, retaining, detaining, infiltrating, and diverting, treating, or filtering of surface water, ground water, and/or runoff together with applicable managerial (nonstructural) measures.

Strategic Plan for Economic Development
A policy document which contains certain objectives and recommended actions to encourage Redmond's long-term economic success.

Strategic Plan for Human Services
A plan that defines the City's roles with regard to human services in the community, identifies needs, and recommends strategies and actions to ensure resilient and thriving residents.

Streetscape
The visual elements of a street, including the roadway, sidewalks, adjoining buildings, street furniture, trees, and open spaces that combine to form the street's character.
Structure
That which is constructed and placed permanently on or under the ground or over the water, or attached to something having a permanent location on or under the ground or over the water, excluding residential fences less than six feet in height; retaining walls, rockeries, patios, and decks less than 30 inches in height; and similar improvements of a minor character. For the purpose of administering the Shoreline Master Program, structure shall have the meaning given in WAC 173-27-030(15).

Structure, Detached
A structure which has no common or party wall with another structure.

Subdivision
The division of a parcel of land into two or more parcels. Subdivisions are classified into short subdivisions, also referred to as short plats, and long subdivisions, also referred to as long plats, based on the number of lots created. Redmond’s subdivision regulations are included in the Redmond Zoning Code.

Substantial Impacts
Effects or consequences of actions of such a nature or intensity that they will create an undesirable condition for uses or activities likely to take place in the area.

Sustainability Principles
A statement of values regarding what sustainability means for the City of Redmond, created during a public process in 2010 and incorporated as part of the 2010-2011 Comprehensive Plan Update.

Substantial Improvement
Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure either (1) before the improvement or repair is started, or (2) if damaged, the value of the structure to be restored prior to being damaged.

Sustainable/Sustainability
Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Target Industry Clusters
As identified in the Redmond Comprehensive Plan Economic Vitality Element, these are highly integrated groups of businesses with strong linkages, including the suppliers and customers in a region, which have the potential for significant economic impact through the creation of high wage jobs and other benefits. As clusters grow, additional supplier firms are attracted to the region, eventually creating a well-diversified “critical mass” of production, labor, and information.

Technical Committee
See RMC Chapter 4.5: Technical Committee.

Telecommuting
The transportation of information using telecommunication technology, such as teleconferencing, satellite television, facsimiles, cellular telephones, and computer networking.

Townhouse
A form of ground-related housing where individual dwelling units are attached along at least one common wall to at least one other dwelling unit. Each dwelling unit occupies space from the ground to the roof and has direct access to private open space.

Traffic Calming
Engineering and other measures put in place on streets to slow down or reduce motor vehicle traffic, in order to improve the living conditions for residents living along the street, as well as to improve safety for pedestrians and cyclists.

Transfer of Development Rights
The removal of the right to develop or build, expressed in dwelling units per acre or floor area, from property in one zoning district to property in another zoning district where such transfer is permitted.
Transferable Development Right
A right to develop or build that is severed from other property rights and can be redeemed in certain parts of Redmond in accordance with RZC 21.48, Transfer of Development Rights (TDR) Program.

Transit
Public transportation: referring in this document to public bus, trolley, and light rail, but not vanpools.

Transit Oriented Development (TOD)
A mixed use residential or commercial area designed to maximize access to public transport and encourage transit ridership. TODs generally are located within a radius of up to one-half mile from a transit stop (train station, metro station, tram stop, or bus stop) and are surrounded by relatively high-density development.

Transitional Housing
Programs which provide housing and support services to move individuals and families from homelessness to self-reliance and permanent housing. Transitional housing is provided for a specified period, typically six months to two years.

Transportation 2040
The action plan for transportation in the central Puget Sound region for the next 30 years. Outlines a long-term template for how the region should invest in transportation and is consistent with the region’s adopted Regional Growth Strategy, VISION 2040.

Transportation Demand Management (TDM)
Public and/or private programs designed to reduce travel demand and that are ongoing substitutes for additional motor vehicle traffic lanes and traffic signals. These programs include but are not limited to transit, bicycling and ridesharing incentives, flexible working hours, parking management, and supporting pedestrian enhancements to decrease single occupancy vehicle trips.

Transportation Facility Plan (TFP)
The long-range plan identifying transportation facilities, programs, projects, and services that are necessary to provide for the mobility of people and goods from new development allowed by the Redmond Comprehensive Plan and the Redmond Zoning Code. The planning horizon of the TFP typically ranges between 12 to 20 years.

Transportation Improvement Program (TIP)
A six-year program of transportation capital facilities, programs, projects, and services intended to serve the current and future needs of those who live and work in Redmond.

Transportation Master Plan (TMP)
The functional plan to implement the transportation-related goals and policies in the Comprehensive Plan. Provides an inventory of the transportation system and identifies and prioritizes future transportation improvements.

Transportation Systems Management (TSM)
A program created to make better use of the existing transportation system by using short-term, low-capital transportation improvements designed to improve the flow and/or safety of traffic operations.

Undergrounding
The construction or relocation of electrical wires, telephone wires, and similar facilities underground.

Urban Center
Defined in the Countywide Planning Policies as an area for focusing growth and aligning a high capacity transit system. To be designated an urban center, an area must have a land area up to 1.5 square miles and must be able to support a minimum of 15,000 jobs at a minimum density of 50 jobs per gross acre and a minimum residential density of 15 households per acre.

Urban Growth Area
The area designated in the King County Comprehensive Plan for urban development and to be served with urban services, in addition to greenbelts, open space, and other appropriate areas.

Urban Services/Urban Governmental Services
Utilities and services which are historically and typically delivered by cities, such as storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with rural areas.
Vanpool
An organized ridesharing arrangement in which a number of people (typically six to 15 people) travel together between fixed points on a regular basis in a van. Expenses are shared, and there is usually a regular volunteer driver.

Vehicle Miles Traveled (VMT)
A measurement of forecasted travel demand; equivalent to one car, bus, or truck traveling one mile.

Vision 2040
The adopted regional growth strategy for a four-county area including King, Pierce, Snohomish, and Kitsap Counties in Washington State. The Vision 2040 plan describes linking high-density residential and employment centers throughout the region by high capacity transit, and promoting a multimodal transportation system. Vision 2040 was adopted in 2008 by the Puget Sound Regional Council (PSRC).

Walkable Neighborhood or Community
An area where the goods and services that a neighborhood resident or employee needs on a regular basis, such as stores, businesses, schools, libraries, and transportation, are located within a short and safe walk.

Watershed
The geographic region within which water drains into a particular river, stream, or other body of water. A watershed includes hills, lowlands, and the body of water into which the land drains.

Wetland or Wetlands
Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including but not limited to irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands.

Wet Vault
A tank, usually underground, which has a designed volume of water storage. The vault allows sediment to settle out and oils to float to the surface, and then clean water from the middle flows out.

Woonerf (Dutch plural: woonerven)
A street that is designed for shared space for pedestrians, cyclists, and vehicles, characterized by low speed limits.

Work Trip
A trip that either starts or ends at the traveler’s place of employment.

Zero Lot Line Development
A development pattern of single-family houses constructed immediately adjacent to one side lot line (i.e., no sideyard setback) coupled with an easement on the adjacent lot in order to maintain 10-foot separation between structures. This helps to preserve privacy and usable yard space, especially in small lot areas.

Zone or Zoning District
A specifically delineated area or district in a municipality within which generally uniform regulations or requirements govern the use, size, and development of land and buildings.
**Zoning**
A type of development regulation that manages the use and development of land. Redmond’s zoning regulations are included in the Redmond Zoning Code.

**Zoning Code (Redmond Zoning Code or RZC)**
The Redmond Zoning Code provides the basis for designating land use zones, applying development and shoreline requirements, and regulating development in all areas of the city, and provides pre-annexation zoning for areas presently outside the city but that may be annexed to the city in the future. The RZC is Title 21 of the Redmond Municipal Code enacted under the authority granted to the City of Redmond by the Constitution of the State of Washington, the Optional Municipal Code (RCW Title 35A), and other sections of the Revised Code of Washington.

**Zoning Map**
A visual layout of land use classifications within the city.