

City of Redmond



Agenda

Business Meeting

Tuesday, May 3, 2022

7:00 PM

City Hall: 15670 NE 85th Street; Remote: Facebook (@CityofRedmond),
Redmond.gov/rctvlive, Comcast Ch. 21, Ziply Ch. 34, or 510-335-7371

City Council

Mayor

Angela Birney

Councilmembers

Jessica Forsythe, President

Vanessa Kritzer, Vice President

Jeralée Anderson

David Carson

Steve Fields

Varisha Khan

Melissa Stuart

REDMOND CITY COUNCIL

AGENDA SECTION TITLE REFERENCE GUIDE

Items From The Audience provides an opportunity for citizens to address the Council regarding any issue. Speakers must sign their intention to speak on a sheet located at the entrance of the Council Chamber, and limit comments to **four minutes**.

The **Consent Agenda** consists of routine items for which a staff recommendation has been prepared, and which do not require further Council discussion. A council member may ask questions about an item before the vote is taken, or request that an item be removed from the Consent Agenda and placed on the regular agenda for more detailed discussion. A single vote is taken to approve all items remaining on the Consent Agenda.

Public Hearings are held to receive public comment on important issues and/or issues requiring a public hearing by State statute. Citizens wishing to comment will follow the same procedure as for 'Items from the Audience', and may speak after being recognized by the Mayor. After all persons have spoken, the hearing is closed to public comment. The Council then proceeds with its deliberation and decision making.

Staff Reports are made to the Council by the department directors on issues of interest to the Council which do not require Council action.

The **Ombudsperson Report** is made by the Councilmember who is serving as ombudsperson. The ombudsperson designation rotates among Council members on a monthly basis. She/he is charged with assisting citizens to resolve problems with City services. Citizens may reach the ombudsperson by calling the Mayor's office at (425) 556-2101.

The **Council Committees** are created to advise the Council as a whole. They consider, review, and make recommendations to the Council on policy matters in their work programs, as well as issues referred to them by the Council.

Unfinished Business consists of business or subjects returning to the Council for additional discussion or resolution.

New Business consists of subjects which have not previously been considered by Council and which may require discussion and action.

Ordinances are legislative acts or local laws. They are the most permanent and binding form of Council action and may be changed or repealed only by a subsequent ordinance. Ordinances normally become effective five days after they are published in the City's official newspaper.

Resolutions are adopted to express Council policy or to direct certain types of administrative action. A resolution may be changed by adoption of a subsequent resolution.

Quasi-Judicial proceedings are either closed record hearings (each side receiving ten minutes maximum to speak) or public hearings (each speaker allotted four minutes each to speak). Proceedings are those in which the City Council determines the rights or privileges of specific parties (Council Rules of Procedure, Section IV., J).

Executive Sessions - all regular and special meetings of the City Council are open to the public except for executive sessions at which subjects such as national security, property acquisition, contract bid negotiations, personnel issues and litigation are discussed.

Redmond City Council Agendas, Meeting Notices, and Minutes are available on the City's Web Site:

<http://www.redmond.gov/CouncilMeetings>

FOR ASSISTANCE AT COUNCIL MEETINGS FOR THE HEARING OR VISUALLY IMPAIRED:

Please contact the City Clerk's office at (425) 556-2194 one week in advance of the meeting.

AGENDA

ROLL CALL

I. SPECIAL ORDERS OF THE DAY

- A. PROCLAMATION: National Building Safety Month

[Proclamation](#)

- B. PROCLAMATION: Older Americans Month

[Proclamation](#)

II. ITEMS FROM THE AUDIENCE

In person public comment: Please use the speaker sign up sheet that will be provided at City Hall 30 minutes prior to the meeting, up to the start of the meeting.

Remote public comment: Please contact the Clerk's Office (cityclerk@redmond.gov) by 3 p.m. on the day of the meeting with written comment (500 word limit - please label your comment as "Items from the Audience") or by providing your name and phone number for comment over the phone.

III. CONSENT AGENDA

A. Consent Agenda

1. Approval of the Minutes: April 19, 2022, Regular Business Meeting, and April 26, 2022, Special Meetings (recordings are available at Redmond.gov/rctv)

[Regular Meeting Minutes for April 19, 2022](#)

[Special Meeting Minutes for April 26, 2022, 6 p.m.](#)

[Special Meeting Minutes for April 26, 2022, 7 p.m.](#)

[Special Meeting Minutes for April 26, 2022, 7:30 p.m.](#)

2. Approval of Payroll/Direct Deposit and Claims Checks

[Payroll Check Approval Register, April 25, 2022](#)

[Check Approval Register, May 3, 2022](#)

4. [AM No. 22-067](#) Award Bid to Johansen Construction Company of Buckley, Washington in the Amount of \$1,917,441 for the NE 40th Street Shared Use Path (156th Avenue NE

to 163rd Avenue NE) Project

Department: Public Works

[Attachment A: Vicinity Map](#)

[Attachment B: Additional Project Information](#)

Legislative History

4/26/22 Committee of the Whole - referred to the City Council
Parks and Environmental
Sustainability

5. [AM No. 22-068](#) Approval of Round Two of the 2022 Tourism Fund Allocation for Matching Grants
Department: Planning and Community Development

[Attachment A: Updated-General Tourism and LTAC FAQ and Overview-2022](#)

[Attachment B: Grant Application Matrix](#)

Legislative History

4/19/22 City Council referred to the City Council

6. [AM No. 22-069](#) Memorandum of Understanding (MOU) with Eastrail Regional Advisory Council
Department: Parks and Recreation

[Attachment A: MOU Changes 2022](#)

[Attachment B: MOU Revised For Signature Version 2022](#)

Legislative History

4/26/22 Committee of the Whole - referred to the City Council
Parks and Environmental
Sustainability

B. Items Removed from the Consent Agenda

IV. HEARINGS AND REPORTS

A. Public Hearings

B. Reports

1. Staff Reports

- a. [AM No. 22-070](#) Redmond 2050 Quarterly Update - Second Quarter 2022
Department: Planning and Community Development

[Attachment A: Redmond 2050 Overview](#)

[Attachment B: Housing Policy Guide](#)

[Attachment C: Economic Vitality Policy Guide](#)

[Attachment D: Transportation Policy Guide](#)

[Attachment E: Urban Centers Policy Guide](#)

[Attachment F: Urban Centers Element \(Clean\) Draft 1.0](#)

[Attachment G: Summary Comment Matrices](#)

[Attachment H: Community Involvement Summary for Q1 2022](#)

[Attachment I: Presentation Slides](#)

2. Ombudsperson Report

Fields

3. Committee Reports

V. UNFINISHED BUSINESS

VI. NEW BUSINESS

VII. EXECUTIVE SESSION

- A.** Closed Session to Discuss Labor Negotiation Strategy Under RCW 42.30.140 (4)(b) and Executive Session to Discuss Pending and Potential Litigation with Legal Counsel Under RCW 42.30.110(1)(i) - 50 minutes

VIII. ADJOURNMENT



City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 5/3/2022
Meeting of: City Council
Day

File No. SPC 22-053
Type: Special Orders of the

PROCLAMATION: National Building Safety Month



Redmond
WASHINGTON

**Connected Community
Enhanced Livability
Environmental Sustainability**

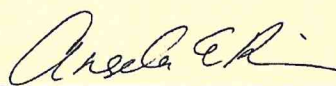
PROCLAMATION

- WHEREAS, The City of Redmond is committed to recognizing that our growth and strength depends on the safety and essential role our homes, buildings, and infrastructure play, both in everyday life and when disasters strike; and
- WHEREAS, our confidence in the resilience of these buildings that make up our community is achieved through the devotion of vigilant guardians--building safety and fire prevention officials, architects, engineers, builders, tradespeople, design professionals, laborers, plumbers, and others in the construction industry--who work year-round to ensure the safe construction of buildings; and
- WHEREAS, these guardians are dedicated members of the International Code Council, a nonprofit that brings together local, state, territorial, tribal, and federal officials who are experts in the built environment to create and implement the highest-quality codes to protect us in the buildings where we live, learn, work, and play; and
- WHEREAS, these modern building codes include safeguards to protect the public from hazards such as hurricanes, snowstorms, tornadoes, wildland fires, floods, and earthquakes; and
- WHEREAS, Building Safety Month is sponsored by the International Code Council to remind the public about the critical role of our communities' largely unknown protectors of public safety--our local code officials--who assure us of safe, sustainable, and affordable buildings that are essential to our prosperity; and
- WHEREAS, "Safety for All: Building Codes in Action," the theme for Building Safety Month 2022, encourages us all to raise awareness about planning for safe and sustainable construction, career opportunities in building safety, understanding disaster mitigation and energy conservation, and creating a safe and abundant water supply to all of our benefit; and
- WHEREAS, each year, in observance of Building Safety Month, people all over the world are asked to consider the commitment to improve building safety, resilience, and economic investment at home and in the community, and to acknowledge the essential service provided to all of us by local and state building departments, fire prevention bureaus, and federal agencies in protecting lives and property; and
- NOW, THEREFORE, I, ANGELA BIRNEY, Mayor of the City of Redmond, Washington, do hereby proclaim the month of May 2022 as,

BUILDING SAFETY MONTH

Accordingly, I encourage our citizens to join us as we participate in Building Safety Month activities.





Angela Birney, Mayor

May 01, 2022

Date

City Hall

15670 NE 85th Street
PO Box 97010
Redmond, WA
98073-9710



City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 5/3/2022
Meeting of: City Council
Day

File No. SPC 22-054
Type: Special Orders of the

PROCLAMATION: Older Americans Month



Connected Community
Enhanced Livability
Environmental Sustainability

PROCLAMATION

WHEREAS, the City of Redmond includes a growing number of older Americans who contribute their strength, wisdom, and experience to our community; and

WHEREAS, the Redmond community benefits when people of all ages, abilities, and backgrounds are welcomed, included, and supported; and

WHEREAS, we recognize our need to create a community that provides the services and supports older Americans need to thrive and live independently for as long as possible; and

WHEREAS, Redmond can work to build an even better community for our older residents by; Planning programs that encourage independence. Ensuring activities are responsive to individual needs and preferences and increasing access to services that support aging in place; and

NOW, THEREFORE, I, ANGELA BIRNEY, Mayor of the City of Redmond, Washington, do hereby proclaim May 2022 as

OLDER AMERICANS MONTH

and I urge every resident to recognize older adults and the people who support them as essential contributors to the strength of our community.



Angela Birney, Mayor

May 3, 2022

Date

City Hall

15670 NE 85th Street
PO Box 97010
Redmond, WA
98073-9710



City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 5/3/2022
Meeting of: City Council

File No. SPC 22-050
Type: Minutes

Approval of the Minutes: April 19, 2022, Regular Business Meeting, and April 26, 2022, Special Meetings (recordings are available at Redmond.gov/rctv)

CALL TO ORDER AND ESTABLISHMENT OF QUORUM

A Regular Meeting of the Redmond City Council was called to order by Mayor Angela Birney at 7 p.m. The meeting was held in-person and remote. Councilmembers present and establishing a quorum were: Anderson, Carson, Fields, Forsythe, Khan, Kritzer and Stuart.

MOTION: Councilmember Forsythe moved to excuse Councilmember Khan from the meeting. The motion was seconded by Councilmember Anderson¹.

VOTE: The motion passed without objection. (6 - 0)

SPECIAL ORDERS OF THE DAY

A. PROCLAMATION: Climate Action Day

Mayor Birney read the proclamation into the record and presented it to David Morton.

B. King County District 3 Update from Councilmember Sarah Perry

Councilmember Perry provided a presentation to the Council.

ITEMS FROM THE AUDIENCE

Mayor Birney opened Items from the Audience at this time.

The following persons spoke:

- Bryan Robillard, Tracy Robillard, David Petersen, Erik Thor, Daniel Webster, Tom Frei, Alison Hallifax, Frank Dahlquist, Tyler Parnell, Josh Frei, Randy Fay, Rigel Ryerson, Callie Peterson, and Amanda Parnell - support for unvaccinated firefighters to return to their job, including vaccine mandate, safety, reevaluating the process and accommodations;
- Kelli Refer - with Move Redmond speaking in support of the Vision Zero resolution;
- Arnold Tomac, Pat Vache and Rosemarie Ives - Redmond Town Center history, proposed amendments, conditions of approval and engaging the community;
- Hank Myers - climate change, carbon footprint, environmental commitments, and making personal choices to improve the climate;

¹ Councilmember Khan joined the meeting at 7:09 p.m.

- Bob Yoder and Pam Yoder - Redmond Town Center, community engagement, tree regulations, and process for tree replacements including a tree fund; and
- Patrick Woodruff - support for the Town Center amendments.

(Recess 8:01 pm reconvened 8:15 p.m.)

MOTION: Councilmember Carson moved to approve the Consent Agenda. The motion was seconded by Councilmember Forsythe.

1. Approval of the Minutes: April 5, 2022, Regular Business Meeting, and April 12, 2022, Special Meeting
2. Approval of Payroll/Direct Deposit and Claims Checks

PAYROLL/DIRECT DEPOSITS AND WIRE TRANSFERS:

#187135 through #187154
#128502 through #129219
#1431 through #1435

\$3,837,021.35

CLAIMS CHECKS:

#438757 through #438996

\$3,276,807.81

3. AM No. 22-052: Cost of Service Resolution Adoption
 - a. Resolution No. 1557: A Resolution of the City Council of the City of Redmond, Washington, Adopting a Revised Cost of Service Methodology to Provide Guidance for Redmond Parks and Recreation Efforts to Organize and Set Priorities for Recreation Programs and Services
4. AM No. 22-053: Approval of a 96 hour Full Closure of the Intersection of NE 24th Street and 152nd Avenue NE for the Construction of 152nd Main Street Project
5. AM No. 22-054: Award of Bid to CDK Construction Services, Inc. in the Amount of 2022-47

\$1,944,729, Approval of Agreement Supplement No. 3 with Reid Middleton in the Amount of \$149,854, and Approval of FEMA Grant for Fire Station 16 Seismic Upgrade

6. AM No. 22-055: Authorization of a Contract with Community Attributes Inc. in an Amount Not to Exceed \$100,000 in Support of Implementing the 2021 Housing Action Plan
7. AM No. 22-056: Adoption of a Resolution Amending the Interlocal Agreement with A Regional Coalition for Housing (ARCH)
 - a. Resolution No. 1558: A Resolution of the City Council of the City of Redmond, Washington, Authorizing Amendment No. 1 to the Amended and Restated Interlocal Agreement for ARCH- A Regional Coalition For Housing (Dated July 1, 2010) to (1) Change the Name of the Citizen Advisory Board to the Community Advisory Board, (2) to Temporarily Allow up to Four Additional Members to Serve on the Advisory Board in Order to Enhance the Diversity of and the Breadth of Skills and Experience on Said Board, and (3) to Revise Language Throughout the Agreement Consistent with These Changes
8. AM No. 22-057: Award of Bid to Award Construction Inc., in the Amount of \$4,499,016, for Targeted Equipment Upgrades at Lift Stations 5, 6, 8, 11 and 15
9. AM No. 22-058: Acceptance of Transit Oriented Development Implementation Grant from the Washington State Department of Commerce
10. AM No. 22-059: Award Bid to Lakeside Industries in the Amount of \$1,817,990, and Approve Consultant Agreement Supplement No. 2 with KPG Psomas, Inc. in the Amount of \$50,000, for the 90th St. Pavement Preservation Project
11. AM No. 22-060: Approval of Final Contract with CDK Construction Services, Inc. in the Amount of \$2,735,280, and Acceptance of Construction

for Fire District 34 Stations 14 and 18
Seismic Upgrades

12. AM No. 22-061: Approval of Contract Amendment with Stepherson & Associates Communications to Add \$75,000 to the Current Contract, for the Continuation of On Call Communication and Public Outreach Services
13. AM No. 22-062: Approval of the Overlake Village Light Rail Station Operations and Maintenance Agreement
14. AM No. 22-063: Approval of the Second Amendment to the Transit Way Agreement
15. AM No. 22-064: Confirmation of Appointment of New Parks and Trails Commission Member
16. AM No. 22-065: Approval of the Finance, Administration, and Communications Committee of the Whole Work Plan

VOTE: The motion to approve the Consent Agenda passed without objection. (7 - 0)

Mayor Birney read the resolution titles into the record.

The City Clerk swore in the newly appointed Parks and Trails Commissioner.

ITEMS REMOVED FROM THE AGENDA

10. AM No. 22-059: Award Bid to Lakeside Industries in the Amount of \$1,817,990, and Approve Consultant Agreement Supplement No. 2 with KPG Psomas, Inc. in the Amount of \$50,000, for the 90th St. Pavement Preservation Project

MOTION: Councilmember Stuart moved to approve AM No. 22-059. The motion was seconded by Councilmember Kritzer.

RECUSAL: Councilmember Anderson stated she has a conflict of interest and was recused from the vote.

VOTE: The motion passed without objection. (6 - 0)

12. AM No. 22-061: Approval of Contract Amendment with Stepherson & Associates Communications to Add \$75,000 to the Current Contract, for the Continuation of On Call Communication and Public Outreach Services

MOTION: Councilmember Carson moved to approve AM No. 22-061. The motion was seconded by Councilmember Stuart.

MOTION: Councilmember Anderson moved to refer to the Finance, Administration, and Communications Committee of the Whole. The motion was seconded by Councilmember Fields

VOTE: The motion to refer to committee failed (2-5) with Councilmembers Fields and Anderson in support, and Councilmembers Carson, Forsythe, Khan, Kritzer, and Stuart in opposition.

MOTION: Councilmember Forsythe moved to amend the contract to have it sunset in 2022. The motion was seconded by Councilmember Anderson

VOTE: The motion to amend passed (5-2) with Councilmembers Anderson, Carson, Fields, Forsythe and Khan in support and Councilmembers Stuart and Kritzer in opposition.

VOTE: The main motion as amended passed without objection. (7 - 0)

HEARINGS AND REPORTS

STAFF REPORT

- A. AM No. 22-066: Round Two of the 2022 Tourism Fund Allocation for Matching Grants

Carol Helland, Director of Planning and Community Development, introduced this item. Staff provided a presentation to the Council and responded to Councilmember inquiries.

OMBUDSPERSON REPORT

Councilmember Kritzer reported receiving resident contacts regarding: tree regulations; policing and alternatives; sidewalk conditions; blocked sidewalks; Redmond Town Center amendments; firefighters and vaccine mandate; new commissioner; and Earth Day.

Councilmember Forsythe reported receiving resident contacts regarding: involvement in boards and commissions; traveling history museum; cultural arts space; and LGBTQIA event in August.

Councilmember Fields reported receiving resident contacts regarding: firefighters and the vaccine mandate.

COMMITTEE REPORTS

Councilmember Anderson provided the following committee report:

- Public Safety and Human Services Committee of the Whole.

Councilmember Fields provided the following committee report:

- Finance, Administration, and Communications Committee of the Whole.

Councilmember Kritzer provided the following committee reports:

- King Conservation District; and
- Sound Cities Association Public Issues Committee.

Councilmember Forsythe provided the following committee report:

- Growth Management Policy Board;
- Rules of Procedure update; and
- Council retreat documentation.

EXECUTIVE SESSION

Mayor Birney announced the Council will now leave the business meeting and go into Executive Session to discuss Potential Litigation [RCW 42.30.110(1)(i)] and will return to the business meeting at 10:06 pm.

Executive Session started at 9:46 p.m. and ended at 10:06 p.m.

MOTION: Councilmember Forsythe moved that the Council authorize the Mayor to enter into the One Washington Memorandum of Understanding related to the statewide opioid litigation in substantially the form discussed in executive session. The motion was seconded by Councilmember Stuart.

VOTE: The motion passed without objection. (7 - 0)

ADJOURNMENT

There being no further business to come before the Council the regular meeting adjourned at 10:08 p.m.

ANGELA BIRNEY, MAYOR

CITY CLERK

Minutes Approved: May 3, 2022

DRAFT

CALL TO ORDER AND ESTABLISHMENT OF QUORUM

A Special Meeting of the Redmond City Council was called to order by Mayor Birney at 6 p.m. The meeting was held in-person and remote. Councilmembers present and establishing a quorum were: Anderson, Carson, Fields, Forsythe, Kritzer and Stuart.

Councilmember Khan was absent from the meeting.

Fire District 34 Commissioners in attendance were: Johnston, Nuemberger and Jensen.

Members of the Council met with Fire District 34 for the Fire Services Forum.

Discussion included: Levy; capacity; growth in the City; revenue; mental health services; cost of service; demands on fire service; seismic upgrades; wildland fire; fire safety; permitting process and vaccine mandate policy.

ADJOURNMENT

There being no further business to come before the Council the special meeting adjourned at 6:52 p.m.

ANGELA BIRNEY, MAYOR

CITY CLERK

Minutes Approved: May 3, 2022

CALL TO ORDER AND ESTABLISHMENT OF QUORUM

A Special Meeting of the Redmond City Council was called to order by Mayor Birney at 7 p.m. The meeting was held in-person and remote. Councilmembers present and establishing a quorum were: Anderson, Carson, Fields, Forsythe, Kritzer and Stuart.

Councilmember Khan was absent from the meeting.

EXECUTIVE SESSION

Potential Litigation [RCW 42.30.110(1)(i)] - 20 minutes

At this time Mayor Birney announced that the Council would go into executive session to discuss potential litigation for 20 minutes. The special meeting would resume at 7:23 p.m.

The Executive Session began at 7:03 p.m. and ended at 7:28 p.m.

MOTION: Councilmember Forsythe moved to authorize settlement of the Churna Estate Claim as discussed in executive session and to authorize the Mayor to execute any necessary settlement documents. The motion was seconded by Councilmember Stuart.

VOTE: The motion passed without objection. (6 - 0)

ADJOURNMENT

There being no further business to come before the Council the special meeting adjourned at 7:29 p.m.

ANGELA BIRNEY, MAYOR

CITY CLERK

Minutes Approved: May 3, 2022

CALL TO ORDER AND ESTABLISHMENT OF QUORUM

A Special Meeting of the Redmond City Council was called to order by Council President Forsythe at 7:30 p.m. The meeting was held in-person and remote. Councilmembers present and establishing a quorum were: Anderson, Carson, Fields, Forsythe, Kritzer and Stuart.

Councilmember Khan was absent from the meeting.

STUDY SESSION

1. First Review of the Functional/Strategic Plans for the Police & Fire Departments
Department: Planning and Community Development
Requested Action: Public Safety and Human Services Committee of the Whole, May 17, 2022

Fire Chief Adrian Sheppard and Police Chief Darrell Lowe, reported to the Members of the Council:

- Strategic plan;
- Standards of covered;
- Outcome measures;
- Stakeholder feedback; and
- Keeping up with growth.

Discussion ensued regarding: population growth; staffing requirements for response; holistic response for mental health; policing near light rail; urban center models; staffing levels; and transparency.

2. Tree Regulations Update to the Redmond Zoning Code (LAND-2021-00016)
Department: Planning and Community Development
Requested Action: Planning and Public Works Committee of the Whole, May 3rd

This item was previously presented to the Council on April 5, 2022. Carol Helland, Director of Planning and Community Development, and Cathy Beam, Principal Planner, responded to Councilmembers inquires.

Discussion ensued regarding: fee in-lieu; canopy; tree removal; penalties and damages; City growth; and enforcement.

3. Council Talk Time

- Process for placing items on the Public Safety and Human Services Committee of the whole

ADJOURNMENT

There being no further business to come before the Council the special meeting adjourned at 9:16 p.m.

ANGELA BIRNEY, MAYOR

CITY CLERK

Minutes Approved: May 3, 2022



City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 5/3/2022
Meeting of: City Council

File No. SPC 22-051
Type: Check Register

Approval of Payroll/Direct Deposit and Claims Checks

City of Redmond
Payroll Check Approval Register
Pay period: 4/1 - 4/15/2022
Check Date: 4/25/2022

Check Total:	\$ 61,235.89
Direct Deposit Total:	\$ 2,298,873.59
Wires & Electronic Funds Transfers:	\$ 1,508,564.26
Grand Total:	<u>\$ 3,868,673.74</u>

We, the undersigned Council members, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Redmond, and that we are authorized to authenticate and certify to said claim.

All Checks numbered **187155** through **187186** ,
Direct deposits numbered **129220** through **129936** , and
Electronic Fund transfers **1436** through **1440**
are approved for payment in the amount of **\$3,868,673.74**
on this **3 day of May 2022**.

Note:

City of Redmond
Payroll Final Check List
Pay period: 4/1 - 4/15/2022
Check Date: 4/25/2022

Total Checks and Direct deposit:	\$ 3,413,567.14
Wire Wilmington Trust RICS (MEBT):	\$ 455,106.60
Grand Total:	<u>\$ 3,868,673.74</u>

I, the Human Resources Director, do hereby certify to the City Council, that the checks and direct deposits presented are true and correct to the best of my knowledge.

DocuSigned by:
Cathryn Laird
7C0092BCC9C549B...

Human Resources Director, City of Redmond
Redmond, Washington

I, Financial Services Manager, do hereby certify to the City Council, that the checks for the month of April 2022 are true and correct to the best of my knowledge.

DocuSigned by:

5528A221CC9646C...

Chip Corder, Finance Director
City of Redmond
Redmond, Washington

We, the undersigned Councilmembers, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Redmond, and that we are authorized to authenticate and certify to said claim. All checks numbered 438997 through 439211, and Wire Transfers are approved for payment in the amount of \$3,966,978.62 This 3rd day of May 2022.



Memorandum

Date: 5/3/2022
Meeting of: City Council

File No. AM No. 22-067
Type: Consent Item

TO: Members of the City Council
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Public Works	Phil Williams	425-556-2880
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DEPARTMENT STAFF:

Public Works	Jon Spangler	Construction Division Manager
Public Works	Lisa Singer	Sr. Engineer Project Manager
Planning and Community Development	Peter Dane	Senior Planner

TITLE:

Award Bid to Johansen Construction Company of Buckley, Washington in the Amount of \$1,917,441 for the NE 40th Street Shared Use Path (156th Avenue NE to 163rd Avenue NE) Project

OVERVIEW STATEMENT:

This contract with Johansen Construction Company for the construction of the NE 40th Street Shared Use Path, Project 20021923, will provide a half-mile comfortable bicycle and pedestrian connection to the Redmond Technology light rail station.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information** ☐ **Provide Direction** ☒ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
N/A
- **Required:**
Council approval is required to award a Public Works contract that exceeds \$300,000 (2018 City Resolution 1503).
- **Council Request:**
N/A
- **Other Key Facts:**
N/A

OUTCOMES:

The NE 40th Street Shared Use Path, located on the south side of NE 40th Street from 156th Avenue NE to 163rd Avenue NE, will provide a half-mile comfortable bicycle and pedestrian connection to the Redmond Technology light rail station in the Overlake Regional Growth Center and support future extensions east to the Idylwood Neighborhood.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
N/A
- **Outreach Methods and Results:**
N/A
- **Feedback Summary:**
N/A

BUDGET IMPACT:

Total Cost:

Construction contract \$1,917,441

Approved in current biennial budget: ☒ Yes ☐ No ☐ N/A

Budget Offer Number:

CIP

Budget Priority:

Vibrant and Connected

Other budget impacts or additional costs: ☐ Yes ☐ No ☒ N/A

If yes, explain:

N/A

Funding source(s):

Transportation CIP, Federal Highway Grant, Puget Sound Regional Council (PSRC) Grant

Budget/Funding Constraints:

Federal Highway Funds that have been obligated for construction require "continuous project progress".

☒ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
04/26/22	Committee of the Whole - Parks and Environmental Sustainability	Provide Direction

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
N/A	None proposed at this time	N/A

Time Constraints:

Award of bid must occur within 45 days of the bid opening (which occurred on March 24, 2022) or the contractor may withdraw their bid. Federal Highway Funds that have been obligated for construction require “continuous project progress”. The project construction has been timed to perform the work during the summer construction season and to complete the project ahead of the Redmond Technology light rail station opening.

ANTICIPATED RESULT IF NOT APPROVED:

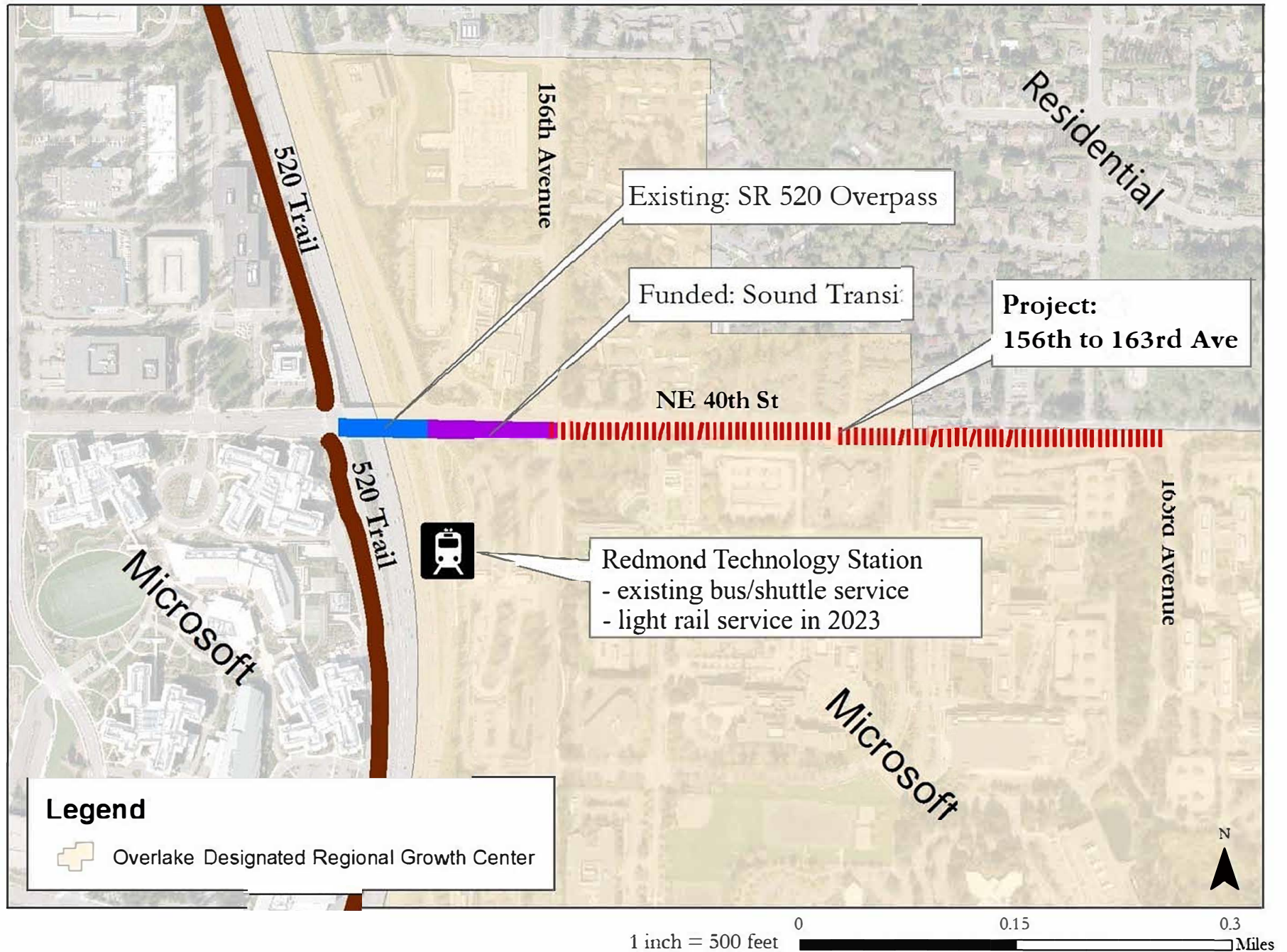
Not approving the contract will result in delaying construction, increasing the cost to complete the project, and potentially losing the obligated federal highway funding.

ATTACHMENTS:

Attachment A: Vicinity Map

Attachment B: Additional Project Information

NE 40th Street Shared Path



Attachment B – Additional Project Information

NE 40th Street Shared Use Path, Project 20021923

Bid Results

The project was advertised in the *Daily Journal of Commerce* and *The Seattle Times* on March 2, 2022, and March 9, 2022. Bids were received and opened on March 24, 2022. The City received three bids which are summarized below.

Bidder	Bidder Location	Bid Amount (incl. 10.1% WSST)
Johansen Construction Co.	Buckley, WA	\$1,917,441.49
Marshbank Construction Co.	Lake Stevens, WA	\$2,225,231.10
Westwater Construction Co.	Renton, WA	\$2,484,568.35
Engineer's Estimate		\$2,356,889.78

All bidders' unit prices, extension and additions have been checked for accuracy and unbalanced bid items. An error was found in the City's application of sales tax which does not affect the order of bids. This will be corrected through a change order from tax rule WAC 458-20-170 to WAC 458-20-171 (acknowledging the project as a City-owned transportation project), that will apply tax only to taxable materials and items incorporated into the project, will result in a decrease in total sales tax from the bid amount of sales tax, and will result in the correct application of sales tax.

The contractor's references were checked and found to be acceptable, and they have performed satisfactory work on several City projects in the past five years. Staff recommends awarding the contract to Johansen Construction Co.

Fiscal Information

Current Project Budget

PSRC Grant through WSDOT	\$ 197,850
WSDOT Federal Highway Grant	\$1,200,000
Transportation CIP	\$3,098,490
Total Funding	\$4,496,340

Estimated Project Costs

Right of Way	\$ 49,261
Preliminary Design	\$ 349,090
Design	\$ 489,425
Construction	\$2,795,530
Contingency	\$ 698,882
Total Estimated Project Cost	\$4,382,188

Budget Difference **\$ 114,152**

This budget difference will reduce the Transportation CIP portion of the project's funding.



Memorandum

Date: 5/3/2022
Meeting of: City Council

File No. AM No. 22-068
Type: Consent Item

TO: Members of the City Council
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol V. Helland	425-556-2107
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DEPARTMENT STAFF:

Planning and Community Development	Sarah Pyle	Manager
Planning and Community Development	Jackie Lalor	Program Administrator

TITLE:

Approval of Round Two of the 2022 Tourism Fund Allocation for Matching Grants

OVERVIEW STATEMENT:

Council is being asked to approve the recommendation of the Lodging Tax Advisory Committee (LTAC) for allocation of the round two 2022 matching grants from the Tourism Fund. Due to the impacts of the pandemic and the uncertainty of mandates for the 2022 event season, many producers were unsure last year if they would be able to host events. This second window is to ensure that all producers holding events in 2022 had an additional opportunity to apply for the event matching grants and aid in the city's economic and community recovery.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information** ☐ **Provide Direction** ☒ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Comprehensive Plan, Long-Term Recovery Plan, RMC Title 4; RCW 67.28.1815 through .1817
- **Required:**
N/A
- **Council Request:**
N/A
- **Other Key Facts:**
The City of Redmond collects a lodging tax of 1% on each overnight stay at hotels located within Redmond and allocates these revenues to the Lodging Tax Fund. The purpose of the Lodging Tax Fund ("Tourism Fund") is to increase tourism in Redmond by attracting visitors from 50 miles or more away, especially overnight visitors who stay in Redmond hotels, by funding event marketing, operation of special events, festivals, and/or tournaments.

Use of tourism funds is governed by the terms of RCW 67.28.1816.

Applications Received: The City received 14 external grant applications from non-profit and for-profit organizations. There were nine applications in round one for 2022 that were already approved by Council on November 1, 2021, for grant funds.

Criteria: Applications are reviewed against the program fund criteria for tourism promotion, which prioritizes:

- Benefit to the community
- Innovation
- Overnight stays
- Community support
- Partnerships
- The scale of the project
- Other funding sources and
- New or ongoing funding

Prior criteria had been in place for approximately 10 years. Per Council's feedback from January 2020 and additional feedback from November 2021, the grant application criteria were broken out, and application components that support the criteria were assigned points. Each application received a weighted ranking to increase equitable evaluation of the applications. City staff recently updated documents for this last round to create additional clarity based on feedback received from Council last November as well as from event producers. Additional criteria details and scoring methods will be provided to applicants moving forward.

A joint meeting between City Council and LTAC is planned for October 2022. That meeting is intended for an annual report, joint discussion, presentation of the proposed updated strategic plan, and rules of procedure; as well as a decision on the 2022 matching grants.

OUTCOMES:

LTAC recommends funding 13 of 14 applications that demonstrated alignment with the grant criteria and tourism goals. Recommended Round Two 2022 Applications:

- 1. Crossfire Challenge:** One of the state's largest reoccurring youth soccer tournaments hosted by Crossfire Premier Soccer Club, an affiliate of Lake Washington Youth Soccer Association. Location: 60-Acres; *Non-profit*
- 2. Crossfire Select:** Large three-day youth soccer tournament on the West Coast, an affiliate of Lake Washington Youth Soccer Association (separate event from Crossfire Challenge). Location: 60-Acres; *Non-profit*
- 3. Dribble, Shoot, Swish:** 3 on 3 Basketball tournaments. Location: Downtown TBD; *For-profit*
- 4. ECNL Girls' Soccer Tournament:** Large play-off tournament of girls' soccer that comes every 2-3 years (rotating venues). Location: 60-Acres; *Non-profit*
- 5. Evergreen Tabletop Expo:** Event for participants to design and play tabletop games, but also includes panels, lectures, and contests. Location: Marriott; *Non-profit*
- 6. JBMV Junior Take Over:** New junior track cycling clinics and racing event. Location: Marymoor Park; *Non-profit*
- 7. PNW Chalkfest:** Chalk art festival. Location: Redmond Town Center; *For-profit*
- 8. Redmond Arts Festival:** Multiday event connecting the community to local artists. Location: Redmond Town Center; *Non-profit*
- 9. Second StoryRep:** Live theater performances. Location: Redmond Town Center; *Non-profit*
- 10. Simon:** A one-day event with the World's Largest Game of Simon; includes family-friendly games and a video game art exhibition at VALA Eastside. Location: Downtown Park and Redmond Town Center; *Non-profit*
- 11. Sip Redmond Wine Walk:** Inaugural Sip Redmond Wine Walk weekend in August to coincide with the Washington

State Wine Commission's August month-long wine activities. Location: Redmond Town Center; *Non-profit*

12. Winter Festival Holiday Market: Will coordinate with Redmond Lights and bring vendors, music, multicultural entertainment, and interactive activities to the City that highlights our multicultural residents. Location: Downtown Park/Redmond Town Center TBD; *Non-profit*

13. Youth Mariachi Conference: A three-day Youth Mariachi Conference, the first-ever in Western Washington, will invite acclaimed, professional Mariachi musicians to lead and instruct a cohort of 100-125 youth musicians from across the region. Location: Old Fire House Teen Center TBD; *Non-profit*

[Linked applications for council](#)

<https://redmondgov.sharepoint.com/sites/Planning/LTAC/Forms/AllItems.aspx?csf=1&web=1&e=9ymzbl&cid=4a75418a%2D83ed%2D481b%2Db7b7%2D1d65c61e7b3a&RootFolder=%2Fsites%2FPlanning%2FLTAC%2FRound%20Two%202022%20Grant%20Applications&FolderCTID=0x0120005EEF54580117CA49AC55D705CB229D28>

Match Requirements: One of the events recommended for funding did not include a match equivalent to their recommended awards. For all applicants, staff will require proof of matching funds. If the match is not met, the awarded amount shall be reduced to the documented match provided.

Other Grant Requirements: Of the applications received, one did not meet the minimum requirements under state law that are necessary to be considered. The Let's Move Redmond event is limited in its external audience and does not generate significant traffic to local businesses or night's stay. Staff have identified other grants for which this event is eligible.

Conflicts of interest can occur due to a requirement that the board members must either be an entity for which the tax is charged or an entity that can receive grant dollars. Additionally, it is encouraged that members are active in the community and tourism.

Per MRSC guidance <https://mrsc.org/Home/Research-Tools/Ask-MRSC-Archives/Legal.aspx>, members may participate in votes of *recommendation* where a conflict might be present.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
Application window January 25, 2022 - February 16, 2022
- **Outreach Methods and Results:**
 - o Application notification via e-mail
 - o Application window notification via enews and press release
 - o Application window messaging from local partners
- **Feedback Summary:**
N/A

BUDGET IMPACT:

Total Cost:

A total of \$160,000 for matching grants is recommended by the Lodging Tax Advisory Committee for City Council's approval.

Approved in current biennial budget: ☒ Yes ☐ No ☐ N/A

Budget Offer Number:

000250 - Community and Economic Development

Budget Priority:

Vibrant and Connected

Other budget impacts or additional costs: ☐ Yes ☐ No ☒ N/A

If yes, explain:

N/A

Funding source(s):

Lodging Tax

Budget/Funding Constraints:

N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
04/05/2022	Committee of the Whole - Planning and Public Works	Receive Information
4/19/2022	Business Meeting	Receive Information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
N/A	None proposed at this time	N/A

Time Constraints:

To allow adequate time for applicants to plan appropriately with their available funding and to be in alignment with state decision timelines, we would like to complete the grant approval process no later than May 3, 2022.

ANTICIPATED RESULT IF NOT APPROVED:

If the LTAC recommendation is not approved, proposed events would not receive matching grant funds from the City and may be unable to proceed as planned.

ATTACHMENTS:

- A. Updated-General Tourism and LTAC FAQ and Overview-2022
- B. Grant Application Matrix

LTAC and Tourism Overview

What is LTAC's role per current RMC 4.37 and [RCW 68.28](#)?

- LTAC can advise on the creation of a Lodging Tax;
- The increase or reduction of a Lodging Tax; or
- The Repeal of a lodging tax
- How the funds are used. At the city LTAC and City Council predetermined how the tax dollars are spent via an adopted allocation split.
 - 50% to marketing
 - 39% to City Events
 - 2% to administration
 - 9% to event grants
- Review fund applicants and make funding recommendations to the legislative body

What is the process or requirements for City Arts and Events Dollars?

They do not have to go through the grant process. The money was designated outright and is not part of the annual event grant process or 9% allocation.

All dollars allocated to City arts and events shall follow the same guideline and limitation on how the dollars may be spent. All funds use must align with expenditures requirements in RCW 68.28 and City specific handouts or instructions (updated in 2022).

At the end of each calendar year the city will need to provide an outline of how the dollars were used, and performance summary data like that of the grants. The city is required annually to submit summary outcomes for all uses of tax dollars that went to any events.

If there are any unused funds at the end of the year those dollars shall be transferred back to the end fund balance. Finance may determine preference on annual transfer of allocated funding upfront and retransfer of an unspent funds or smaller transfers throughout the year.

Annual Grants:

The city has been funding local events using Lodging Tax for over ten years. The process has verified and there is limited documentation of the programs structure or approach beyond five years ago. Through recent audits (2020-2021) and meetings with the city attorney, some inconsistencies were discovered. Examples include, how criteria were evaluated, the application process and windows, Parks city events being required to participate, and some funded events did not align with RCW 68.28. Additionally, while many City grants and contracts that are for amounts less than \$50k are processed administratively, the Tourism grants have gone through council. This is neither correct nor incorrect. It is an acceptable process for these grants.

As of 2022, the city has revised the criteria for the grant awards in response to LTAC and council feedback, as well as to ensure better alignment with RCW 68.28. In response to council's feedback requesting reduced subjectivity in the evaluation of the grants, a weighted ranking method was created. It has been revised twice since its creation in 2021 and will be refined annually as needed.

Per the City Attorney, RCW 68.28 states that the legislative authority shall appoint LTAC board members. However, when speaking about who makes the decision on the grants, it states that LTAC shall make grant recommendation to the Municipality. It does not state the legislative body. Due to this language, it was confirmed that it does offer some flexibility in how grant decisions are made. Examples below:

1. LTAC recommends to City Council – this was the common approach we found among other cities.
2. LTAC recommends criteria and weighted evaluation for approval to City Council and then upon approval, their recommendation on grants is given final decision by an administrative designee.
3. LTAC recommends to an administrative designee.

Currently staff does not recommend change from the current process, but does suggest the discussion continue.

Grants are typically opened once per year but were made available twice in 2022 in response to the uncertainty the pandemic created.

It is common that in previous years the end fund balance has been used to supplement and award all grant applications. In 2020- present lodging tax revenues declined dramatically. If the City is not strategic, the end fund balance could be depleted over a few years.

LTAC Recommendation and Council Decision on Grants:

LTAC recommendations are for events and programs proposed to be funded. Non-funded events are not intended to be part of recommendation taken forward to the legislative authority for decision. The role of LTAC is to take forward events recommended for funding and the role of the designated legislative authority is to make a final decision on funding those applicants brought forward.

MSRC has confirmed that it would not be in alignment with the state regulations to bring forward to the decision authority of event funding recommendation of \$0.00. Applicants not recommended for funding are intended to be excluded from funding decisions by the legislative body. Per the statute, the legislative body may not award funds to any recipient not recommended by LTAC. LTAC's role and the appointed committee members is to evaluate and determine using their qualified expertise which events should be recommended for funding and advancement. The legislative body's role is to make a final decision on those applicants brought forward for funding.

What if the designated decision authority wants to change the final dollar amounts of any of LTAC's recommendations?

- If the decision body changes any recommendations, the proposed revised dollar amounts must go back to LTAC for further discussion and deliberation for a period of no less than 45 days before final action.
- Following the reconsideration and deliberation of the revised recommendations, LTAC would then finalize their recommendations to support or alter the legislative authority's proposed changes.

- The most current recommendation would then go back to the designated legislative decision authority for final discussions, decision or be sent back depending on discussion.
- The purpose of this process is to ensure those being taxed and benefiting from the tax who have been appointed to LTAC by the city to guide the expenditures of the lodging tax revenue have a prioritized voice in the decision making.

MSRC is offering annual legal webinars on Lodging Tax and Advisory Committees for anyone interested.

Marketing:

The city has a current contract with Bullseye Creative. The contract is in its last renewal option and will require an RFP be completed prior to the conclusion of the contract. Due to the reduction of revenue, it is likely that the 2022 and 2023 revenue allocation of 50% will not cover the contracted amount and marketing costs. The end-fund balance will need to be used. Bullseye provides reports throughout the year on the return on investment the city receives in response to their contracted work.

Budget:

The end fund balance has approx. \$800K in it. It will need to support annual grants to ensure large events and programs supporting hotels and business return and will need to support the marketing contract. During the Strategic Plan, budget process and joint meetings with council, LTAC is anticipating discussing the current revenue split.

Rules and Procedure:

LTAC does not have rules and procedures adopted as required by the RMC. A draft version has been created and will be reviewed by LTAC in 2022. Once approved, they will be included for council's approval with the October grant recommendations, revised criteria, Strategic Plan Presentation and LTAC/ CC joint meeting.

Tourism Strategic Plan:

Staff prepared drafts for LTAC to approved during their 3/8 meeting based upon their feedback in 2021. Following their discussion and approval, the Strategic Plan will be finalized and presented in October to Council.

Annual Joint Meeting:

Each year LTAC and City Council are to have a joint meeting. This has not occurred in the past and has been requested by both LTAC and Council. At this time the goal would be to earmark adequate time for the joint meeting in October and present all updates at that time.

LTAC Board members:

The board is required to have a minimum of five members. One Council Member, two members who represent those being charged the tax and two members who represent organizations who

host or put on events. The board may exceed five members but must keep non-council membership seats balanced.

There have been several concerns regarding conflicts of interests by council. The RCW 68.28 lays out requirements of the board members. Conflict is inherent to those requirements and intentional so that those being taxed and benefiting from the tax directly have a voice in the use of the funds. Additionally, MSRC provides expanding information on the voting approach of members with events seeking grant funding: <https://mrsc.org/Home/Research-Tools/Ask-MRSC-Archives/Legal.aspx#Is-there-a-conflict-with-a-Lodging-Tax-Advisory-Co>

"It's our opinion that LTAC members may participate in voting on funding of activities they are specifically involved with. Although that would appear to present a conflict of interest situation, that conflict is, in our opinion, impliedly authorized by the language in [RCW 67.28.1817](#)(1) providing that at least two members of the committee be "persons involved in activities authorized to be funded by revenue received under this chapter." Also, the committee is advisory only, and it is the council that makes the actual decision on the use of the funds.

So, although there is no specific legal authority (AGO or court decision) on this issue, we think it's okay for the members to vote in such circumstances."

Meeting Agendas, Minutes and Notice:

- LTAC has limited authority and a narrow focus. For those reasons the board meets 3-5 times a year. Because they do not meet at a regularly scheduled time special meeting notice is required to be issued prior to each meeting.
 - An agenda shall be posted in advance of the meeting.
 - The chair shall call for agenda and meeting minute approval.
 - Due to the infrequency of the meetings draft minutes shall be posted following each meeting and replaced by approved mins as soon as available.
- There are no approved meeting mins prior to 2021.

History of LTAC:

- How did the Lodging Tax Advisory Committee begin?
An advisory committee was assembled in accordance with the State regulations to weigh-in on the creating of a hotel/ motel tax.
- When was Committee and Tax implemented?
 - 1998 LTAC was formed
 - 1999 the Lodging tax was implemented
 - Funding for this program is made possible through revenues Redmond collects from a one percent (1%) lodging tax on the rental of hotel/ lodging rooms in Redmond.
- Where does the funding come from?
A 1% tax is charged on each overnight stay at Redmond hotels and motels.
- What are the goals and limitations of the revenue?
 - *Must be used to attract visitors external to the city. Due to the funding being generated by our local hotels, grants and uses of the tax revenue often prioritizes efforts that will*

support hotels night stays, but attraction of external visitors to our small businesses and enrichment of the community is also heavily weighted.

- *As an example, events that would likely draw only Redmond residents in majority would not align with the goals of the tax.*

Criteria	Weighted Evaluation	Scoring Method	Creative Challenge	Creative Entry Cup	DIRSs Break Break Basketball	ECNL Girls Soccer Tournament	Emergence Township Expo	JBPP Junior Take Over	Let's Move Redmond	PNW Chalkfest	Redmond Arts Festival	SecondStory Rep	Sierra-Oakland Foundation	Soj Redmond Wine Weekend OakRedmond Chapter	Winter Festival OakRedmond Foundation	Youth Sports Conference
Tourism Promotion (15 points)	Will the event attract regional visitors and not have a primary audience of Redmond residents? (Don't attendees more than 50% of projected attendance, also consider non-resident percentage in question 1)	Yes (100% of attendees) = 3 Somewhat (50-99% of attendees) = 2 Neutral (50-99%) = 1 No (100%+) = 0 No to the question disqualifies the application as it is not a feasible objective.	3	2	1	3	2	3	1	2	1	1	2	2	2	2
	Attendance scale	15,000 or greater = 6 10,000 - 14,999 = 5 5,000 - 9,999 = 4 1,000 - 4,999 = 3 100-999 = 2 100-499 = 1	6	6	5	5	1	2	3	6	6	3	1	1	3	2
	Will the event build a new audience for the City?	Yes = 3 Somewhat = 2 Neutral = 1 No = 0	0	0	2	0	0	3	0	0	0	0	1	2	2	3
	If a business for a year not previously held in the City or other activity the City has not previously attracted (provide for)	Exceeded = 3 Met = 2 Just missed = 1 No = 0	3	2	0	-1	3	0	0	2	3	3	-1	0	0	0
	May need to discuss/provide flexibility if panel believes Covid has any impact?	Supports local businesses = 3 Supports a few local businesses = 2 Minimal support or not defined = 1 Detracts from local businesses = 0 Large (>10% of attendees) = 5 Medium (6-10%) = 3-4 Small (<5%) = 1-2 None (<5%) = 0	3	3	2	3	2	2	1	3	3	2	2	3	2	2
Tourism Promotion-Attraction Lodging (8 pts)	Generate right story based lodging (nighttime attendance) (Note: this calculation will give a higher percentage for points if more nights are involved)	Exceeded = 3 Met = 2 Just missed = 1 No = 0	2	1	3	1	-1	0	0	-1	-1	3	-1	0	0	0
	Event had previously, did previous years meet or exceed projected lodging nights for this year?	Exceeded = 3 Met = 2 Just missed = 1 No = 0	2	1	3	1	-1	0	0	-1	-1	3	-1	0	0	0
Benefit/Impact to the community (15 points)	Event increases awareness of the City's amenities, history, traditions, and natural environment	Yes = 3 Somewhat = 2 Neutral = 1 No = 0	2	2	2	2	3	2	2	3	2	1	2	2	2	2
	If a project is held at a historical building, City facility or park, City or county owned outdoor space including parks and trails, within a mile located in Redmond, or surrounded by multiple Redmond businesses?	Neutral community = 3 Most of the community = 2 Segment of the community = 1 None of the community = 0	1	1	1	1	1	1	2	3	2	3	2	1	3	1
	Project benefits (affects/impacts) the overall community or a segment of the community?	Neutral community = 3 Most of the community = 2 Segment of the community = 1 None of the community = 0	0	2	0	0	2	2	2	2	0	2	2	2	2	3
Innovation (5 points)	Is the project purchased or event run by a woman, veteran, BIPOC, LGBTQ+, or persons with disabilities?	Yes = 2 No = 0	2	2	2	2	2	0	0	2	2	2	0	0	0	0
	Has the event taken place for three or more years?	Yes = 2 No = 0	2	2	2	2	2	0	0	2	2	2	0	0	0	0
	Is the event innovative or offer something unusual or unique?	Yes = 5 Somewhat = 3-4 Neutral = 1-2 No = 0	0	0	0	0	2	5	3	0	0	0	3	0	3	4
Community Support (5 points)	Yes (5) no event/project of this kind has been done before	Exceeded = 3 Met = 2 Just missed = 1 No = 0	0	0	0	0	2	5	3	0	0	0	3	0	3	4
	Somewhat (3) only a handful of projects/events like this have taken place in Redmond or elsewhere OR this event is going in a new and unique direction	Minimal (1) Many projects/events like this have taken place but, not in Redmond in the last 5 years No (2) Many events like this have taken place in Redmond and elsewhere	1	1	1	1	1	1	2	3	3	3	2	2	2	2
Community Support	Does the project/event have broad-based community support?	Overall Community Support = 3 Most of the Community Supports = 2 Segment of the Community Supports = 1 Little community support = 0	1	1	1	1	1	1	2	3	3	3	2	2	2	2
	This overall community supports this event and has a positive attitude about it (2)	Most of the community supports this event and has a positive attitude about it (2)	1	1	1	1	1	1	2	3	3	3	2	2	2	2
Community Support	Most of the community supports this event and has a positive attitude about it (2)	A very small segment of the community supports or is impacted by this project (1)	1	1	1	1	1	1	2	3	3	3	2	2	2	2
	A very small segment of the community supports or is impacted by this project (1)	There is little support for this event in the community (0)	1	1	1	1	1	1	2	3	3	3	2	2	2	2
Community Support	There is little support for this event in the community (0)	Yes = 3	1	1	1	1	1	1	2	3	3	3	2	2	2	2
	Is there evidence/data there is a need or want in the community for	Yes = 3	1	1	1	1	1	1	2	3	3	3	2	2	2	2

[illegible]

372,500

Total LTAC Recommended

160,000



Memorandum

Date: 5/3/2022
Meeting of: City Council

File No. AM No. 22-069
Type: Consent Item

TO: Members of the City Council
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Parks	Loreen Hamilton	425-556-2336
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DEPARTMENT STAFF:

Parks	Jeff Aken	Park Planning Manager
Parks	Caroline Chapman	Senior Park Planner

TITLE:

Memorandum of Understanding (MOU) with Eastrail Regional Advisory Council

OVERVIEW STATEMENT:

The Eastrail is a 42-mile corridor that extends from Snohomish to Renton, passing through Renton, Kirkland, Bellevue, Woodinville, Redmond and King and Snohomish Counties. King County Council originally established the governance structure for the Eastside Rail Corridor (ERC) in 2013, the MOU was updated again in 2017 and this update includes the new name Eastrail and a change of leadership from Chair/Vice-Chair to Co-Chairs. City Council is request to approve the Mayor to sign an updated MOU with the Eastrail Regional Advisory Council.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information** ☐ **Provide Direction** ☒ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
PARCC Plan PR 52: 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, as a regional trail with opportunities for community gathering, art, culture, and historic interpretation, as well as for light rail transit, options for other transportation connections and utility placement.
- **Required:**
N/A
- **Council Request:**
N/A
- **Other Key Facts:**

This MOU is a successor to the 2017 MOU. The Regional Advisory Council (RAC) approved these changes (changing the name to Eastrail and adopting a Co-Chair leadership structure) at their January 2022 meeting, staff is bringing this forward to get approval to have the Mayor sign the MOU.

OUTCOMES:

The Eastrail RAC provides a forum to maintain a collaborative, regional planning process for the Eastrail that helps to achieve connectivity, multiple use and maximize public benefit. Eastrail Partners builds on that effort by engaging the community and local business in support of completing and activating the Eastrail

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
N/A
- **Outreach Methods and Results:**
N/A
- **Feedback Summary:**
N/A

BUDGET IMPACT:

Total Cost:
N/A

Approved in current biennial budget: ☐ Yes ☐ No ☒ N/A

Budget Offer Number:
N/A

Budget Priority:
N/A

Other budget impacts or additional costs: ☐ Yes ☐ No ☒ N/A

If yes, explain:
N/A

Funding source(s):
N/A

Budget/Funding Constraints:
N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
11/2/2020	Committee of the Whole - Parks and Human Services	Receive Information
6/1/2021	Committee of the Whole - Parks and Human Services	Receive Information
9/7/2021	Committee of the Whole - Parks and Human Services	Receive Information
4/26/2022	Committee of the Whole - Parks and Environmental Sustainability	Provide Direction

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
N/A	None proposed at this time	N/A

Time Constraints:

N/A

ANTICIPATED RESULT IF NOT APPROVED:

The Eastrail Regional Advisory Council approved via consensus, but if not approved by City Council Redmond would not be a formal signatory of the MOU.

ATTACHMENTS:

Attachment A: Eastrail RAC MOU Changes 2022

Attachment B: Eastrail RAC MOU Revised for Signature Version 2022

MEMORANDUM OF UNDERSTANDING
Regarding the Organization of the
~~Eastside Rail Corridor~~Eastrail Regional Advisory Council

This MEMORANDUM OF UNDERSTANDING is made by and among KING COUNTY, SNOHOMISH COUNTY, THE CITY OF KIRKLAND, THE CITY OF REDMOND, CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT), PUGET SOUND ENERGY (PSE), THE CITY OF BELLEVUE, THE CITY OF WOODINVILLE, THE CITY OF RENTON, and THE EASTSIDE GREENWAY ALLIANCE (EGA) (collectively, the “Parties”). This MOU sets forth the Parties’ mutual understanding regarding, and intent to structure the ~~Eastside Rail Corridor~~Eastrail Regional Advisory Council (RAC).

RECITALS

WHEREAS, King County, the City of Kirkland, the City of Redmond, City of Woodinville, Snohomish County and Sound Transit are owner jurisdictions of portions of the ~~Eastside Rail Corridor~~Eastrail and

WHEREAS, Puget Sound Energy, King County and Sound Transit are easement holders of the corridor, and

WHEREAS, the cities of Bellevue and Renton are jurisdictions through which sections of the corridor pass, and

WHEREAS, the Eastside Greenway Alliance has been an active voice for the non-profit and private sector community interested in the potential mobility and recreation options provided by the corridor, and

WHEREAS, the ~~Eastside Rail Corridor~~Eastrail Regional Advisory Council (RAC) was established by King County Council ordinance as a collaborative group to carry out a regional planning process to coordinate planning and development activities so as to ensure effective use of the rail banked portion of the ~~Eastside Rail Corridor~~Eastrail (~~ERC~~) and the Redmond Spur, and

WHEREAS, development of the ~~ERC~~Eastrail will enhance the mobility of our region by creating a critical north-south transportation corridor that will allow for multimodal connections, including high-capacity transit and non-motorized trail use. The corridor will help us integrate the pieces of our larger transportation networks. The corridor will enable key utility improvements to help meet the demands of a growing population. The corridor will expand the recreation network, creating equitable access for all residents, and benefiting generations of Puget Sound residents, and,

WHEREAS, the RAC has evolved to include members from non-owner jurisdictions and groups to support the development of the vision of the corridor and surrounding land uses, and

WHEREAS, the owners and easement holders of the ~~Eastrail~~ERC retain their jurisdictional authority and are implementing and planning projects within and over their individually owned segments of the corridor and this MOU does not affect or limit any owners' or easement holders' property rights within the corridor;

THEREFORE, the Parties above have reached the following understanding:

SECTION 1. Purpose of the ~~Eastside Rail Corridor~~Eastrail Regional Advisory Council (RAC):

The purposes of the RAC are consistent with the owner and easement holder uses and plans for the corridor, (1) to set and advance the multiple use vision of the ~~ERC~~Eastrail, as initially set forth in the RAC's Creating Connections report, which emphasized the transportation mobility, utility, recreational and equity benefits of the corridor and (2) to support the implementation of the ~~ERC~~Eastrail Regional Trail as identified in the King County Trail Master Plan and in corresponding plans developed by certain RAC member jurisdictions. The RAC will also serve as a venue for coordinating efforts of member jurisdictions to advance common goals such as: advocating for the funding and implementation of Trail Master Plan improvements and collaborating to develop a brand identity for the corridor, compatible with existing identities in several RAC member jurisdictions.

The RAC will serve as a venue to jointly:

- Coordinate the planning, development, public engagement, and communications and marketing activities to the extent possible to ensure effective use of the railbanked portion of the corridor.
- Coordinate the partner planning process for the trail, high-capacity transit, and utility uses in the ~~ERC~~Eastrail.
- Coordinate with affected cities around local planning and development.
- Address both near-term and long-term recommendations.
- Recommend any needed changes to the county's countywide planning policies relative to the corridor.
- Coordinate on funding capital projects and potentially operations.
- Develop legislative agendas and lobbying as it pertains to ~~ERC~~Eastrail projects and issues.
- Weigh in on Sound Transit and Metro Long Range Plans as related to the ~~Eastside Rail Corridor~~Eastrail.
- Approve a work plan and corresponding budget that sets out the work for the RAC for the year. Members will assign staff to participate in coordination and collaboration efforts.

SECTION 2a. RAC Membership:

The RAC membership will be driven by the RAC vision. Members will include owner jurisdictions (King County, City of Kirkland, City of Redmond, Sound Transit, City of Woodinville, and Snohomish County) as well as easement holders (PSE, King County and Sound Transit), and cities directly adjacent to the corridor who hold permitting and land use authority, (City of Bellevue and City of Renton), and the Eastside Greenway Alliance. King County will have four representatives, the King County Executive (or his/her designee), and three members from the County Council. The Eastside Greenway Alliance will have one member appointed to serve as representative of the Alliance. All other parties will have one representative from each party as a member of the RAC.

SECTION 2b. New RAC Membership:

The RAC will add or remove members, membership agencies and jurisdictions based on the following processes:

- Consensus agreement of the current RAC membership.
- Signed letter of interest by all parties acknowledging the change to the membership structure.

SECTION 3. RAC Leadership:

The RAC will have ~~a Chair and a Vice Chair~~ two co-Chairs. ~~The Chair~~ One co-Chair will be an elected official from the King County RAC membership. ~~The Vice Chair and the other co-Chair~~ will be an elected official from another ~~Eastrail~~ RC owner jurisdiction. The co-Chair and Vice Chair positions will be selected every two (2) years by the ownership jurisdiction members of the RAC. ~~The RAC will operate under a consensus model, and will not take votes approving or disapproving any particular item before the RAC. The RAC may establish subcommittees of members and staff as needed to address special and or specific issues related to the work of the RAC.~~

SECTION 4. ~~ERC~~ RAC Meetings:

The RAC will meet on a quarterly basis. Meetings will take place in a standing time slot mutually agreed upon by the co-Chairs ~~and Vice Chair~~ of the RAC, after consultation with other RAC members. The meeting dates for each year will be set in the fourth meeting of the prior year. The RAC meeting frequency can be adjusted by consensus of the Parties.

SECTION 5. RAC Staffing:

The work of the RAC will be supported by a staff group comprised of senior staff from RAC member organizations and invited technical experts, to undertake work addressing the RAC priorities. The staff group will serve as an information sharing venue for distributing information on completed, current, and anticipated activities that provide

tangible outcomes supporting the vision. The staff group will make recommendations on information items that should be placed on the RAC agenda. King County will deploy staff resources specifically to support the RAC operations and actions.

SECTION 6. Property Rights; Jurisdictional Authority.

Nothing herein is intended to limit or affect the Parties' jurisdictional authority over, or their individually-owned property interests in segments of the ~~Eastrail~~Eastside Rail ~~Corridor~~.

SECTION 7. Legal Relations.

This MOU shall not be interpreted or construed to create an association, joint venture, or partnership between the Parties or to impose any partnership obligations or other liability thereon. No party shall have any right, power, or authority to enter into any agreement or undertaking for or on behalf of, to act as, or be an agent or representative of, any other party. This MOU creates no right, privilege, duty, obligation, or cause of action in any person or entity not a party to it. No Party is obligated to participate under this MOU, but to the extent that a Party elects to participate under this MOU then it shall comply with the MOU.

IN WITNESS WHEREOF, the Parties hereto have executed this MOU, effective as of the date first written below.

Signatories:

King County

City of Kirkland

City of Redmond

Sound Transit

Puget Sound Energy

Eastside Greenway Alliance

City of Bellevue

City of Renton

City of Woodinville

Snohomish County

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Puget Sound Energy

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City of Woodinville

Snohomish County



Memorandum

Date: 5/3/2022
Meeting of: City Council

File No. AM No. 22-070
Type: Staff Report

TO: Members of the City Council

FROM: Mayor Angela Birney

DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol Helland	425-556-2107
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DEPARTMENT STAFF:

Planning and Community Development	Jeff Churchill	Long Range Planning Manager
Planning and Community Development	Becky Frey	Principal Planner
Planning and Community Development	Lauren Alpert	Senior Planner
Planning and Community Development	Glenn Coil	Senior Planner
Planning and Community Development	Ian Lefcourte	Senior Planner
Planning and Community Development	Odra Cárdenas	Planner

TITLE:

Redmond 2050 Quarterly Update - Second Quarter 2022

OVERVIEW STATEMENT:

Staff will provide a quarterly update on the Redmond 2050 periodic review of the Comprehensive Plan at the City Council's May 3, 2022, business meeting. The main topics to be covered are the first drafts of Housing, Economic Vitality, Transportation, and Urban Centers (Overlake only) policies. The first drafts were linked in the April 20 *Our Redmond Stories* newsletter and are provided in Attachments B-E. At the May 3 meeting, staff will share community feedback on the first drafts in preparation for study sessions on May 10 and May 24 where staff will seek Council input on the first drafts.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☒ **Receive Information** ☐ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Redmond Comprehensive Plan, Redmond Transportation Master Plan, implementing functional and strategic plans, and Redmond Zoning Code.
- **Required:**
The Growth Management Act requires that Washington cities and counties periodically review and, if needed, revise their comprehensive plans and development regulations every ten years. For King County cities the periodic

review must be completed by December 31, 2024, per E2SHB 1241 passed in the 2022 state legislative session.

- **Council Request:**

The City Council requested quarterly reports on project milestones, staff progress, and public involvement.

- **Other Key Facts:**

None.

OUTCOMES:

Council input on the first drafts of policies for Housing, Economic Vitality, Transportation, and Urban Centers (Overlake only) will enable staff to develop second drafts for community review that incorporate Council and community input and advance Redmond 2050 Phase 1 toward completion in 2023.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**

Previous and Current (Q1 2022)

- Housing, Economic Vitality, Transportation, and Urban Centers (Overlake) first draft policy updates

Planned (Q2-Q3 2022)

- Urban Centers (Overlake) first draft policy updates (continued)
- Transportation Master Plan
- Draft Environmental Impact Statement and growth alternatives
- Policy considerations for Redmond 2050 Phase 2 topics

- **Outreach Methods and Results:**

Outreach methods have included or will include:

- Redmond 2050 Website
- Let's Connect questionnaires
- Press release
- Social media
- Short videos
- Posters & yard signs
- Posters
- Utility Bill inserts
- Emails to City eNews, Redmond 2050, and Parks & Recreation lists
- Emails to partner organizations
- Stakeholder input
- Focus group meetings
- Boards & Commissions meetings
- Hybrid and remote workshops and interviews
- Tabling at community events and around the community
- Translation of selected materials
- Community Advisory Committee input
- Property owner notifications via mail (potential rezoning notice)

- **Feedback Summary:**

Summaries of specific engagement activities can be found online at

[Redmond.gov/1495/Engagement-Summaries](http://www.redmond.gov/1495/Engagement-Summaries) <<http://www.redmond.gov/1495/Engagement-Summaries>>.

BUDGET IMPACT:

Total Cost:

\$4,535,222 is the total appropriation to the Community and Economic Development offer and is where most staff expenses related to Redmond 2050 are budgeted. A portion of this budget offer is for consultant contracts that the Council authorized with IBI Group for visioning (\$190,000) and BERK for State Environmental Policy Act analysis (\$290,000) and BERK for the Climate Vulnerability Assessment (\$125,000).

Approved in current biennial budget: ☒ Yes ☐ No ☐ N/A

Budget Offer Number:

000250 Community and Economic Development

Budget Priority:

Vibrant and Connected

Other budget impacts or additional costs: ☐ Yes ☒ No ☐ N/A

If yes, explain:

None

Funding source(s):

General Fund

Budget/Funding Constraints:

N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
10/6/2020	Business Meeting	Approve
11/17/2020	Business Meeting	Receive Information
3/16/2021	Business Meeting	Receive Information
3/23/2021	Study Session	Provide Direction
6/15/2021	Business Meeting	Receive Information
6/22/2021	Study Session	Provide Direction
9/21/2021	Business Meeting	Receive Information
9/28/2021	Study Session	Provide Direction
11/16/2021	Business Meeting	Receive Information
11/23/2021	Study Session	Provide Direction
2/15/2022	Business Meeting	Receive Information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
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5/10/2022	Study Session	Provide Direction
5/24/2022	Study Session	Provide Direction

Time Constraints:

All Phase I and Phase II updates to the Comprehensive Plan must be completed by December 31, 2024.

ANTICIPATED RESULT IF NOT APPROVED:

Staff is not requesting action at this time.

ATTACHMENTS:

Attachment A: Redmond 2050 Overview
Attachment B: Housing Policy Guide Draft 1.0
Attachment C: Economic Vitality Policy Guide Draft 1.0
Attachment D: Transportation Policy Guide Draft 1.0
Attachment E: Urban Centers Policy Guide Draft 1.0
Attachment F: Urban Centers Element (Clean) Draft 1.0
Attachment G: Summary Comment Matrices
Attachment H: Community Involvement Summary for Q2 2022
Attachment I: Presentation Slides

2022

Council Review Topics



- **Draft Environmental Impact Statement (*intro*)**
- **Growth Alternatives Report Cards (*intro*)**



- **Policy Updates: Housing, Economic Vitality, Transportation, Overlake**



- **Preferred Growth Alternative**
- **Phase 2 Element Policy Considerations**



- **Policy and Regulatory Updates: Housing, Economic Vitality, Transportation, Overlake**

Comprehensive Plan - Adopts Vision for the City



Continual Support:

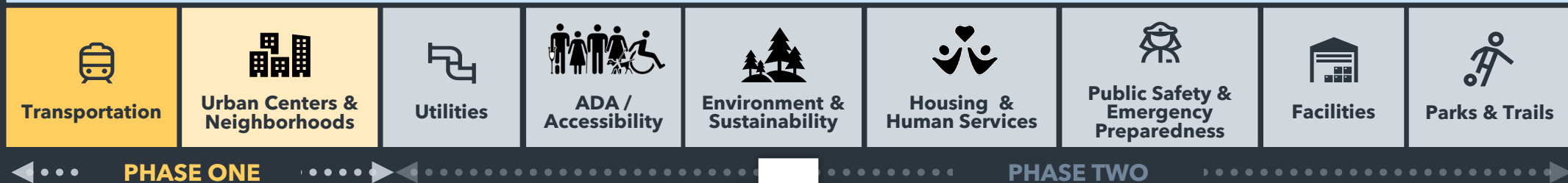


Community Involvement

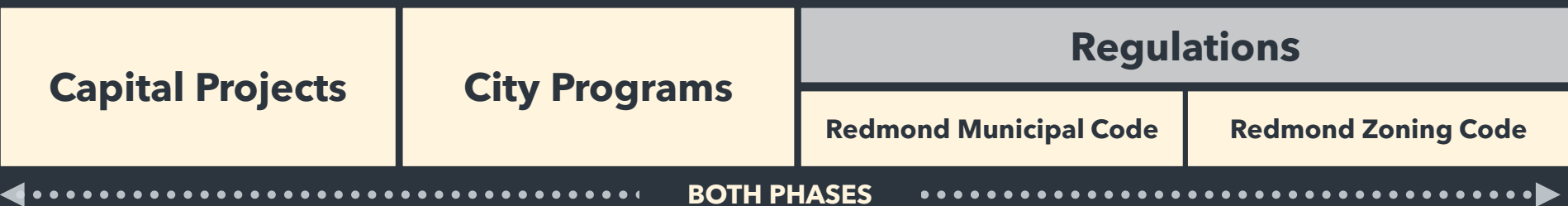


Environmental Review

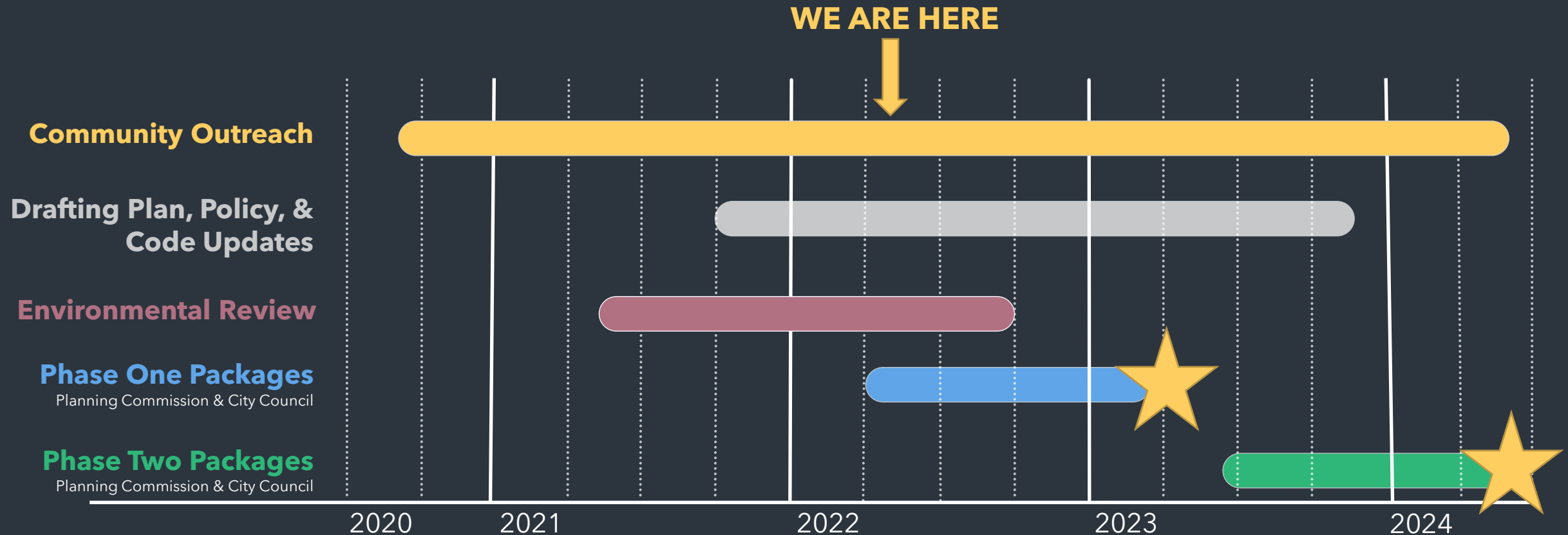
Functional & Strategic Plans - Defines How Vision will be Implemented



Financing & Implementation



Redmond 2050 Timeline



Phase 1 addresses critical needs, expiring programs, etc.
Plan update must be completed by December 31, 2024



Recent and Upcoming Activities

Q1 2022

- Publication of and community engagement for first drafts of policies for housing, economic vitality, transportation, and Overlake
- Preparation and publication of draft environmental impact statement
- Community Advisory Committee and Planning Commission review and study sessions on all the above
- Initial community engagement on Park, Arts, Recreation, Culture, and Conservation (PARCC) Plan update
- Publication of Climate Vulnerability Assessment
- Continued travel demand modeling
- Continued development of draft transportation project recommendations
- Launch of Redmond 2050 Phase 2
- PARCC Plan community needs assessment begins

Q2 2022

- Needs assessment and preparation of existing conditions report chapters for Phase 2 topics
- Publication of first draft policies for Parks, Arts, Recreation, Conservation, and Culture (PARCC) Element
- Community engagement on draft environmental impact statement and growth alternatives
- Continued engagement on first drafts of housing, economic vitality, transportation, and Overlake policies
- Preferred growth alternative modeling, engagement
- Community engagement on draft transportation project recommendations
- Publication of existing conditions report chapters for Phase 2 topics
- Monthly CAC meetings
- Twice-monthly Planning Commission meetings

Housing Element Policies Draft 1.0

- No narrative or graphics included in this draft.
- Policies have been re-numbered. “FW” means Framework Policy.

#	Text	Existing, Updated, or New, with existing policy number if applicable	Purpose / Impacts
Housing Supply and Diversity			
FW-HO-1	Zone sufficient buildable land to accommodate Redmond ’s projected housing need.	Updated (HO-1)	Provides overarching policy guidance for zoning and growth planning.
HO-2	Monitor progress toward meeting countywide housing growth targets identified in the King County Countywide Planning Policies.	Updated (HO-2)	Emphasizes need for active monitoring.
HO-3	Identify and implement strategies to meet affordable housing targets identified in the King County Countywide Planning Policies. <ul style="list-style-type: none"> • Emphasize the creation of affordable homes when meeting housing targets. • Adapt to changing conditions and new information when adopted strategies are insufficient for meeting the countywide need and advancing other housing objectives. • Adapt to changing conditions and new information when adopted strategies result in the perpetuation of the inequitable distribution of affordable housing. • Identify and implement opportunities to rezone low-density detached single-family areas of the City to higher-density zones. • Pursue strategies to meet unique needs for both ownership and rental housing. 	Updated (HO-2)	Links local housing practices with regional requirements.
HO-4	Provide access to housing types that serve a broad range of household sizes, types, tenures, and incomes by adopting inclusive planning tools, regulations, and policies that increase housing supply and diversity in all neighborhoods.	Updated (HO-11)	Emphasizes equity.
HO-5	Promote accessible and visitable housing; <ul style="list-style-type: none"> • Housing constructed with universal design principles. • Housing for adults with intellectual and developmental disabilities. • Housing for populations with special physical or other needs, which 	(HO-11)	Emphasizes equity.

#	Text	Existing, Updated, or New, with existing policy number if applicable	Purpose / Impacts
	include: the elderly, disabled persons, people with medical conditions, homeless individuals and families, and displaced people.		
HO-6	Allow indoor emergency shelters and indoor emergency housing in any zone where hotels are allowed and allow permanent supportive housing and transitional housing in any zone where residential dwellings or hotels are allowed.	New	Connects human services with housing types.

Housing Locations

HO-7	<p>Expand the supply and range of housing types, including affordable housing units, near employment centers and Transit-Oriented Development (TOD) areas, at densities sufficient to maximize use of high capacity and frequent transit.</p> <ul style="list-style-type: none"> Evaluate and update zoning in transit areas in advance of transit infrastructure investments. Support and preserve income restricted housing near high capacity and frequent transit. Promote dense neighborhoods to support increased transit, cyclist, pedestrian access to local amenities. Promote connections between housing and amenities (transit, jobs, recreation, education). This includes pathways, trails, and sidewalks that are ADA compliant and built with “universal design” principles. 	Updated (HO-18)	Connects housing, transportation, and sustainability.
HO-8	<p>Expand capacity for moderate-density and multifamily housing.</p> <ul style="list-style-type: none"> Allow, by right, multiplexes, ADUs, backyard homes, and other dense housing choices in all the residential zones within the Single-Family Urban and Multi-Family Urban land use categories. Reduce barriers to multiplexes, ADUs, backyard homes, and other dense housing choices in all residential zones of the City including single-family zoning districts. 	Updated (HO-32)	Creates more housing choices across a greater area of the city.

Housing Tools and Processes

HO-9	<p>Implement strategies to reduce development costs, streamline city processes, and develop standard operational practices to increase the quantity, affordability, and timeliness of new housing:</p> <ul style="list-style-type: none"> Review and update development standards and regulations to add clarity and minimize unnecessary housing development costs. Update design standards to streamline development review and achieve superior design. 	Updated (HO-48)	Connects end result housing costs with city processes.
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REDMOND 2050

#	Text	Existing, Updated, or New, with existing policy number if applicable	Purpose / Impacts
	<ul style="list-style-type: none"> Add criteria to Redmond Municipal Code to allow for implementation of impact fee waivers for affordable housing. Regularly assess development review processes to identify opportunities for increased efficiencies. Develop strategies to increase the supply of affordable housing including development fee payment deferral options for ADUs and changes to existing density incentives to prioritize the provision of housing at the deepest levels of affordability. 		
HO-10	Identify and implement policies, programs, and regulations that facilitate and support homeownership opportunities. Evaluate the use of financial assistance, property tax relief, and measures to increase housing supply and diversity.	Updated (HO-12)	Establishes priority to support homeownership opportunities.
HO-11	Periodically review and refine the inclusionary zoning and multifamily tax exemption programs to consider options that create deeper affordability or more affordable units.	New	Emphasizes importance of getting the most out of IZ and MFTE.
HO-12	Work independently, with community members, and with A Regional Coalition for Housing (ARCH) member cities to pursue dedicated funding for affordable housing to include potential utilization of a local or multi-jurisdictional housing levy.	New	Identifies potential revenue for affordable housing.

Housing Justice

HO-13	<p>Mitigate displacement risk and maintain opportunities for lower-cost housing through preservation and displacement mitigation.</p> <ul style="list-style-type: none"> Consider relocation assistance to low- and moderate-income households whose housing may be displaced by condemnation or redevelopment. Identify strategies for preservation of manufactured housing communities that are at risk for redevelopment. Expand protections and supports for low-income renters and renters with disabilities. Advocate for home repair assistance for households earning at or below 80 percent AML. Implement anti-displacement measures prior to or concurrent with development capacity increases or capital investment. 	Updated (HO-50)	Incorporates equity into housing planning.
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#	Text	Existing, Updated, or New, with existing policy number if applicable	Purpose / Impacts
HO-14	<p>Promote equitable outcomes in partnership with communities most impacted from past and current racially exclusive land use and housing practices.</p> <ul style="list-style-type: none"> Identify and implement targeted actions that repair harms to Black, Indigenous, and People of Color households. Partner with community-based organizations and individuals most impacted by a lack of affordable housing supply, including extremely low-income households and Black, Indigenous, and People of Color to ensure that affected parties have access to and are involved in meaningful public participation and updates to housing policies and regulations. Promote anti-displacement, access to opportunity, and wealth building for Black, Indigenous, and People of Color communities. Develop, implement, and monitor strategies that prioritize the needs and solutions articulated by these disproportionately impacted populations. 	Existing (HO-4)	Connects housing, equity, and partnerships.
HO-15	Identify and remediate barriers that impede the elimination of racial and other disparities in housing and neighborhood choices.	New	Connects land use, housing, and equity.
HO-16	Monitor progress toward the elimination of racial and other disparities in housing and neighborhood choices. Identify factors, which the City has control over, that cause disparities and remediate these factors.	New	Creates monitoring for progress of equity goals.
Housing and the Environment			
HO-17	Increase energy efficiency requirements and/or incentives for larger mixed-use and multifamily units to reduce energy consumption, reduce greenhouse gas emissions, reduce secondary pollution, and increase indoor air quality.	Updated (HO-15)	Connects building stock and environmental impact outcomes.
HO-18	Promote residential and mixed-use developments that employ ecologically friendly strategies such as cross-laminated timber, vertical gardens, green roofs, and other technologies, to create climate-smart outcomes as defined by the City's Environmental Sustainability Action Plan.	New	Connects building stock to ecologically friendly strategies.
Housing Partnerships and Regional Collaboration			
HO-19	Identify and remediate gaps in existing partnerships, policies, and resources that impede meeting local or regional housing goals.	New	Provides for proactive program evaluation of collaboration efforts.
HO-20	<p>Explore and expand partnerships with relevant partners to:</p> <ul style="list-style-type: none"> Assess housing needs; Create affordable housing opportunities; 	Existing (HO-4)	Provides for proactive pursuit of partnerships.

#	Text	Existing, Updated, or New, with existing policy number if applicable	Purpose / Impacts
	<ul style="list-style-type: none"> Coordinate a regional approach to addressing housing need and homelessness; Engage with ARCH cities on potential adoption of new revenue streams, and advocate for additional local revenue options to support affordable housing production and preservation; and Pursue creative methods to provide and leverage funds for construction of affordable housing. 		
HO-21	<p>Cooperate with ARCH, the King County Housing Authority, and social and health service agencies to:</p> <ul style="list-style-type: none"> Advocate for state-level eviction reforms and tenant protections; Advocate for revisions to state law that facilitate and support tools for advancing more home-ownership opportunities; Track compliance and advocate for greater enforcement of fair housing laws and provide technical assistance to landlords and property managers; Promote tenant rights awareness and education in multiple languages; and Promote tenant programmatic awareness and education in multiple languages (e.g., ARCH affordable housing and King County Home Repair program). 	Existing (HO-4)	Provides for proactive pursuit of partnerships.
HO-22	<p>Collaborate with public and non-profit partners to fund, site, and build affordable housing and address the countywide need at the deepest levels of affordability.</p> <ul style="list-style-type: none"> Identify suitable property owned by public agencies, faith-based, and non-profit organizations that can be utilized for affordable housing; Combine public and private resources to provide the subsidies required to provide housing at deepest levels of affordability; and Dedicate funds for land acquisition. 	Existing (HO-5)	Provides for proactive pursuit of partnerships.

REDMOND 2050

Housing Policies in Other Elements

Only policies where a change is proposed (revision, addition, deletion) are shown. All other Housing-related policies are documented in the Housing Change Matrix and will be addressed in Redmond 2050 Phase 2.

#	Text	Purpose / Impacts
Land Use		
LU-36 (edit)	<p>Multifamily Urban Designation. Purpose. Provide for high-density residential neighborhoods that are urban in character. Provide for neighborhoods of multifamily residences, small lot single-family homes, and attached single-family (multiplex) homes on lands suitable for these intensities. Focus high-density housing <u>on land that is:</u></p> <ul style="list-style-type: none"> • In or near <u>within half mile of</u> the Downtown, Overlake, or Marymoor Local Village Centers in support of Redmond's centers; <u>or</u> • Near other employment and commercial nodes; and • <u>In or within a quarter mile of areas w</u>Where high levels of frequent transit service are is present or <u>planned likely</u>, or where there is adequate access to an arterial; <u>or</u> • <u>Any land that was designated as Multifamily Urban before January 1, 2022.</u> <p>Allowed Uses. Implement this designation through zones that allow densities of 12 to 30 dwelling units per gross. Permit multifamily residences, and, in suitable locations, detached or attached single-family homes.</p>	Improves clarity of policy and increases areas eligible for Multifamily Urban Designation.
Neighborhoods		
Bear Creek		
N-BC-38 (Delete)	<p>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.</p>	Removes area-specific barriers to alternative housing types.
Education Hill		
N-EH-16 (edit)	<p>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.</p>	Removes area-specific barriers to alternative housing types.

#	Text	Purpose / Impacts
N-EH-17 (edit)	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.	Removes area-specific barriers to alternative housing types.
N-EH-18 (delete)	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.	Removes area-specific barriers to alternative housing types.
N-EH-19 (delete)	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... 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.	Removes area-specific barriers to alternative housing types.
N-EH-23 (edit)	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.	Removes area-specific barriers to alternative housing types.
Grass Lawn		
N-GL-10 (edit)	Encourage duplexes, triplexes and fourplexes triplexes on individual lots in the Grass Lawn Neighborhood in locations designated Single-Family Urban and higher densities.	Removes area-specific barriers to alternative housing types.
N-GL-11 (delete)	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.	Removes area-specific barriers to alternative housing types.

#	Text	Purpose / Impacts
N-GL-12 (delete)	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.	Removes area-specific barriers to alternative housing types.
North Redmond		
N-NR-45 (edit)	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.	Removes area-specific barriers to alternative housing types.
N-NR-46 (delete)	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.	Removes area-specific barriers to alternative housing types.
Willows-Rose Hill		
N-WR-E-2 (ed 1it)	Duplexes Multiplexes shall be allowed on individual lots in the Willows/Rose Hill Neighborhood in locations designated for low-moderate density residential and higher densities.	Removes area-specific barriers to alternative housing types.
N-WR-E-3 (delete)	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.	Removes area-specific barriers to alternative housing types.
N-WR-E-4 (delete)	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: <ul style="list-style-type: none"> • 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 	Removes area-specific barriers to alternative housing types.

#	Text	Purpose / Impacts
	fourplexes shall be permitted in other locations in the neighborhood.	
N-WR-E-5 (delete)	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.	Removes area-specific barriers to alternative housing types.

Economic Vitality Element Policies Draft 1.0 - Policy Guide

		Existing, Updated, or New with existing policy number if applicable	Purpose / Impacts
Sustainable and Resilient Economy			
FW-EV-1	Support appropriate policies, regulations, services, and infrastructure investments that lead to an economically diverse, sustainable, and resilient economy.	Updated, FW-18	Broadened to encompass City-led actions for EV
EV-1	Provide for a mix of land uses in a range of zones that enables Redmond to meet its job growth targets and attract and retain businesses that meet the needs of the community.	Updated EV-3	Added “retain businesses” for new emphasis
EV-2	Prioritize efficient use of land and infrastructure by directing economic development within existing retail, office, manufacturing, and mixed-use areas and in designated centers.	Updated EV-4	Similar to existing; focuses economic development efforts in existing commercial and mixed-use areas.
EV-3	Focus local investments to maintain and expand infrastructure and services that support local and regional economic development strategies, encourage growth in designated centers, and help achieve employment and housing targets.	Updated EV-18	Same as existing, but expands the “why”.
EV-4	Support industry clusters and their related subclusters that are integral components of the Regional Economic Strategy and Redmond's economy. Emphasize support for clusters that are vulnerable or threatened by market forces, provide middle-wage jobs, play an outsized role in the local economy, or have robust growth potential.	New to support KC/regional policy - EC-3	Alignment with regional policies, replaces EV-20 with more focused text.
EV-5	Coordinate local and countywide economic policies and strategies with VISION 2050 and the Regional Economic Strategy.	News, to align with regional policies EC-1	Acknowledges coordination of policies with regional policies
EV-6	Provide and improve upon a customer-focused approach to providing city services, focusing on cutting-edge and industry-leading tools and practices.	Update EV-1	Same intention, updated language.

		Existing, Updated, or New with existing policy number if applicable	Purpose / Impacts
EV-7	Utilize tax and fee systems that are equitable and stable, are consistent with City goals to increase affordable housing, predictably fund local services, and maintain a competitive economic environment. Periodically review the City's tax and fee systems to ensure they remain consistent with the above criteria.	Update EV-17	Same intention, updated language to clarify/expand intent
EV-8	Monitor the performance of economic development policies and strategies in business diversity, middle wage job creation, and reduction of displacement risks. Identify and track key economic and demographic metrics to help the city evaluate the effectiveness of local economic strategies and achievement of equitable outcomes.	New, align with regional policies, EC-4	Aligns with regional policies, will need to set-up system to track
EV-9	Partner with other agencies, businesses, non-profits, and other organizations to further the City's economic vitality goals.	Updated, EV-9	Same intention, updated language
EV-10	Ensure all businesses, prioritizing those that are small, local, and at risk of displacement, have access to economic and disaster recovery resources through clear, timely and supportive processes.	New	Added to recognize need to support services for business related to potential disasters.
EV-11	Attract and support businesses that embrace Redmond's environmental sustainability and net-zero carbon goals.	Updated EV-6	Same intention, updated language

		Existing, Updated, or New with existing policy number if applicable	Purpose / Impacts
Quality of Life			
FW- EV-2	Support policies that recognize the importance of quality of life and livability on the economic vitality of the community, with respect to its history, diversity, career and educational opportunities, and a healthy natural environment.	Update of FW-19	Updated and expanded to be more inclusive of quality of life issues that affect economic vitality, and to better align with policies under this header.
EV-12	Maintain and promote a healthy natural environment as a significant community amenity that attracts people and investments and contributes to Redmond's economic vitality and sustainability.	Update EV-15	Same intention, updated language
EV-13	Support and collaborate with educational institutions to provide opportunities for and foster a well-educated and skilled community. Align workforce development efforts with BIPOC, immigrant and underserved communities.	Updated EV-14	Similar intent, simplified text, added text related to underserved communities.
EV-14	Support and incentivize small neighborhood-based businesses to enhance walkability and provide daily services near homes and employment centers.	New	New policy, might need zoning/regs changes to support
EV-15	Preserve and enhance local arts, culture, recreation, social amenities, and Redmond's distinctive identity to attract and retain the workforce and support economic vitality.	New, Update of existing EV-18	New policy to focus importance of cultural amenities for economic vitality
EV-16	Implement and promote smart-city technological initiatives that enhance the city's economic vitality goals. Encourage other service providers to do the same.	New	New policy to prioritize implementation of smart-city technology to enhance economic vitality. May be City-led or led by others.

		Existing, Updated, or New with existing policy number if applicable	Purpose / Impacts
EV-17	Encourage a mix of housing types and options that allows all workers at different wage levels to live and work in Redmond.	New, some alignment with regional EC-22	New policy to highlight importance of housing options for economic vitality
EV-18	Invest in a well-connected, safe, and efficient multi-modal transportation network that is responsive to innovations and changing demands (EV cars, bikes, scooters).	New	New policy to highlight importance of multi-modal and adaptable transportation systems for economic vitality
EV-19	Promote tourism related initiatives and actions that position Redmond and the Sammamish Valley as the home and gateway to a diversity of experiences.	New	New policy to address tourism, regional attractiveness
EV-20	Allow use of public spaces and rights-of-way for multifunctional uses, including commercial uses such as outdoor dining, food/merchant kiosks, and food trucks.	New	New policy to allow flexibility in use of public spaces for commercial purposes. May need zoning/regs changes.

		Existing, Updated, or New with existing policy number if applicable	Purpose / Impacts
Business Diversity			
FW-EV-3	Cultivate a diverse business community that reflects Redmond's commitment to, opportunity, equity, and the importance of both legacy and new businesses.	Updated FW-20	Updated FW policy to broaden scope and support other policies
EV-21	Adopt and maintain development regulations that allow flexibility in size, location, uses and design to create affordable commercial spaces that allow small, locally owned, and culturally diverse businesses to thrive.	New, also incorporates language from EV-12, Afford comm.	New policy to support creation of affordable commercial spaces. Incorporates affordable commercial space from EV-12. Will need zoning regs support.
EV-22	Develop and maintain land use, zoning and design regulations that attract and support a diversified mix of businesses, from multinational corporations to small, locally-owned neighborhood shops.	Updated EV-8	Similar intent, updated language to focus on regs to support policy. Will need zoning regs support.
EV-23	Recognize the importance and value of historically economically disadvantaged and marginalized communities and implement actions that would eliminate and correct for on-going disparities and support economic development in said communities.	New, support regional policies, EC-15	Aligns with regional policies, recognizes and supports underserved communities.
EV-24	Encourage home-based businesses that are compatible with residential uses.	Updated EV-13	Similar intent. Updated language to be more policy focused.
EV-25	Mitigate the displacement of existing businesses as development occurs through development regulations and programmatic support, including, but not limited to, funding and grant opportunities.	New	New policy to recognize impacts and mitigate displacement of businesses from new development
EV-26	Maintain existing manufacturing park land use and zoning designations to sustain and grow the manufacturing sector while also providing flexibility for evolving business and community needs.	New	New policy based on community feedback.

		Existing, Updated, or New with existing policy number if applicable	Purpose / Impacts
EV-27	Support the local and regional food economy and businesses with an emphasis on those that provide access to local products and healthy, affordable, and culturally relevant food options.	New policy to support regional policies, EC-11	New policy to align with regional policies and recognize importance of local food economy.

Transportation Element Policies Draft 1.0 - Policy Guide

- No narrative or graphics included in this draft.
- Policies have been re-numbered. “FW” means Framework Policy.

#	Text	Existing, Updated, or New, with existing policy number if applicable	Purpose / Impacts
FW-TR-1	Plan, design, build, and maintain a transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.	Updated (TR-2)	Highlights Redmond 2050 themes as overarching policy guidance
TR-1	Ensure that all components of the transportation system serve to achieve the preferred land use pattern contained in the Land Use Element.	Existing (TR-1)	Connects transportation to land use
TR-2	Improve the safety of the transportation system with the goal of achieving zero deaths and serious injuries by 2030.	New	Mirrors existing TMP; consistency with WSDOT Target Zero
TR-3	Maintain a posture of adaptability in the face of technological innovation, changes in mobility patterns, and other sources of uncertainty and change.	New	Recognizes changing transportation landscape
Maintain Transportation Infrastructure			
FW-TR-2	Maintain the transportation system in a state of good repair for all users.	Updated (TR-42)	Provides overarching policy guidance for system maintenance
TR-4	Design and build a mobility system that can be efficiently operated and maintained. Identify level-of-service standards for transportation infrastructure and fund maintenance, repair, and replacement costs to meet them.	New	Highlights need for lifecycle planning
TR-5	Maximize the safety benefits and cost effectiveness of transportation system maintenance expenditures.	Updated (TR-41)	Links maintenance and safety
TR-6	Design and build a resilient mobility system. Protect it against disasters by maintaining prevention and recovery strategies that are coordinated locally and regionally.	Existing (TR-38)	Emphasizes resiliency
Improve Travel Choices and Mobility			

#	Text	Existing, Updated, or New, with existing policy number if applicable	Purpose / Impacts
FW-TR-3	Complete the pedestrian, bicycle, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated mobility system.	New	Provides overarching policy guidance related to this topic
Equity in Mobility			
TR-7	Implement transportation programs, projects, and services that prevent and mitigate the displacement of Black, Indigenous, and People of Color, people with low and no incomes, and people with special transportation needs.	New	Incorporates equity into transportation policy
TR-8	Develop a transportation system that minimizes negative health and environmental impacts to all, especially Black, Indigenous, and People of Color, those with no and low-incomes, and those who have been disproportionately affected by past transportation decisions.	New	Incorporates equity into transportation policy
TR-9	Prioritize transportation investments that reduce household transportation costs, such as investments in bicycle and pedestrian infrastructure.	New	Incorporates equity into transportation policy
Walking and Bicycling			
TR-10	Adopt and implement a Pedestrian Plan and Bicycle Plan in the Transportation Master Plan that result in connected neighborhoods with comfortable and convenient access to opportunity in Redmond and the region.	Existing (TR-16)	Results in plan for pedestrian system improvements
TR-11	Prioritize the comfort, safety, and convenience of pedestrians and bicyclists over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize pedestrian and bicycle improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve mobility for Black, Indigenous, and People of Color, those with no and low-incomes, and those who rely disproportionately on the pedestrian and bicycle network.	Updated (TR-12)	Establishes priority for pedestrians and bicyclists
TR-12	Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.	Existing (TR-14)	Provides for inclusive mobility
TR-13	Require consistency with the Pedestrian Plan and Bicycle Plan in the Transportation Master Plan and the Parks, Arts, Recreation, Conservation, and Culture Plan in the review of development applications.	Existing (TR-15)	Ensures development is consistent with PARCC Plan
Transit: Orient Around Light Rail			
TR-14	Adopt and implement a Transit System Plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.	Updated (TR-8)	Incorporates equity into transit planning

#	Text	Existing, Updated, or New, with existing policy number if applicable	Purpose / Impacts
TR-15	Deploy transit to connect people to centers and light rail, considering a full suite of transit options appropriate to the land use context.	New	Leverages light rail, connects to centers, and encourages flexibility
TR-16	Use transit to support equitable, inclusive, sustainable, and resilient transit-oriented communities, especially in Downtown, Overlake, and Marymoor Village.	New	Connects land use and transportation
TR-17	Integrate transit facilities and services and non-motorized infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments.	New	Connects land use and transportation
Streets			
TR-18	Adopt and implement a Street Plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region.	New	Results in plan for street system improvements
TR-19	Maintain a street classification system in the Street 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 system capacity may be properly allocated by mode and planned street improvements will be consistent with those functions.	Existing (TR-3)	Provides for hierarchy of street classes
TR-20	Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address context-sensitive design, environmental protection, property access, continuity of the street pattern, block size, access management, utilities, and the comfort and safety of all users. Design streets from the outside in to meet the needs of pedestrians, bicyclists, and transit users first, and to ensure that streets are no wider than necessary.	Existing (TR-4)	Ensures broad consideration of street planning and design issues
TR-21	Require that all streets be complete streets, built to accommodate all travel modes as defined in the Transportation Master Plan.	Existing (TR-4)	Results in connected networks for all modes
TR-22	Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.	Existing (TR-34)	Guides application of technology in transportation system
TR-23	Maintain a traffic control program based on the fundamentals of education, enforcement and engineering for evaluating and responding to traffic control concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.	Existing (TR-36)	Emphasizes transportation safety

#	Text	Existing, Updated, or New, with existing policy number if applicable	Purpose / Impacts
TR-24	Require consistency with the Street Plan in the review of development applications.	Existing (TR-4)	Ensures development is consistent with Street Plan
Enhancing Freight and Service Delivery			
TR-25	Adopt and implement a Freight Plan in the Transportation Master Plan that results in the safe and efficient movement of goods and services to, from and within Redmond.	Existing (TR-6)	Results in plan for freight system improvements
TR-26	Monitor freight and service delivery patterns and adjust transportation system operations if warranted.	New	Recognizes changing transportation landscape
Transportation Demand Management (TDM)			
TR-27	Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate future growth.	Existing (TR-18)	Results in TDM programs
TR-28	Establish TDM program requirements in the Transportation Master Plan that at a minimum address Commute Trip Reduction Act requirements, transportation management programs that support City mode split goals, physical facilities that support non-single-occupant-vehicle travel, participation in transportation management associations, mitigation funding from developments requiring TDM, and TDM support for non-commute/non-employer-based sites such as schools.	Existing (TR-18)	Creates framework for TDM programs
Parking			
TR-29	Adopt and implement a Parking Plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities.	New	Connects parking to Redmond 2050 themes and TOD
TR-30	Implement comprehensive parking management programs that at a minimum address shared parking, transit access parking, wayfinding, curb lane management, and localized parking imbalances. Use strategies like time limits and pricing to manage parking demand.	Updated (TR-19)	Adds curb lane management
TR-31	Establish off-street parking requirements to implement the transportation and land use objectives of the Comprehensive Plan. Reduce or eliminate minimum required parking regulations near high-frequency transit and in centers to maximize desired uses like housing and employment and to maintain drinking water well production. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.	Updated (TR-20)	Connects parking to drinking water; adds eliminating minimum parking requirements as an option
Environmental Sustainability			

#	Text	Existing, Updated, or New, with existing policy number if applicable	Purpose / Impacts
FW-TR-4	Plan, construct, operate and maintain a transportation system that supports the City's sustainability principles.	Updated (FW-33)	Connects transportation and sustainability directly
TR-32	Implement transportation programs, projects, and services to achieve a 71 percent reduction in greenhouse gas emissions from the transportation sector from 2011 to 2050.	New	Incorporates ESAP target into Element
TR-33	Accommodate electric vehicle charging needs into the design of the transportation system to encourage a shift to more efficient and lower-carbon vehicles.	New	Incorporates electric vehicle infrastructure planning
TR-34	Implement transportation programs, projects, and services to meet air quality standards established in state and federal clean air laws, including the requirements of Chapter 173-420 Washington Administrative Code (WAC): "Conformity of Transportation Activities to Air Quality Implementation Plans".	Existing (TR-33)	Meets state and federal requirements
TR-35	Improve surface and groundwater quality by reducing stormwater runoff and minimizing impervious surface from existing and planned transportation facilities.	Existing (TR-33)	Connects transportation to stormwater

Regional Transportation

FW-TR-5	Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.	Existing (FW-37)	Provides overarching policy guidance for participation in regional transportation issues
TR-36	Work with state, regional, and local partners to advance an equitable and sustainable transportation system, including mutual priorities such as increasing transit access and service, implementing state highway corridor plans, connecting the region to national and world markets, and managing and mitigating cross-jurisdictional impacts of growth.	Updated (TR-22)	Emphasizes Redmond 2050 themes
TR-37	Participate in regional forums like the Eastside Transportation Partnership, Sound Cities Association, and the Puget Sound Regional Council to implement transportation plans and policies that affect Redmond, the Eastside, and the region.	Updated (TR-25)	Broadens list of regional forums
TR-38	Work with WSDOT and other stakeholders to ensure that SR 520 operates efficiently and that future improvements to SR 520: <ul style="list-style-type: none"> • Support the operation of city arterials for all modes • Ensure efficient bus and carpool operations with dedicated HOV lanes that conveniently connect with transit hubs • Maximizes use of existing corridor through innovative treatments such as bus 	New	Establishes Redmond's priorities for SR 520

#	Text	Existing, Updated, or New, with existing policy number if applicable	Purpose / Impacts
	<p>only shoulder lanes and variable speed zones; and</p> <ul style="list-style-type: none"> Avoid new and reduce existing adverse impacts from noise, light, and motor vehicle pollution associated with such projects. 		
Concurrency and Level of Service			
TR-39	<p>Use a multimodal “Plan-Based” approach for Redmond’s transportation concurrency management system that:</p> <ul style="list-style-type: none"> Funds transportation programs, projects, and services in proportion to the needs of the city and the pace of growth; and Encourages development that can be supported by transit. 	Existing (TR-27)	Establishes multimodal concurrency system
TR-40	<p>Adopt and implement the following citywide person-mile-of-travel-based transportation level-of-service standard: If land use growth and 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.</p>	Existing (TR-28)	Describes multimodal concurrency system
TR-41	<p>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):</p> <ul style="list-style-type: none"> 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. <p>As a last choice, change the transportation level of service standard.</p>	Existing (TR-30)	Meets state requirements to identify actions in event that TFP is not implemented concurrent with growth
Transportation Revenue			
TR-42	<p>Develop and maintain a detailed revenue forecast that funds the ongoing maintenance, operation, and delivery of the transportation system at an adequate level of service.</p>	Existing (TR-31)	Meets state requirement for revenue forecast
TR-43	<p>Consider a broad spectrum of revenue sources, including but not limited to general fund contributions, impact fees, local improvement districts, transportation benefit districts, street maintenance utility, grants, right-of-way lease fees, developer and other contributions, business taxes, and debt financing.</p>	Updated (TR-31)	Broadens potential revenue sources to include right-of-way lease fees
TR-44	<p>Ensure that new development contributes its fair share of the cost of transportation facilities, programs and services needed to mitigate growth-related transportation impacts.</p>	Existing (TR-31)	Establishes that new development is responsible for “fair

#	Text	Existing, Updated, or New, with existing policy number if applicable	Purpose / Impacts
			share” of associated costs
Transportation Master Plan			
TR-45	Adopt, implement, and regularly update the Transportation Master Plan as the guide for implementing and funding all transportation programs, projects and services. Include all components required by the Growth Management Act that are not included in the Transportation Element.	Existing (TR-39)	Establishes TMP
TR-46	Include a long-range, funding-constrained Transportation Facilities Plan (TFP) in the TMP that identifies programs, projects, and services to be funded over the life of the TFP.	Existing (TR-40)	Meets state requirement for long-range, funding-constrained facility plan
TR-47	Ensure that all transportation planning and investment decisions: <ul style="list-style-type: none"> • Support the preferred land use pattern contained in the Land Use Element • Advance equity and inclusion, sustainability, resiliency, and safety • Advance the strategies of orienting around light rail, maintaining transportation infrastructure, improving travel choices and mobility, and enhancing freight and service mobility; and • Leverage funding 	Updated (TR-42)	Connects transportation decisions to Redmond 2050 themes, TMP strategies
TR-48	Establish and report on targets and performance measures to assess progress toward transportation policy objectives, including: <ul style="list-style-type: none"> • Traffic safety • Mode split, • Infrastructure maintenance, • Carbon emissions, • TFP project and program delivery, • Concurrency, and • Other specific targets and measures identified in the Transportation Master Plan. 	Updated (TR-43)	Aligns targets and reporting with policy priorities

REDMOND 2050

Transportation Policies in Other Elements

Only policies where a change is proposed (revision, addition, deletion) are shown. All other Transportation-related policies are documented in the Transportation Change Matrix and will be addressed in Redmond 2050 Phase 2. Grey text indicates no change proposed pending TMP updates.

#	Text	Purpose / Impacts
Community Character and Historic Preservation		
CC-24 (delete)	<p>Design and create trails, sidewalks, bikeways and paths to increase connectivity for people by providing safe, direct or convenient links between the following:</p> <ul style="list-style-type: none"> • Residential neighborhoods, • Schools, • Recreation facilities and parks, • Employment centers, • Shopping and service destinations, and • Community gardens. 	Removes duplication
Urban Centers (Downtown)		
DT-21 (revise)	<p>Increase mobility within the Downtown, promote environmental quality, and provide for convenient transit, pedestrian and bicycle routes to and from the Downtown by:</p> <ul style="list-style-type: none"> • 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, carpools, bicycles, walking, and other forms of transportation that limit congestion and parking demand • Maintaining an attractive and efficient Downtown transit center <u>and light rail station served by transit that connects</u> that is the focus for local and regional bus-based transit service between the Downtown, Redmond neighborhoods, the Eastside and the region • Supporting an extension of the regional light rail system into Downtown to provide frequent all-day transit service; • Providing bicycle facilities, such as connections to the Sammamish River Trail, Redmond Central Connector and other regional corridors, bicycle racks in new developments, <u>bike lanes comfortable bicycle facilities</u> on key streets, and signage at key points • Completing and preserving Downtown sidewalk systems, mid-block pedestrian walkways, and bicycle lanes <u>facilities</u> to provide strong linkages among destinations throughout the Downtown • Implementing shared-street connections to provide access, circulation, and active spaces for adjacent properties in Downtown focusing on non-motorized transportation; and • Encouraging City of Redmond employees who work in the Downtown to lead by example in walking, bicycling, carpooling, or using transit alternatives. 	Updates outdated policy
DT-23 (delete)	<p>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</p>	Removes outdated policy

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#	Text	Purpose / Impacts
	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-33 (no change pending TMP updates)	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.	
Neighborhoods		
Bear Creek		
N-BC-31 (no change pending TMP updates)	Complete the bike facilities along Avondale Road and Avondale Way. Connect these facilities to the local and regional trail networks.	
N-BC-34 (delete)	<p>Evaluate strategies in future Avondale corridor planning efforts that would:</p> <ul style="list-style-type: none"> • 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. 	Removes outdated policy
Education Hill		
N-EH Table 1: Street, Trail and Sidewalk Connections (no changes pending TMP updates)	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 PARCC 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	

#	Text	Purpose / Impacts
	<p>7. Hartman Park Connection to NE 100th Street to west and south</p> <p>8. Extension of NE 80th Street east down slope to Avondale Road NE</p> <p>9. Redmond/Puget Sound Energy Trail Enhancements at SR 202, NE 104th Street, NE 110th Street and 172nd Avenue NE</p> <p>10. Redmond 74/Mondavio: trail linkages from project to Redmond/Puget Sound Energy Trail</p> <p>11. Trail from Nike Park south along ridge line (east of 172nd Avenue NE) to NE 80th Street</p> <p>Sidewalk Connections:</p> <p>1. South Education Hill:</p> <ul style="list-style-type: none"> 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 <p>2. Redmond-Woodinville Road: completed connections from NE 90th Street, north to city limits</p> <p>Safe Crossing Improvements:</p> <p>1. Provide safe crossing improvements to NE 111th Street when warranted</p>	

#	Text	Purpose / Impacts
Map N-EH-3 (no changes pending TMP updates)	<p>Legend</p> <ul style="list-style-type: none"> Schools Trails Proposed Street &/or Ped/Bike Connections Proposed Trail Connections Education Hill <p>MAP N-ED-3 EDUCATION HILL CONNECTIONS Effective: July 28, 2007</p> <p>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.</p> <p>0 1,000 2,000 3,000 Feet</p>	
N-EH-28	Encourage transit service providers to consider alternative choices of vehicles for service within and	Removes duplication

> REDMOND 2050

#	Text	Purpose / Impacts
(delete)	connecting to the Education Hill Neighborhood to facilitate more direct and frequent transit service to Downtown and other major employment centers.	
N-EH-29 (delete)	Minimize the use of cul-de-sac streets to further encourage a more gridlike pattern of streets and promote connectivity in the Education Hill Neighborhood.	Removes duplication
N-EH-30 (delete)	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.	Removes duplication
N-EH-33 (delete)	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.	Removes outdated policy
N-EH-35 (delete)	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.	Removes duplication
N-EH-36 (delete)	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.	Removes duplication
N-EH-39 (delete)	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.	Removes duplication
N-EH-40 (no changes pending TMP updates)	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.	
N-EH Table 2 (no changes pending TMP updates)	<p>Table 2: Education Hill Neighborhood Highest-Priority Pedestrian Mobility and Safety Improvements</p> <p>Improve Pedestrian Safety and Mobility</p> <p>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.</p> <ul style="list-style-type: none"> • Address visibility issues and crossing opportunities along 166th Avenue NE, including the intersections with NE 104th Street and NE 95th Street. • Consider an enhanced connection between Redmond High School and Hartman Park with consideration of a pedestrian overpass or tunnel design. • Complete sidewalks in the neighborhood based on citywide criteria at locations described in the previous connections table (Table 1). • Work in partnership with transit authorities, City staff and the Neighborhood Citizens Committee to address transit ridership issues that include: <ul style="list-style-type: none"> o Placement of shelters at bus stops; 	

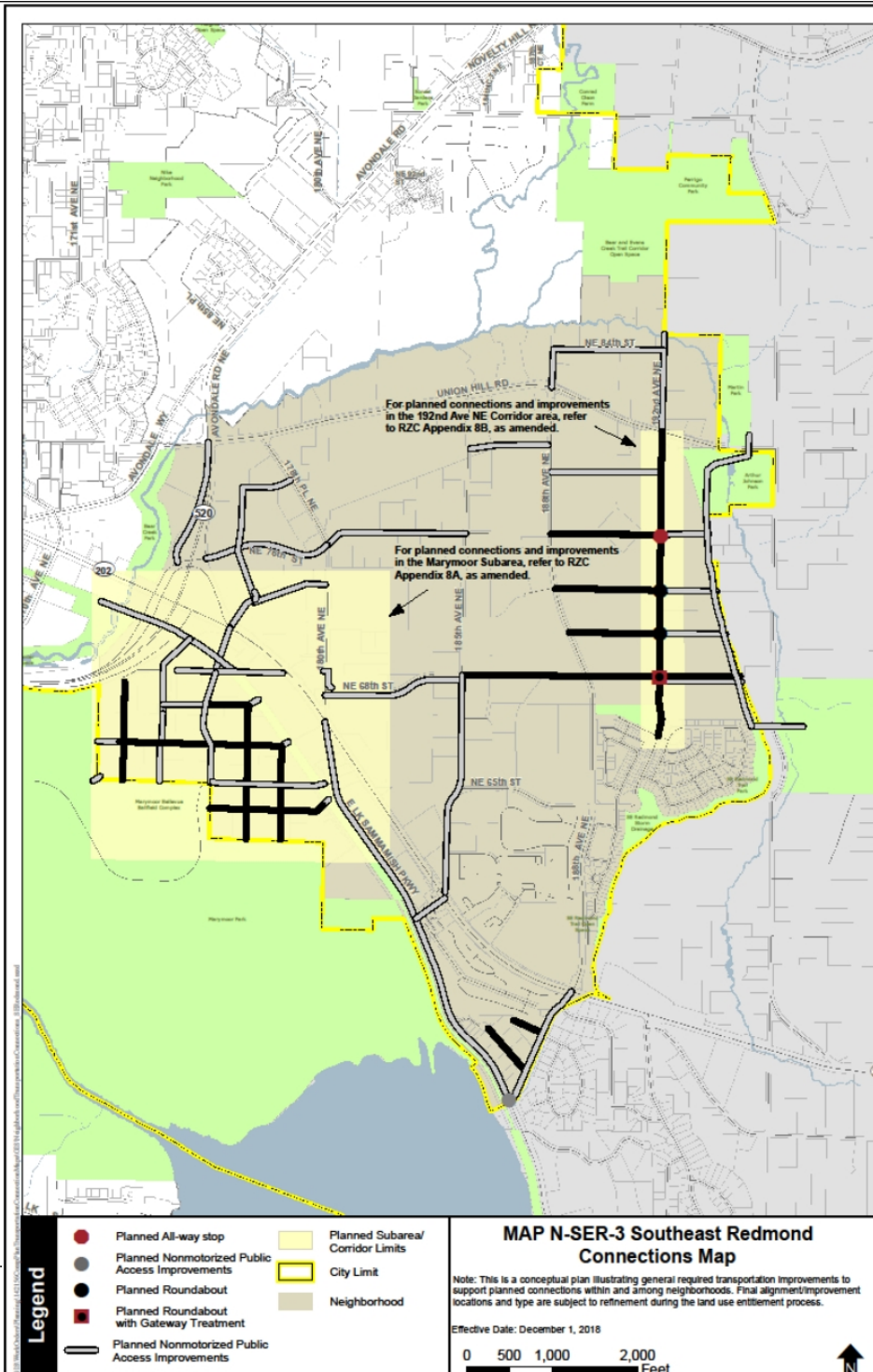
#	Text	Purpose / Impacts
	<ul style="list-style-type: none"> Increased choices, efficiency and frequency of routes within and connecting to the neighborhood; Student access to and from school and school-related activities; and Coordination with housing policies to optimize the alignment of transit services. <p>• 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.</p> <p>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.</p> <p>Analyze the effectiveness and design alternatives for a roundabout or signalization at the intersection of 166th Avenue NE and NE 95th Street.</p> <p>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.</p>	
Grass Lawn		
N-GL-18 (delete)	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.	Removes duplication
N-GL Table 1 (no changes pending TMP updates)	<p>Table 1: Grass Lawn Neighborhood Highest-Priority Pedestrian Mobility and Safety Improvements</p> <p>Improve Pedestrian Safety and Mobility</p> <p>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.</p> <ul style="list-style-type: none"> 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. Complete street lighting on Redmond Way for pedestrians. 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. Install bus shelters at neighborhood bus stops. 	

#	Text		Purpose / Impacts
	<ul style="list-style-type: none">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.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.		
Idylwood			
N-ID-24 (no changes pending TMP updates)	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: <ul style="list-style-type: none">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.		
N-ID-25 (no changes pending TMP updates)	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 Table 1 (no changes pending TMP updates)	Table 1: Idylwood Neighborhood Highest-Priority Pedestrian and Bicycle Mobility and Safety Improvements		
	Priority Pedestrian Projects	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.	
		Use interim measures along West Lake Sammamish Parkway to increase pedestrian and bicycle access and promote safety until complete street improvements are implemented.	
		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.	
		Recognize Idylwood Beach Park as a regional facility with higher pedestrian volumes on a seasonal basis, particularly related to the off-site parking facility.	

#	Text		Purpose / Impacts
		<p>Consider additional features at the related Idylwood Beach Park crosswalk that improve pedestrian visibility and motorists' attention.</p> <p>Identify and plan intersection improvements to promote pedestrian mobility and safety at:</p> <ul style="list-style-type: none"> • 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 	
	Priority Bicycle Projects	Promote bicycle etiquette. Offer bicycle education and safety awareness programs to school-aged children. Consider partnership with Audubon Elementary School.	
N-NR-54 (no changes pending TMP updates)	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-56 (no changes pending TMP updates)	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.		
N-NR-58 (revise)	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.		Updates outdated policy
N-NR-60 (delete)	<p>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:</p> <ul style="list-style-type: none"> • Efficient traffic flow; • Pedestrian and bicycle travel; and • Safety for pedestrians, bicyclists and motorists. 		Removes outdated policy
N-NR-61 (delete)	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.		Removes outdated policy
N-NR-62 (delete)	Require that bike lanes are also delineated if centerlines are added to existing streets.		Removes duplication

#	Text	Purpose / Impacts
N-NR-63 (delete)	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.	Removes duplication
N-NR-64 (delete)	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.	Removes duplication
N-NR-67 (delete)	Allow narrow Street Edge Alternative (SEA), low impact development, and woonerf design and construction standards on local streets. Ensure that the designs: <ul style="list-style-type: none"> • 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. 	Removes duplication
N-NR-69 (delete)	Utilize traffic calming techniques to slow traffic through residential neighborhoods, including on arterials and collectors.	Removes duplication
Southeast Redmond		
N-SE-67 (no changes pending TMP updates)	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 (delete)	Explore and implement creative ways to reduce conflicts between vehicles and nonmotorized street users.	Removes duplication
N-SE-69 (no changes pending TMP updates)	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 (delete)	Manage congestion by, for example, using technology and making efficient use of existing infrastructure, so that the travel network overall continues to function.	Removes duplication
N-SE-71 (delete)	Ensure that arterials provide convenient and safe pedestrian crossing opportunities.	Removes duplication
N-SE-72 (no changes pending TMP updates)	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.	

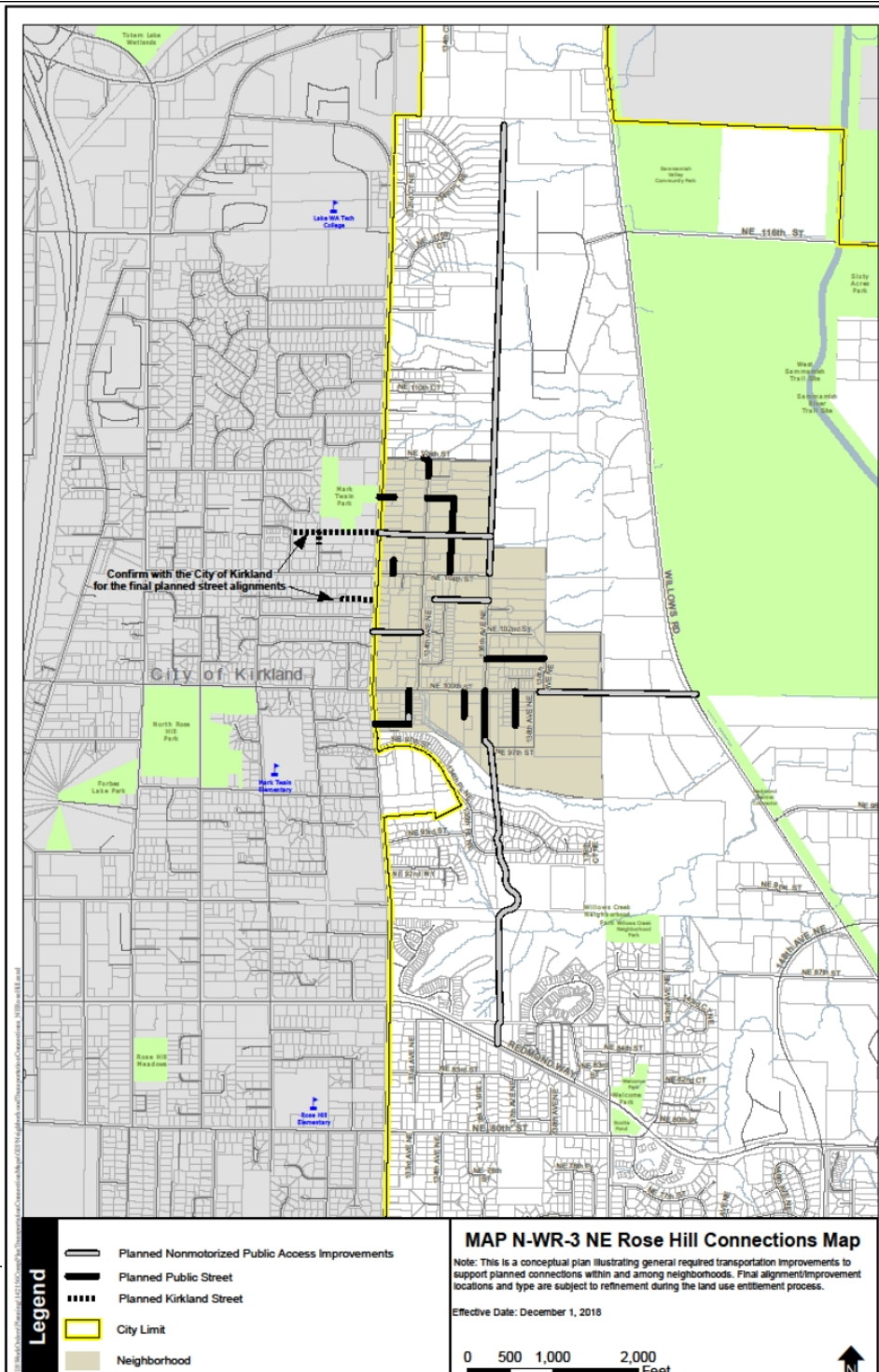
#	Text	Purpose / Impacts
N-SE-73 (no changes pending TMP updates)	Improve connectivity in the neighborhood by planning for and constructing multimodal improvements as shown in Map N-SER-3. Prioritize improvements that improve the quality of connections from the Central Subarea to the Redmond Way and Marymoor Subarea for commuting and midday trips.	



#	Text	Purpose / Impacts
N-SE-74 (delete)	Work with Sound Transit and others to encourage regional commuters to use the planned Southeast Redmond Park and Ride to access transit.	Removes duplication
N-SE-75 (delete)	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.	Removes duplication
N-SE-76 (delete)	Promote through, general vehicular, and truck travel on principal and other high-capacity arterials, which have higher vehicular volume and speed.	Removes duplication
N-SE-78 (no changes pending TMP updates)	Condition future commercial development that relies upon heavy vehicles to use alternatives to 188th Avenue NE between Redmond Way and the 6800 block.	
Willows-Rose Hill		
N-WR-H-10 (no changes pending TMP updates)	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.	
N-WR-H-11 and preamble (delete)	<p>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:</p> <p>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:</p> <ul style="list-style-type: none"> • 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. 	Removes duplication

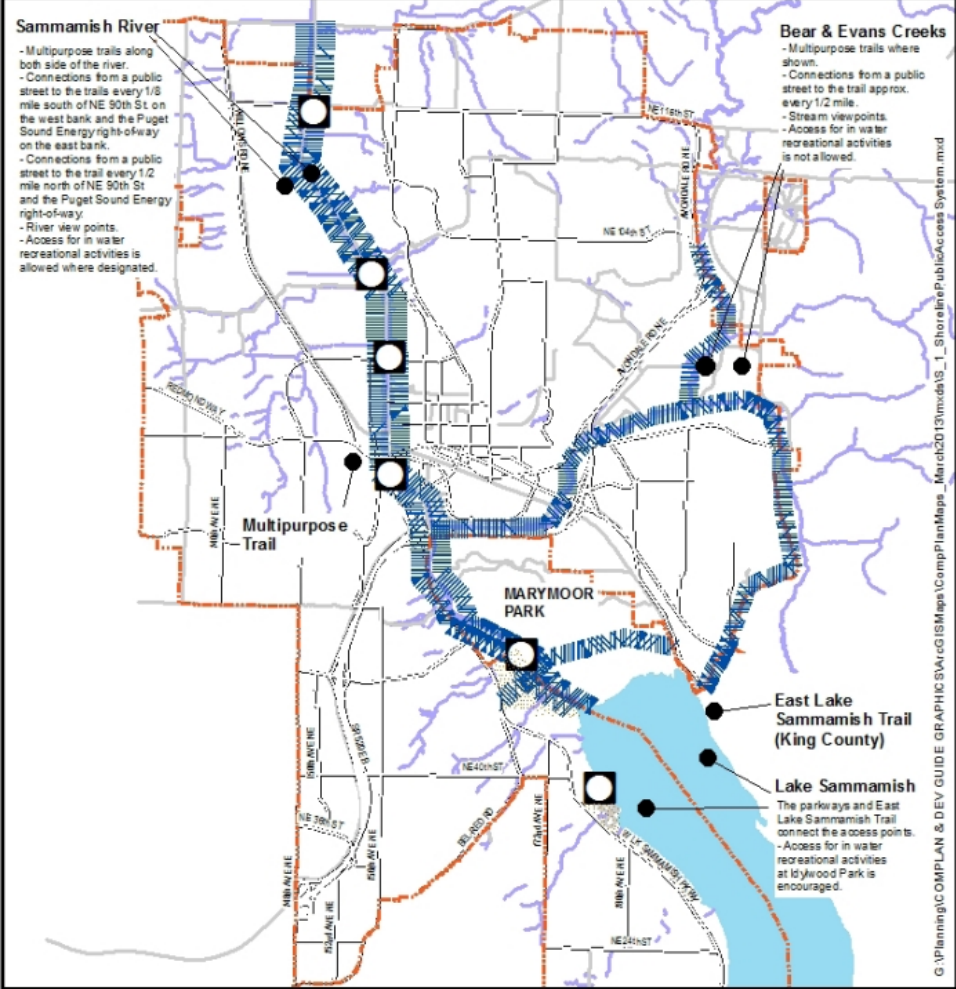
#	Text	Purpose / Impacts

Map N-WR-3
(no changes
pending
TMP
updates)



#	Text	Purpose / Impacts
N-WR-H-3 (delete)	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.	Removes duplication
N-WR-H-5 (delete)	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.	Removes duplication
N-WR-H-6 (delete)	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.	Removes duplication
N-WR-H-7 (delete)	Pedestrian-scale lighting should be provided on public streets in new short plats and subdivisions in the Willows/Rose Hill Neighborhood.	Removes duplication
N-WR-H-8 (delete)	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.	Removes duplication
N-WR-H-9 (no changes pending TMP updates)	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.	
N-WR-H Table H-1 (no changes pending TMP updates)	<p>Table H-1: Willows/Rose Hill Neighborhood Highest-Priority Pedestrian Safety and Traffic Management Improvements</p> <div> <p>Improve Pedestrian Safety</p> <p>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.</p> <ul style="list-style-type: none"> • 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. • 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. • As part of new and improved streets in NE Rose Hill, include walkways that are </div>	

#	Text	Purpose / Impacts
	<p>separated from traffic to improve safety for pedestrians.</p> <ul style="list-style-type: none"> 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. 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. <p>Traffic Calming and Management</p> <p>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.</p> <ul style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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-133 (delete)	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.	
SL-31 (no changes pending TMP updates)	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.	

#	Text	Purpose / Impacts
Figure S-1	 <p>Sammamish River</p> <ul style="list-style-type: none"> - Multipurpose trails along both side of the river. - Connections from a public street to the trails every 1/8 mile south of NE 90th St on the west bank and the Puget Sound Energy right-of-way on the east bank. - Connections from a public street to the trail every 1/2 mile north of NE 90th St and the Puget Sound Energy right-of-way. - River view points. - Access for in water recreational activities is allowed where designated. <p>Bear & Evans Creeks</p> <ul style="list-style-type: none"> - Multipurpose trails where shown. - Connections from a public street to the trail approx. every 1/2 mile. - Stream viewpoints. - Access for in water recreational activities is not allowed. <p>Multipurpose Trail</p> <p>MARYMOOR PARK</p> <p>East Lake Sammamish Trail (King County)</p> <p>Lake Sammamish</p> <p>The parkways and East Lake Sammamish Trail connect the access points.</p> <ul style="list-style-type: none"> - Access for in water recreational activities at Idylwood Park is encouraged. <p>Legend</p> <ul style="list-style-type: none"> Redmond City Limits Shoreline Trail Access Points Public access for in-water recreation allowed <p>Figure S-1: Shoreline Public Access System</p> <p>Effective: September 26, 2009</p> <p>Note: Map to be used in association with Shoreline Policies. Watershed park not shown</p> <p>Scale: 1,100 0 1,100 2,200 Feet</p> <p>North Arrow</p>	

#	Text	Purpose / Impacts
UC-23 (delete)	Provide sidewalks and bicycle access linking employment uses and nearby residential neighborhoods to convenience commercial and service uses.	Removes duplication
UC-24 (delete)	Implement a parking development and management program that: <ul style="list-style-type: none"> • Minimizes on-site surface parking; • Encourages shared, clustered parking to reduce the total number of stalls needed for residents and visitors and to increase the economic and aesthetic potential of the area; • Creates incentives for structured parking; • Maximizes on-street parking, particularly for use by those shopping or visiting; and • Provides techniques to property owners, businesses, and organizations to manage parking demand. 	Removes duplication
UC-25 (revise)	Ensure safe, efficient access to and within shopping areas for all transportation modes by: <ul style="list-style-type: none"> • Providing for sufficient parking access for retail businesses to meet normal parking demand, while avoiding excessive paving and underused land; • Encouraging Requiring 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. 	Updates to emphasize access (vs. parking) and efficient street operations
UC-26 (delete)	Work with WSDOT and other stakeholders to ensure that SR 520 operates efficiently and that future improvements to SR 520: <ul style="list-style-type: none"> • Support the operation of city arterials for all modes; • Connect HOV lane users conveniently with transit hubs; • Reserve capacity for light rail transit; and • Avoid new and reduce existing adverse impacts from noise, light, and motor vehicle pollution associated with such projects. 	Removes duplication
UC-27 (no changes pending TMP updates)	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 (delete)	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.	Removes duplication

Urban Centers Element Policies Draft 1.0

- Section B Downtown policies included in this draft but will be a part of Redmond 2050 Phase 2.
- Policies that have been deleted are not included below to facilitate a focus on new and revised policies. See the redlined version of the chapter or the change matrix for information on deleted policies.
- Policies have been re-numbered. "FW" means Framework Policy.

# (New)	Policy	Existing, Updated, or New, with current policy number if applicable	Purpose / Impacts
Common Centers Policies			
Framework Policies			
FW-UC-1	Plan for centers that serve as locations for residential and employment development to help create sustainable, resilient, and equitable transit communities. Centers provide 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 centers as appealing places to live, work and shop and provide for active uses during the day and evening hours.	Updated & relocated (UC-62)	Moved from Overlake section and revised to become a general framework policy Incorporated Redmond 2050 themes
FW-UC-2	Design Metro Growth Centers, Urban Growth Centers, and County-wide Growth Centers to encourage pedestrian, bicycle, and transit mobility for people of all ages and abilities.	New	Framework for all centers types as pedestrian-oriented centers Incorporated equity & inclusion

# (New)	Policy	Existing, Updated, or New, with current policy number if applicable	Purpose / Impacts
Accommodating Growth			
UC-1	Focus housing and employment growth into centers and high-capacity transit station areas consistent with the Vision 2050 Regional Growth Strategy and at densities that maximize transit-oriented development potential.		Based on King County Countywide Planning Policies
UC-2	Use SEPA planned actions and exemptions to efficiently accomplish environmental review in centers.	New	Allowing Planned Actions and/or SEPA infill exemptions for any center
Land Use			
UC-3	Promote the regional and countywide growth centers as locations for a variety of businesses, including retail, office, service, cultural, and entertainment uses that are compatible with a mixed-use urban environment.	Minor Edit (UC-6)	Updated with new centers types and added cultural uses per PSRC Vision 2050
UC-4	Ensure that transit-supportive land uses are allowed near light-rail stations to maximize potential for transit ridership.	New	Based on PSRC Supporting Transit Communities research
UC-5	Maximize opportunities for equitable, sustainable, and resilient transit-oriented development that creates vibrant and healthy neighborhoods that are active in the morning, daytime, and evening near light rail stations. Reduce disparities and improve access to opportunity and equitable outcomes through inclusive community planning, creating opportunities and incentives for equitable TOD, and through targeted public and private investments that meet the needs of current and future residents and businesses.	New	Based on King County Countywide Planning Policies
UC-6	Use public-private partnerships, co-location of facilities, regional facility opportunities, and other creative and cooperative tools to meet the unique public	Updated (UC-10)	Updated to reflect needs of community

# (New)	Policy	Existing, Updated, or New, with current policy number if applicable	Purpose / Impacts
	facilities and service needs of centers, including schools, utilities, transportation, parks, beautification, civic, social, and other improvements and needs. Consider potential locations for these needs when updating land use and functional plans, reviewing master plans, and in updates to incentive programs		
UC-7	Coordinate land use and infrastructure plans such that major public and semipublic uses are located near transit stations or stops.	Minor Edit (UC-11)	Minor edit to add transit stops
Character and Design			
UC-8	<p>Develop and maintain urban design standards for centers that focus on high-quality and durable materials, sustainability and resiliency features, and pedestrian-friendly design. Design standards should allow for a different character for each center and accommodate a variety of urban building types and forms.</p> <ul style="list-style-type: none"> Overlake shall emphasize modern design features and materials while also drawing on the rich multi-cultural composition of our community. Downtown shall emphasize Pacific-Northwest design features with a focus on natural materials and native landscaping. 	Updated (UC-14)	<p>Removed language that has been difficult to interpret.</p> <p>Updated to match Redmond 2050 community visioning outcomes.</p>
UC-9	<p>Consider universal design techniques when designing pedestrian spaces for people of all ages and abilities, including informal gatherings, through public and private investment in improvements in the public realm (publicly accessible areas between the building frontage and back of curb). Consider:</p> <ul style="list-style-type: none"> Street furniture, lighting, and markers that provides a unifying element and places of refuge and wayfinding; Parks, plazas, street cafes, and other gathering/meet-up places; Visual features, such as fountains, squares, sculptures, public art, and pavement treatments; and 	Updated (UC-16)	<p>Removed language that is out of date revised/added language for design options appropriate in an urban setting.</p> <p>Updated to match Redmond 2050 community visioning outcomes.</p>

# (New)	Policy	Existing, Updated, or New, with current policy number if applicable	Purpose / Impacts
	<ul style="list-style-type: none"> Trees and/or open non-vegetated shade options like shade cloth structures to provide places of respite and shade. 		
Parks, Arts, Recreation, Culture and Conservation			
UC-10	Promote the vision of the parks, plazas, art, pathways, and open spaces in the centers as being part of a cohesive system of public spaces that is integral to distinguishing the centers as pedestrian-friendly places.	Updated (UC-17)	Removed hard to interpret language
UC-11	<p>Design plazas, rooftop amenities, and open spaces to meet the recreational, social, and cultural needs of those who live in, work in, and visit the area while being accessible to community members of all abilities.</p> <ul style="list-style-type: none"> Include places to gather, rest, eat, and engage in active recreational activities. Consider incorporating the cultural gathering and activity needs of the community when planning these places. Provide places for shade and relief and covered gathering places where possible, utilizing a variety of urban forms such as trees, art, structures and installations. Look for opportunities to dedicate at least one outdoor gathering area in each center, such as a park, plaza, or low-volume street that can be closed to vehicle traffic for events. Look for opportunities to co-locate facilities with schools, community centers, and other public facilities and structures. 	Updated (UC-20)	<p>Removed language that is out of date revised/added language for design options appropriate in an urban setting.</p> <p>Updated to match Redmond 2050 community visioning outcomes.</p>
Transportation			
UC-12	Streetscapes in centers should be pedestrian friendly, attractive, and meet the needs of residents with physical and intellectual disabilities.	New	Consolidated a number of streetscape policies

# (New)	Policy	Existing, Updated, or New, with current policy number if applicable	Purpose / Impacts
			and added equity and inclusion language
UC-13	Work with transit agencies to provide a full range of transit services to and within the centers. Provide transit stations, shelters, and other amenities that support these services in convenient locations.	Minor Edit (UC-28)	Simplified
UC-14	Encourage transit-oriented development within a 10-minute walk of light rail stations and other high-capacity transit stops in order to take advantage of local and regional transit opportunities.	Updated (UC-29)	Defines TOD area as a 10-minute walk
Overlake Metro Centers Policies			
Framework Policies			
FW-OV-1	Plan for centers that serve as locations for residential and employment development to help create sustainable, resilient, and equitable transit communities. Centers provide 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 centers as appealing places to live, work and shop and provide for active uses during the day and evening hours.	Existing (FW-27)	
FW-OV-2	Design Metro Growth Centers, Urban Growth Centers, and County-wide Growth Centers to encourage pedestrian, bicycle, and transit mobility for people of all ages and abilities.	Updated (FW-28)	Replaced problematic exclusionary language with focus on Redmond 2050 themes

# (New)	Policy	Existing, Updated, or New, with current policy number if applicable	Purpose / Impacts
Land Use & Economic Vitality			
OV-1	Maintain development regulations inside the Metro Center that provide capacity to accommodate job and housing growth allocations. Promote mixes of residential and commercial uses located either in mixed-use buildings or among single-use buildings on mixed-use sites to meet the needs for non-residential spaces/uses.	Updated (OV-7)	Updated to Metro Center focus and job allocations (a consolidation and simplification of a few old policies)
OV-2	Support economic development measures that retain and promote existing businesses and attract new businesses compatible with the scale and vision of Overlake.	New	Consolidated and simplified a few old policies
OV-3	Encourage a diversity of businesses in size and sector that provide family-wage jobs.	New	
OV-4	Recognize the unique nature and needs of small and locally owned businesses, particularly ethnic businesses, through flexible standards and spaces, redevelopment phasing, anti-displacement incentives, policies and programs, incremental development policies, and/or other innovative economic vitality measures.	New	Regional and City equity and anti-displacement planning goals
OV-5	Allow a total development capacity of up to ____ million square feet of non-residential and ____ new housing units within the Overlake Metro Center through the year 2050 to be developed per the Overlake SEPA Planned Action Ordinance instead of through project-specific environmental review.	Updated (OV-9)	Will be updated based on preferred alternative and new Overlake Planned Action
OV-6	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	OV-10	

# (New)	Policy	Existing, Updated, or New, with current policy number if applicable	Purpose / Impacts
	public facilities, such as regional stormwater treatment facilities, that impact both cities.		
OV-7	In the Overlake Business and Advanced Technology (OBAT) zoning district, encourage development that maintains the research and development, advanced technology, compatible manufacturing, and corporate headquarters uses with development intensities consistent with planned growth through 2050. Encourage higher-intensity employment development and taller buildings within a 10-minute walk of the light-rail stations.	Minor Edit (OV-58)	Removed subarea reference and relocated
Housing			
OV-8	<p>In the Metro Center, provide incentives for housing that:</p> <ul style="list-style-type: none"> Is affordable to households earning up to 60 percent of area median income; Is within ¼ mile of a light-rail station; Supports equitable TOD such as by incorporating design features for a diversity of household types and sizes, and for people of all ages and abilities; and/or Mitigates displacement of low- and moderate-income households. 	New	<p>Policy priority to maximize TOD and affordable housing.</p> <p>Incorporates equity and inclusion theme.</p>
OV-9	<p>Provide opportunities for accessible and/or universally-designed housing units in the Metro Center for community members with disabilities through a incentives, public-private partnerships, policies and/or programs.</p> <ul style="list-style-type: none"> Ensure that the housing types that support community members with disabilities (group homes, adult foster care, supervised residential settings, and independent living) and supportive services are allowed in the Overlake zoning districts. Provide incentives for affordable accessible housing. 	New	<p>Addresses identified housing need.</p> <p>Incorporates equity and inclusion theme.</p>

# (New)	Policy	Existing, Updated, or New, with current policy number if applicable	Purpose / Impacts
	<ul style="list-style-type: none"> Seek out innovative methods and partnerships to increase availability of accessible and/or universally-designed housing units. 		
OV-10	<p>Provide for transitional uses and transitional building and site design where bordering single-family neighborhoods. Include such techniques as:</p> <ul style="list-style-type: none"> Prohibit extending the Metro Center boundary into single-family zoning districts; and Maintain regulations on building bulk, placement, site and building lighting, landscaping and/or open space buffers, noise control, and other appropriate measures for buildings adjacent to single-family zoning districts. 	Updated (OV-11)	Consolidates, updates, and clarifies areas of transition between the Metro Area and adjacent SF neighborhoods
Character and Design			
OV-11	<p>Maintain design standards that create a distinct character for the Overlake Metro Center.</p> <ul style="list-style-type: none"> Site and building designs contribute to the creation of an urban place that feels comfortable for pedestrians and community members of all ages and abilities. Buildings are designed with sustainability, climate adaptation, and resiliency in mind; they use energy-efficient, low carbon green building techniques such as cross-laminated timber, solar shades/panels, passive cooling, operable windows, green roofs, and green walls. 	Updated (OV-12)	<p>Consolidates and simplifies policy language.</p> <p>Added Redmond 2050 themes of sustainability and resiliency. Additional discussions needed in code development to determine what will be required vs. incentivized vs. encouraged.</p>
OV-12	<p>Establish an image unique related to the concentration of diverse ethnic businesses throughout the Overlake International District area (see map OV-2).</p>	Updated (OV-51)	Adopting the Overlake International District and providing

# (New)	Policy	Existing, Updated, or New, with current policy number if applicable	Purpose / Impacts
	<ul style="list-style-type: none"> Developments honor and acknowledge the rich multicultural community in Overlake and display this identity through site design, buildings design, and streetscape improvements. Locally relevant cultural references are integrated through thoughtful consideration in the selection of building materials and details, artwork, signage, and open space and recreation design. 		examples of how that could be integrated into design decisions
Parks, Arts, Recreation, Culture and Conservation			
OV-13	Recognize urban park and recreation needs are a high-priority park and recreation need in the Overlake Metro Center. Achieve the park and open space system through a strategy of City investment together with encouraging future development to include artwork and recreation opportunities that augment and enhance public park infrastructure.	OV-20	
OV-14	Seek opportunities to create recreational open spaces where people can walk, rest, or view natural features. Examples include amenity spaces in and between buildings or on podium rooftops, large outdoor patio/balcony spaces, and rooftop amenities.	New	Updated to match Redmond 2050 community visioning outcomes.
OV-15	Consider opportunities for indoor and outdoor culturally relevant gathering and recreation spaces, especially for events. Encourage these spaces to be incorporated into new development.	New	Updated to match Redmond 2050 community visioning outcomes.
OV-16	Encourage the funding, creation, placement, and maintenance of public art, especially when it is integrated with public infrastructure projects. Consider providing sculptures, water features and other elements and incorporate local historical and cultural references.	Minor Edits (OV-21)	

# (New)	Policy	Existing, Updated, or New, with current policy number if applicable	Purpose / Impacts
Multi-Modal Transportation			
OV-17	Increase mobility within Overlake and provide for convenient transit, pedestrian and bicycle routes to and from Overlake as described in the Transportation Element and the Transportation Master Plan.	Updated (OV-27)	Consolidated a number of policies and added cross-references
OV-18	Create non-motorized connections, where feasible, as part of new development to support alternative commute modes and provide connections to bus routes, major parks, and between developments.	OV-73	
OV-19	Develop multiuse pathways that accommodate pedestrians and bicyclists of all ages and abilities as an efficient and cost-effective means of meeting pedestrian and bike standards.	Updated (OV-31)	Added equity & inclusions language
OV-20	Develop and periodically update urban street cross sections for arterial and key local streets in the Overlake Metro Center to guide public investments and private development. Address competing needs for the uses within the right-of-way including bikes, trees, development, utilities, universal design elements, safety, access, transit, and maintenance.	Update (OV-34)	Addresses need for ROW management
OV-21	Improve local street access and circulation by expanding the street grid in Overlake Village as redevelopment occurs.	OV-57	
Capital Facilities, Public Facilities, and Public Services			
OV-22	Consider locating a police and/or fire facility in Overlake Village. Consider opportunities to co-locate with community centers, schools, public works facility, stormwater, and other public services infrastructure and/or facilities.	Updated (OV-41)	Bringing up to date
OV-23	Integrate parks and open spaces with regional stormwater facilities where feasible. Connect regional stormwater facilities with the park system in Overlake wherever possible.	Minor Edits (OV-55)	

# (New)	Policy	Existing, Updated, or New, with current policy number if applicable	Purpose / Impacts
OV-24	<p>Reduce the negative impact of Overlake stormwater runoff on the water quality of Lake Sammamish, Kelsey Creek, Tosh Creek, the Sammamish River, and other creeks in the neighborhood.</p> <ul style="list-style-type: none"> Protect downstream properties, streambeds, and receiving waters from erosion and other adverse impacts from the quantity of runoff. Wherever possible, provide natural and/or landscaped areas as buffers between the urban developments in the Metro Center and adjacent single-family residential neighborhoods. Prioritize this type of buffering along creeks. 	New	Consolidates a few policies. Adds buffering (addressing Tosh Creek priorities).
Neighborhood Residential Area			
OV-25	Allow attached dwelling units in the Residential Area on lots that meet the requirements for this type of development.	OV-65	
OV-26	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-69	
OV-27	<p>Promote greater preservation, restoration, and continued maintenance of vegetation and green space by:</p> <ul style="list-style-type: none"> 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-75	

Urban Centers and/or Overlake Policies in Other Elements

Only policies where a change is proposed (revision, addition, deletion) are shown.

# (New)	Policy	Existing, Updated, or New, with current policy number if applicable	Purpose / Impacts
Land Use Element Policies			
LU-52	<p>Overlake Mixed-Use <u>Metro Center</u> Designation</p> <p><i>Purpose.</i> Maintain and encourage Overlake as a place that:</p> <ul style="list-style-type: none"> 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 <u>transit-oriented</u> development, while recognizing that many <u>some</u> corporate developments will retain their campus-like character; Provides an intense comparison <u>regional</u> commercial shopping district that supports and complements nearby employment and residential areas; Includes primarily in Overlake Village mid-rise and high-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; <p><i>Allowed Uses.</i> Implement this designation through the Overlake zones <u>ing districts</u>.</p> <ul style="list-style-type: none"> Allow transit-dependent uses near the light rail stations that would support the usage of the light rail system. 		Update to reflect Metro Center designation and add new Overlake Urban Multi-Family zoning district

# (New)	Policy	Existing, Updated, or New, with current policy number if applicable	Purpose / Impacts
	<ul style="list-style-type: none"> In the Business and Advanced Technology zoning district, permit offices, corporate campuses, research and development, compatible high technology manufacturing, distribution, and business services that directly support surrounding businesses and residential uses. 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 zoning district, 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 <u>mixed-use</u> multi-family residences, located in either mixed-use developments 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, and cultural activities involving larger goods such as vehicle rentals in certain areas of Overlake Village. <u>In the Overlake Urban Multi-family zoning district, permit multi-family residences , located in either mixed-use developments or single-use structures. In mixed-use developments permit uses that primarily serve the residents of the neighborhood, such as retail, neighborhood services, social services, and other supportive uses.</u> 		

Future Vision for Redmond:

Growth Centers

Introduction

Since the 1990s Redmond has focused growth into –Downtown and Overlake, which are now thriving centers of residential and commercial activity. Other cities in the region have also focused growth in centers, consistent with the regional growth strategy adopted by the Puget Sound Regional Council. The growth of the past three decades has led to a heightened awareness of:

- The benefits and challenges of focusing growth into centers,
- The need for policies, standards, and codes to reflect the transition from a suburban to urban form and pattern, and
- The need for specific policies for transit-oriented development (TOD).

VISION 2050, the region's long-range plan for growth, directs 65% of population growth and 75% of employment growth to the region's growth centers and high-capacity transit station areas. Based on this regional policy, Redmond 2050 continues to focus growth in Redmond's centers in a way that addresses needs and goals related to equity, sustainability, and resiliency.

Centers

The regional planning framework includes three levels of growth centers that serve to guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for transportation funding.

Growth in centers has significant benefits, including supporting multimodal transportation options, compact growth, housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and

Organization of This Element

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Downtown Zones Policies

C. Overlake Neighborhood Policies

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Housing

Character & Design

Parks, Arts, Recreation, Culture and Conservation

Multi-Modal Transportation

Capital Facilities, Public Facilities and Services

development, centers... support equitable access to affordable housing, services, health, quality transit service, and employment.¹

The three levels of growth centers are:

- Regional Growth Centers
- Countywide Growth Centers
- Local Growth Centers

Regional Growth Centers

Regional growth centers are mixed-use centers designated by the Puget Sound Regional Council (PSRC) that include housing, employment, retail and entertainment uses. There are two types of regional growth centers:

- **Metropolitan Growth Centers (Metro Centers)** have a primary regional role – they have dense existing jobs and housing, high-quality transit service, and are planning for significant growth. They will continue to serve as major transit hubs for the region. They also provide regional services and are major civic and cultural centers.
- **Urban Growth Centers (Urban Centers)** have an important regional role, with dense existing jobs and housing, high-quality transit service, and planning for significant growth. These centers may represent areas where major investments – such as high-capacity transit – offer new opportunities for growth.

Countywide Growth Centers

The King County Countywide Planning Policies include countywide growth center types. Center types applicable to Redmond planning efforts:

- **Countywide Growth Centers** serve important roles as places for equitably concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of

housing and services, and serve as focal points for local and county investment.

- **Countywide Industrial Centers** serve as important local industrial areas. These areas support equitable access to living wage jobs and serve a key role in the county's manufacturing/industrial economy.

Local Growth Centers

- **Local Centers** serve as community hubs, provide local gathering places, and are appropriate places for moderate growth and focal points for services. Local centers are designated at the City level.

In Redmond there are two Regional Growth Centers and a Countywide Growth Center. The Regional Growth Centers are the Overlake Metro Center and the Downtown Redmond Urban Center. The Countywide Growth Center is Marymoor Village. The Comprehensive Plan continues to direct employment and housing growth to these areas and maximize opportunities for transit-oriented development in the centers.

Editor's Note

The Redmond 2050 plan update is exploring designation of a Countywide Industrial Center in Southeast Redmond and a Local Center centered on NE 90th Street and Willows Road. This section will be updated when decisions on those designations are made.

Transit-Oriented Development

Transit-oriented development can create and sustain compact and walkable communities that provide access to opportunities around high-capacity transit.

¹ Puget Sound Regional Council, **Regional Centers Framework Update**, March 22, 2018.

https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

Transit-Oriented Development (TOD) is medium and high-density, mixed-use development within walking distance of a high-capacity transit station (a 10-minute walk). The location, design, and mix of uses in a TOD emphasize pedestrian-oriented environments and encourage the use of public transportation.

The development of housing, commercial space, services, and job opportunities near public transportation. Such development is intended to reduce dependency on automobiles, as well as to improve mobility and access between residences, jobs, and services. - Puget Sound Regional Council

Equitable Transit Communities or Equitable Transit-Oriented Developments (eTOD) are mixed-use, transit-served neighborhoods that provide housing and transportation choices, a mix of services, amenities and businesses, and greater social and economic opportunity for current and future residents.

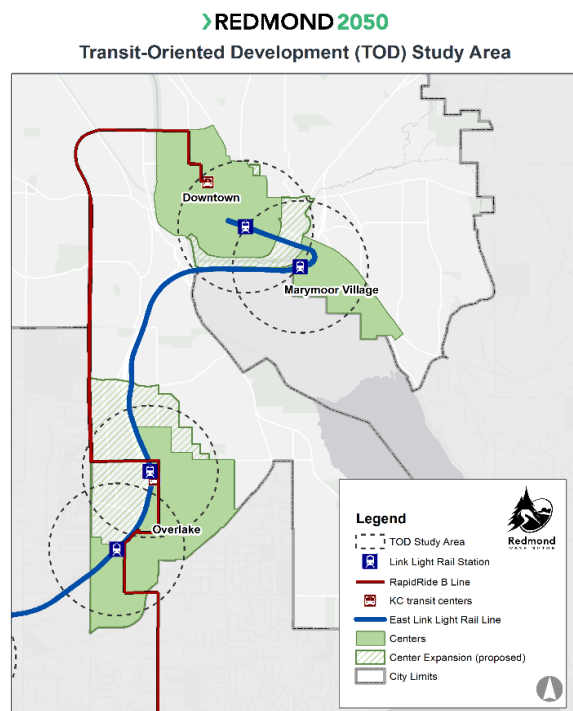
These communities promote local community and economic development by providing housing types

at a range of densities and affordability levels, commercial and retail spaces, community services, and other amenities that are integrated into safe, walkable neighborhoods.

Successful equitable transit communities are created through inclusive planning and decision-making processes, resulting in development outcomes that accommodate future residential and employment growth, increase opportunity and mobility for existing communities, and enhance public health for socially and economically diverse populations. - Puget Sound Regional Council, Growing Transit Communities

Planning for TOD areas includes planning land use that can take advantage of nearby transit and also planning for transit-supportive uses that can build and sustain transit ridership over the long term.

In the Redmond 2050 update, planning for TOD has been focused around the four light rail stations (as shown in map XX), but TOD is also appropriate for other frequent transit corridors.



The City is committed to maximizing TOD around Redmond's light rail stations.

The four station areas all allow multifamily and mixed-use structures generally from 5 to 10 densities by allowing taller buildings (generally between 10 and 19 stories depending on the station area). This would accommodate 19,000 to 23,000 new housing based on the development alternative options selected.

Based on community feedback, a preferred alternative growth model will be developed to determine the exact number of units that could be developed in these areas (based on vacant and redevelopable land, growth allocations, and other factors).

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A. Common Centers Policies

The following policy sections apply in all centers.

Accommodating Growth

Based on regional growth policies and community goals, much of the future growth allocated to Redmond will be accommodated in centers. These centers are urban in form and function and serve as community focal points. Special focus must be made to advance equity.

- UC-1 Focus housing and employment growth into centers and high-capacity transit station areas consistent with the Vision 2050 Regional Growth Strategy and at densities that maximize transit-oriented development potential.
- UC-2 Use SEPA planned actions and exemptions to efficiently accomplish environmental review in centers.

Land Use

Redmond will continue to focus on retaining and attracting a wide range of uses and activities in the 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 centers.

- UC-3 Promote the regional and countywide growth centers as locations for a variety of businesses, including retail, office, service, cultural, and entertainment uses that are compatible with a mixed-use urban environment.
- LU-4 Ensure that transit-supportive land uses are allowed near light-rail stations to maximize potential for transit ridership.
- UC-5 Maximize opportunities for equitable, sustainable, and resilient transit-oriented development that creates vibrant and healthy neighborhoods that are active in the morning, daytime, and evening near light rail stations. Reduce

Relevant Framework Policies

- FW-UC-1 Plan for centers that serve as locations for residential and employment development to help create sustainable, resilient, and equitable transit communities.** Centers provide 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 centers as appealing places to live, work and shop and provide for active uses during the day and evening hours.
- FW-UC-2 Design Metro Growth Centers, Urban Growth Centers, and Countywide Growth Centers to encourage pedestrian, bicycle, and transit mobility for people of all ages and abilities.**

disparities and improve access to opportunity and equitable outcomes through inclusive community planning, creating opportunities and incentives for equitable TOD, and through targeted public and private investments that meet the needs of current and future residents and businesses.

LU-6

Use public-private partnerships, co-location of facilities, regional facility opportunities, and other creative and cooperative tools to meet the unique public facilities and service needs of centers, including schools, utilities,

transportation, parks, beautification, civic, social, and other improvements and needs. Consider potential locations for these needs when updating land use and functional plans, reviewing master plans, and in updates to incentive programs.

- UC-7 Coordinate land use and infrastructure plans such that major public and semipublic uses are located near transit stations or stops.

Character and Design

Thousands live or work in the centers so it is especially important that they be great places to spend time. Urban character and design attributes are critical to creating great places. While each center has a distinct character and design aesthetic, there are some attributes that are common to all.

- Development in centers should exhibit high-quality design with durable, sustainable materials/features and utilize innovative solutions to urban design and affordability priorities.
- Centers should feature public places that attract people for visits and provide opportunities for community events.

- UC-8 Develop and maintain urban design standards for centers that focus on high-quality and durable materials, sustainability and resiliency features, and pedestrian-friendly design. Design standards should allow for a different character for each center and accommodate a variety of urban building types and forms.

- Overlake shall emphasize modern design features and materials while also drawing on the rich multi-cultural composition of our community.
- Downtown shall emphasize Pacific-Northwest design features with a focus on natural materials and native landscaping.

- UC-9 Consider universal design techniques when designing pedestrian spaces for people of all ages and abilities, including informal gatherings, through public and private investment in improvements in the public realm (publicly accessible areas between the building frontage and back of curb). Consider:

- Street furniture, lighting, and markers that provides a unifying element and places of refuge and wayfinding;
- Parks, plazas, street cafes, and other gathering/meet-up places;
- Visual features, such as fountains, squares, sculptures, public art, and pavement treatments; and
- Trees and/or open non-vegetated shade options like shade cloth structures to provide places of respite and shade.

Parks, Arts, Recreation, Culture and Conservation

Parks, plazas, pathways, open space and art all enhance the urban environment and make centers attractive places to live, work and visit. These amenities should be linked together to ensure access to them. New development should incorporate amenity and recreation open space for occupants and visitors to meet current and future needs. (See also the Parks, Arts, Recreation, Culture and Conservation Element.)

- UC-10 Promote the vision of the parks, plazas, art, pathways, and open spaces in the centers as being part of a cohesive system of public spaces that is integral to distinguishing the centers as pedestrian-friendly places.

- UC-11 Design plazas, rooftop amenities, and open spaces to meet the recreational, social, and cultural needs of those who live in, work in, and visit the area while being accessible to community members of all abilities.

- Include places to gather, rest, eat, and engage in active recreational

- activities. Consider incorporating the cultural gathering and activity needs of the community when planning these places.
- Provide places for shade and relief and covered gathering places where possible, utilizing a variety of urban forms such as trees, art, structures and installations.
 - Look for opportunities to dedicate at least one outdoor gathering area in each center, such as a park, plaza, or low-volume street that can be closed to vehicle traffic for events.
 - Look for opportunities to co-locate facilities with schools, community centers, and other public facilities and structures.

Transportation

Transportation policies for the centers emphasize providing a variety of mobility choices to increase access to, from, and within the centers. While the policies recognize future use of private vehicles, they also emphasize investments that will enable comfortable and attractive opportunities for walking, using transit and bicycling. (See also the Transportation Element.)

- UC-12 Streetscapes in centers should be pedestrian friendly, attractive, and meet the needs of residents with physical and intellectual disabilities.
- UC-13 Work with transit agencies to provide a full range of transit services to and within the centers. Provide transit stations, shelters, and other amenities that support these services in convenient locations.
- UC-14 Encourage transit-oriented development within a 10-minute walk of light rail stations and other high-capacity transit stops in order to take advantage of local and regional transit opportunities.

EDITORS NOTE:

Section B, for Downtown, is not included in this document to save space and for easier review. The Downtown section will be updated in 2022-2024 as a part of Redmond 2050 Phase 2.

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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 part 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 this plan, although they were considered in preparing these policies.

Neighborhood Vision

The statement below describes the Overlake Neighborhood vision for the year 2050 – 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 in an urban setting. 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 and regional needs for employment, shopping, recreation, cultural, entertainment, education, and other uses in the daytime and evening;*
- *Is oriented toward pedestrians and bicyclists, well-served by local and regional bus and light rail transit, and offers strong multimodal connections within its boundaries and to nearby areas;*
- *Is a medium and high-density urban environment enhanced by landscaping, parks, plazas and open spaces, and preservation of natural features; and*
- *Is a place where people want to be, with a unique modern character that celebrates its multicultural community members and businesses.*

Framework Policies

FW-OV-1

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-OV-2

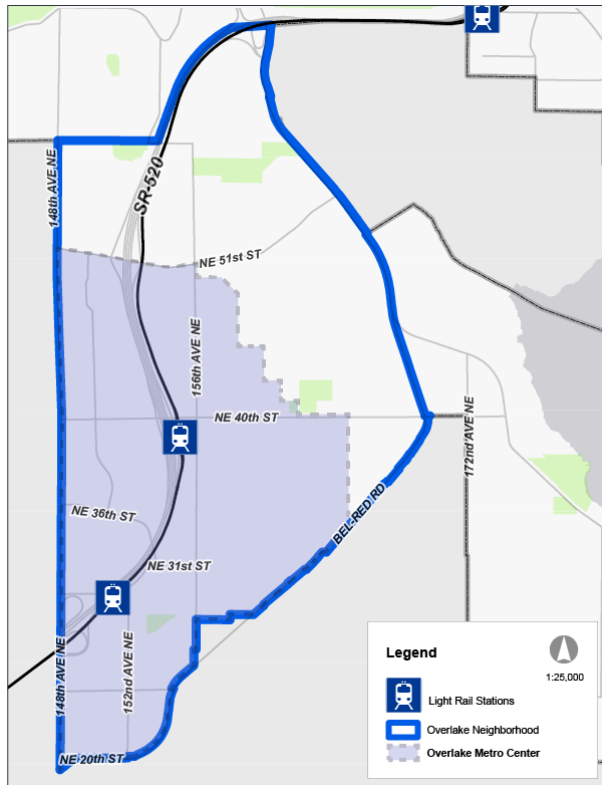
Ensure that development and investments in Overlake address transportation issues of concern to both Redmond and Bellevue. help to retain and enhance a focus on sustainability and resiliency within the area through addition of parks, street trees and landscaping,

Land Use & Economic Vitality

The Overlake neighborhood contains several types of development, including single- and multi-family homes, campus style office developments, and mixed-use developments.

Portions of Overlake have been designated as a Metropolitan Growth Center (Metro Center), as shown on Map OV-1. Development inside the Metro Center boundary will be urban in form and function, with TOD focused near the light-rail stations.

MAP OV-1. Overlake Metropolitan Growth Center (DRAFT – proposed)



Land use policies specific to Overlake focus on the urban types and forms to accommodate jobs and population growth through the year 2050.

- OV-1 Maintain development regulations inside the Metro Center that provide capacity to accommodate job and housing growth allocations. Promote mixes of residential and commercial uses located either in mixed-use buildings or among single-use buildings on mixed-use sites to meet the needs for non-residential spaces/uses.
- OV-2 Support economic development measures that retain and promote existing businesses and attract new businesses compatible with the scale and vision of Overlake.
- OV-3 Encourage a diversity of businesses in size and sector that provide family-wage jobs.
- OV-4 Recognize the unique nature and needs of small and locally owned businesses, particularly ethnic businesses, through flexible standards and spaces, redevelopment phasing, anti-displacement incentives, policies

and programs, incremental development policies, and/or other innovative economic vitality measures.

- OV-5 Allow a total development capacity of up to _____ million square feet of non-residential and _____ new housing units within the Overlake Metro Center through the year 2050 to be developed per the Overlake SEPA Planned Action Ordinance instead of through project-specific environmental review.

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.

- OV-6 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.

The Overlake Business & Advanced Technology (OBAT) zoning district is home to major corporations and high technology research and development businesses, as well as compatible manufacturing uses. Mixed-use and TOD developments are encouraged within this area of employment concentration and provide opportunities for employees to live near work.

- OV-7 In the OBAT zoning district, encourage development that maintains the research and development, advanced technology, compatible manufacturing, and corporate headquarters uses with development intensities consistent with planned growth through 2050. Encourage higher-intensity employment development and taller buildings within a 10-minute walk of the light-rail stations.

Housing

Redmond seeks to increase its supply and diversity of housing available to residents of various income levels, family types and sizes, abilities, and stages in life. A number of opportunities exist in Overlake to provide for the variety of housing needs of the community and well as allowing more people to live near their place of work. To accommodate growth, most new housing in Overlake will be urban multi-family, mid-rise, and high-rise developments.

- OV-8 In the Metro Center, provide incentives for housing that:
- Is affordable to households earning up to 60 percent of area median income;
 - Is within ¼ mile of a light-rail station;
 - Supports equitable TOD such as by incorporating design features for a diversity of household types and sizes, and for people of all ages and abilities; and/or
 - Mitigates displacement of low- and moderate-income households.

Disabled community members have specific housing needs related to design, function, and affordability; finding housing that meets their needs close to jobs and services can be challenging. There is a need for additional accessible housing units in Redmond, and in Overlake specifically (several hundred community members with intellectual and developmental disabilities are employed in Overlake).

- OV-9 Provide opportunities for accessible and/or universally-designed housing units in the Metro Center for community members with disabilities through a incentives, public-private partnerships, policies and/or programs.
- Ensure that the housing types that support community members with disabilities (group homes, adult foster care, supervised residential settings, and independent living) and supportive services are allowed in the Overlake zoning districts.
 - Provide incentives for affordable accessible housing.

- Seek out innovative methods and partnerships to increase availability of accessible and/or universally-designed housing units.

Existing residential areas also offer housing options in Overlake. The policy below provides direction on how to maintain these areas as distinct from the Metro Center area.

- OV-10 Provide for transitional uses and transitional building and site design where bordering single-family neighborhoods. Include such techniques as:
- Prohibit extending the Metro Center boundary into single-family zoning districts; and
 - Maintain regulations on building bulk, placement, site and building lighting, landscaping and/or open space buffers, noise control, and other appropriate measures for buildings adjacent to single-family zoning districts.

Character and Design

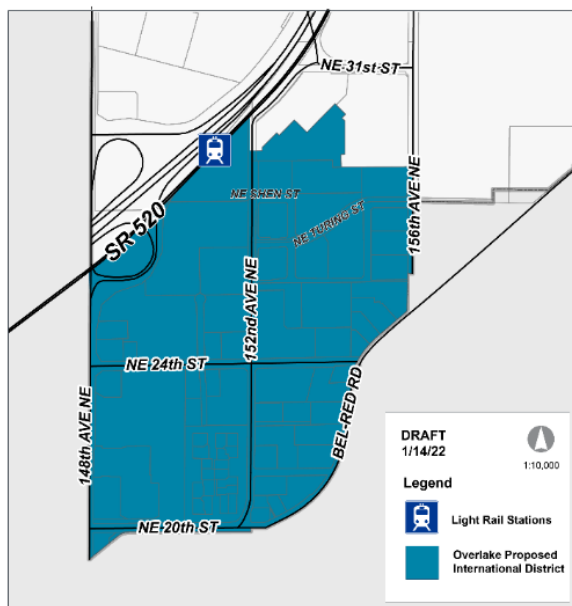
Overlake will continue to develop with a distinct, high-quality urban character and sense of place that reflects its diverse population and economy. Overlake will remain a place where people want to live, conduct business, visit, and spend time.

- OV-11 Maintain design standards that create a distinct character for the Overlake Metro Center.
- Site and building designs contribute to the creation of an urban place that feels comfortable for pedestrians and community members of all ages and abilities.
 - Buildings are designed with sustainability, climate adaptation, and resiliency in mind; they use energy-efficient, low carbon green building techniques such as such as cross-laminated timber, solar shades/panels, passive cooling, operable windows, green roofs, and green walls.

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 policy below is 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-12 Establish an image unique related to the concentration of diverse ethnic businesses throughout the Overlake International District area (see map OV-2).
- Developments honor and acknowledge the rich multicultural community in Overlake and display this identity through site design, buildings design, and streetscape improvements.
 - Locally relevant cultural references are integrated through thoughtful consideration in the selection of building materials and details, artwork, signage, and open space and recreation design.

MAP OV-2. Overlake International District (Proposed District Area – DRAFT ONLY)



Parks, Arts, Recreation, Culture and Conservation

Creating a cohesive system of parks, plazas, gathering places, recreational facilities and connecting paths and trails will help meet the cultural and recreational needs of current and future Overlake residents, employees, and visitors.

- OV-13 Recognize urban park and recreation needs are a high-priority park and recreation need in the Overlake Metro Center. Achieve the park and open space system through a strategy of City investment together with encouraging future development to include artwork and recreation opportunities that augment and enhance public park infrastructure.
- OV-14 Seek opportunities to create recreational open spaces where people can walk, rest, or view natural features. Examples include amenity spaces in and between buildings or on podium rooftops, large outdoor patio/balcony spaces, and rooftop amenities.
- OV-15 Consider opportunities for indoor and outdoor culturally relevant gathering and recreation spaces, especially for events. Encourage these spaces to be incorporated into new development.
- OV-16 Encourage the funding, creation, placement, and maintenance of public art, especially when it is integrated with public infrastructure projects. Consider providing sculptures, water features and other elements and incorporate local historical and cultural references.

Multi-Modal Transportation

Accommodating growth and enhancing quality of life in Overlake requires investments in multi-modal mobility so that more people can reach their destinations safely and conveniently.

- OV-17 Increase mobility within Overlake and provide for convenient transit, pedestrian and bicycle routes to and from Overlake as described in the Transportation Element and the Transportation Master Plan.

In addition to providing pedestrian and bicycle connections within Overlake and to nearby areas, these facilities must also be attractive and safe to encourage people of all ages and abilities to use them.

Within Overlake, a number of multi-modal corridors require innovative investments to improve the pedestrian and bicycle environments for people of all ages and abilities. Along these corridors, multiuse pathways provide an efficient means of meeting pedestrian and bike standards.

OV-18 Create non-motorized connections, where feasible, as part of new development to support alternative commute modes and provide connections to bus routes, major parks, and between developments.

OV-19 Develop multiuse pathways that accommodate pedestrians and bicyclists of all ages and abilities as an efficient and cost-effective means of meeting pedestrian and bike standards.

Due to its role in the regional economy, the Overlake Metro Center attracts both regional and local activity. Directing regional through traffic to regional transportation facilities minimizes regional traffic on local streets. 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-20 Develop and periodically update urban street cross sections for arterial and key local streets in the Overlake Metro Center to guide public investments and private development. Address competing needs for the uses within the right-of-way including bikes, trees, development, utilities, universal design elements, safety, access, transit, and maintenance.

OV-21 Improve local street access and circulation by expanding the street grid in Overlake Village as redevelopment occurs.

Capital Facilities, Public Facilities, and Public Services

Adequate 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 community members, and attract additional visitors.

OV-22 Consider locating a police and/or fire facility in Overlake Village. Consider opportunities to co-locate with community centers, schools, public works facility, stormwater, and other public services infrastructure and/or facilities.

OV-23 Integrate parks and open spaces with regional stormwater facilities where feasible. Connect regional stormwater facilities with the park system in Overlake wherever possible.

OV-24 Reduce the negative impact of Overlake stormwater runoff on the water quality of Lake Sammamish, Kelsey Creek, Tosh 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.
- Wherever possible, provide natural and/or landscaped areas as buffers between the urban developments in the Metro Center and adjacent single-family residential neighborhoods. Prioritize this type of buffering along creeks.

Neighborhood Residential Area

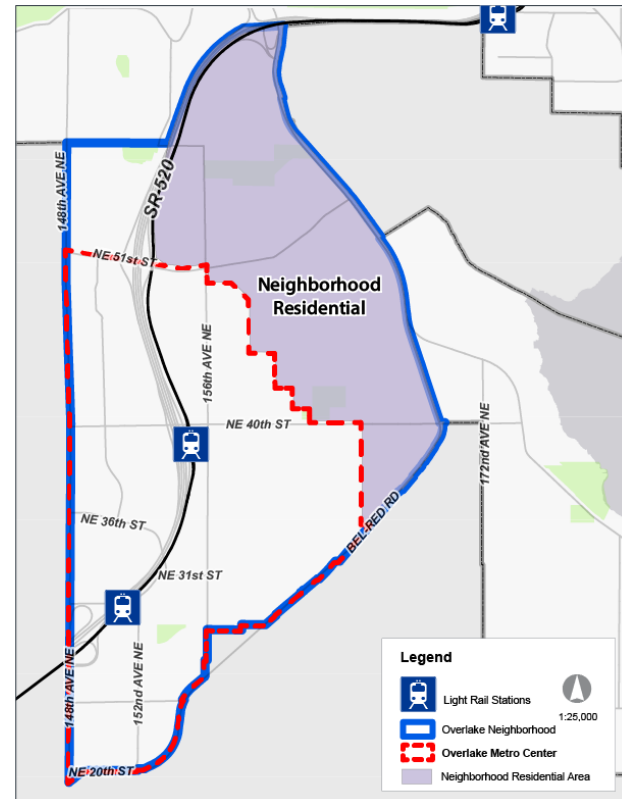
The northeastern portion of Overlake includes a collection of single-family neighborhoods within a convenient walk of the Metro Center and in high demand (see map OV-3). These policies promote variety in the type and price of new infill residential developments to enable families of different ages, sizes, and incomes to live in the area.

- OV-25 Allow attached dwelling units in the Residential Area on lots that meet the requirements for this type of development.
- OV-26 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.

In the neighborhood 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-27 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.

MAP OV-3. Overlake Neighborhood Residential Area



Housing Policies - Draft 1.0 Comment Summary Matrix

#	Topic(s)	Comment Summary	Source(s)
Housing Supply and Diversity			
1	Affordability	Want housing that artists can afford.	Arts and Culture Commission
2	Diversity	Explore support for cooperatives, such as: <ul style="list-style-type: none"> City-funded projects Removing code barriers 	Arts and Culture Commission
3	Multiplexes	Tension in HO-3 (affordability) and neighborhood character <ul style="list-style-type: none"> Resistance to changes because people living in single-family neighborhoods are living there because of the existing character. There is urgency to build multiplexes now and quickly, given that large single-family homes are being built today where multiplexes could be built. 	Redmond 2050 CAC
4	Multiplexes	Interest in geographic equity with respect to multiplex structures.	Planning Commission
5	10-minute communities	Support for this concept.	Community
6	Condos	Policies and actions that create more condominium housing units to provide more housing choices to the community.	Planning Commission
Housing Locations			
7	Geographic equity	Discussion of "neighborhood" an appropriate scale for the pursuit of geographic equity.	Redmond 2050 CAC
8	Multiplexes	Discussion of how multiplexes can be added equitably, e.g., considering geographic equity,	Redmond 2050 CAC
Housing Tools and Processes			
9	Shelter	Remove any barriers for faith institutions and other community organizations hosting shelters.	Human Services Commission
10	Levy	Discussion of appropriateness of including housing levy in comprehensive plan.	Redmond 2050 CAC
11	Design	<ul style="list-style-type: none"> Avoid having design review be utilized to stop projects, which is not its purpose. Flexibility can be valuable in producing different design outcomes. Design standards are one tool to ensure that the new growth is developed in a manner to create livable communities, recognizing that there are a wide variety of architectural preferences in the community. 	Planning Commission
Housing Justice			

#	Topic(s)	Comment Summary	Source(s)
12	Displacement	<ul style="list-style-type: none"> • Discussion of whether policies to address, prevent, and remediate displacement are strong enough. • Discussion of City willingness to fund anti-displacement practices. • Discussion of what “advocating” for these families’ housing experience looks like. 	Human Services Commission
13	Funding	Discussion of funding sources to accomplish policy goals; suggestion of policy mandate to fund policy goals.	Redmond 2050 CAC
14	Fairness	Interest in ensuring that City will ensure fair housing practices are followed.	Human Services Commission
15	Element organization	If ordering sections by importance, justice should be first.	Human Services Commission
16	Services	Concern about lack of programmatic services, shelters, etc., in Housing element.	Human Services Commission
17	Rent control	Concern about impact of rent control on business.	Community

Housing and the Environment

18	Energy	Require benchmark tracking for building energy performance.	Community
19	Trees	Concern about removal of tree text in N-NR-45.	Community
20	Sustainability	Interest in expanding HO-17 to include water conservation and renewable energy.	Planning Commission

Housing Partnerships and Regional Collaboration

21	Art	Integrate art into larger housing developments. Consider incentives, requirements.	Arts and Culture Commission
22	Regional work	Share successes and challenges with other entities to increase regional knowledge and increase collaborative efficiencies.	Planning Commission

Other

23	Multifamily housing land use designation	<ul style="list-style-type: none"> • LU-36 is very technical. There is a “chicken and the egg” situation because transit is most appropriate around denser development, but denser development is more appropriate around frequent transit. • LU-36 (policy for where multifamily should be allowed): may not go far enough 	Redmond 2050 CAC
24	Trees	Concern growth may significantly decrease tree canopy.	Community
25	Shelters	Concern shelters may decrease public safety.	Community
26	Terms	Interest in clear, consistent terminology understandable to readers. Add illustrations or renderings where appropriate.	Planning Commission

Economic Vitality Policies - Draft 1.0 Comment Summary Matrix

#	Topic(s)	Comment Summary	Source(s)
Sustainable and Resilient Economy			
1	Growth model, location of growth	Focus on transit-oriented development, bringing jobs to centers	Community
2	Regional coordination	Regional policies should align with local, not vice-versa	Community
	Tax and fees/impact fees	Interest in regular review of fees and working with school districts to mitigate cost of multifamily impact fees	Community
3	Environmental sustainability: zero-carbon goals	Question about how zero carbon goal would work and concern that they are an unfunded mandate. More outreach needed.	Community
4	Coordination	Interest in collaboration among library system and other local and regional partners to help entrepreneurs, non-profits, and small local businesses.	Library Board
5	Growth (EV-4)	Questions about whether unending economic growth is possible, given nature's finite capacity to provide resources and absorb pollution, i.e., whether it's environmentally sustainable.	Community
Quality of Life			
7	Education and workforce development	Questions about alignment with City's vision and how City can support this; expressed need for supportive employment.	Community Planning Commission
8	Healthy environment (EV-12)	Question about whether this should be Redmond's highest economic priority.	Community
9	Neighborhood-based business	Multiple comments in support. Questions about implementation. Ideas: increase Neighborhood Commercial zones, reduce parking requirements, recognize market conditions/demand for local services.	Community Planning Commission Redmond 2050 CAC
10	Mix of housing types	Reflect future demographics.	Community
11	Use of public spaces for private uses	Variety of opinions. Some concern about competition with brick-and-mortar businesses. Interest in meeting ADA requirements and providing access for other pedestrians. Interest in supporting artists/buskers. Interest in open streets programs to dedicate streets for non-motorized traffic periodically or permanently. Example: Bogota's Ciclovía.	Community Planning Commission Parks and Trails Commission Redmond 2050 CAC
12	Traffic	Quality of life includes ease of movement - better traffic management and parking needed.	Community
13	Equity	Desire for less focus on social issues and policies.	Community

#	Topic(s)	Comment Summary	Source(s)
14	History, natural environment	Emphasize Redmond's history, rural character of the community. Provide healthy natural environments including more parks, open spaces and recreational opportunities and spaces for gathering and outdoor produce markets.	Community
Business Diversity			
15	Flexibility, affordable commercial spaces	Incentives needed. Questions about implementation.	Community Planning Commission Redmond 2050 CAC
16	Manufacturing Park zones and businesses	Support overall framework and policy EV-26 concerning manufacturing businesses; important for resilience and diversity of types of businesses	Community
17	Manufacturing and industrial uses	Not supportive of continued or future manufacturing or industrial uses that are NOT environmentally sustainable.	Community
18	Business diversity	Need both daytime and nighttime population for businesses to succeed. Consider changes to regulations.	Community Planning Commission
19	Home-based businesses	Supportive of policy	Community Planning Commission
20	Business diversity	Desire "18-hour cities" in the centers. <ul style="list-style-type: none"> Need nightlife for musicians and theater Nightlife offers a diversity of lifestyles and amenities. Promote tourism-friendly arts and culture programs, installations, and performances.	Arts and Culture Commission
21	Medium and large business	More emphasis as they are major employers, economic drivers.	Community
22	Local food/local business	Need for farmers market, place to purchase locally produced food.	Redmond 2050 CAC
23	Green businesses	Redmond could preferentially attract businesses in the renewable energy, green agriculture, and/or sustainable forestry sectors. These types of businesses would likely already have a good understanding of green growth within environmental limits.	Community
24	Business retention	Comments on mitigating costs of anti-displacement efforts; concern about penalizing developers, making it harder to build provide housing.	Community
25	Business retention	Supportive of retaining small and local businesses	Planning Commission Redmond 2050 CAC Community

Transportation Policies - Draft 1.0 Comment Summary Matrix

#	Topic(s)	Comment Summary	Source(s)
Introduction			
1	Safety	Zero deaths and serious injuries by 2030 requires a roadmap to be successful.	Planning Commission
Maintain Transportation Infrastructure			
Improve Travel Choices and Mobility			
2	Equity and representation	Some groups of people are specifically identified in policies TR-7 and TR-8 while some are not. Consider naming other groups who have been disproportionately and negatively impacted by past transportation decisions. Increase clarity about why some groups are named and others are not. Ensure that representation in these policies does not lead to unintentional othering.	Redmond 2050 CAC Planning Commission
3	Equity in mobility	Equity is multifaceted. It can be about travel mode, cost of travel, secure storage of belongings, noise, air quality, safety, amenities, and more.	Redmond 2050 CAC Human Services Commission
4	Equity in mobility	Consider experience of those with disabilities.	Community
5	Smart city	Consider smart city applications in transportation (TR-22)	Planning Commission
6	Universal design	Incorporate elements of universal design into wayfinding	Planning Commission
7	Parking	Take advantage of under-utilized parking; communicate about parking availability and other options for accessing destinations; develop policy with neighborhood businesses in mind who may find parking requirements costly.	Planning Commission
8	Transportation management programs	Free parking by large employers is at odds with City objectives	Planning Commission
9	Non-motorized transportation	More emphasis needed on this, especially in centers; reduce traffic noise; reduce wait times at signals.	Community Pedestrian Bicycle Advisory Committee
10	Complete streets	Continued interest in complete streets; interest in narrower streets in neighborhoods.	Pedestrian Bicycle Advisory Committee
10	Traffic	City should plan for additional congestion.	Community
11	Bicycle facilities	Improve quality of bicycle facilities: protected, painted, lighted, connected	Community (multiple)
12	Pedestrian facilities	Improve busy crossings	Community
13	Transit	Create transit system master plan; make transit accessible for people who must arrive by car; subsidize transit for those with low incomes.	Community

#	Topic(s)	Comment Summary	Source(s)
14	Connectivity	Improve connectivity between Redmond Town Center and rest of Downtown; improve connectivity between Redmond Town Center and Marymoor Park	Community
Environmental Sustainability			
15	Infrastructure resilience	Address construction materials to reflect findings of Climate Vulnerability Assessment	Planning Commission
16	Environmental sustainability	Happy to see this incorporated.	Environmental Sustainability Advisory Committee
17	Environmental sustainability	Incorporate sense of urgency	Community
Regional Transportation			
Concurrency and Level of Service			
Transportation Revenue			
18	Infrastructure funding	New development should be responsible for infrastructure needed to support growth	Community
Transportation Master Plan			
Other			
19	Aesthetics of the transportation system	Address street design around transit hubs; consider public art opportunities.	Planning Commission
20	General	Overall as expected, no major concerns; appears complete, thorough; would like to see it implemented faster.	Community (multiple)
21	Resiliency	Happy to see this incorporated.	Environmental Sustainability Advisory Committee
22	Prioritization	Establish protocol for prioritizing objectives	Community
23	Neighborhood plans	Neighborhood plans seem incomplete	Community
24	Deletions	Keep ideas from CC-24, N-SE-68, NE-133, and UC-23 in the plan somewhere	Community
25	Red lines	Would like to see red-lined version of the element	Community
26	Connectivity	Emphasize multi-language, accessible, signage and wayfinding. <ul style="list-style-type: none"> Especially near high-capacity transit like light rail. Describe/list/map amenities at HCT stations. Not just for amenities near that specific station, but for amenities along the line. 	Library Board
27	Art and culture	Opportunities for art and cultural programs, installations, and venues near light rail station.	Arts and Culture Commission

Sources:

- Boards & Commission
 - o Human Services Commission
 - o Ped Bike Advisory Committee

Urban Centers Policies - Draft 1.0 Comment Summary Matrix

NOTE: Engagement is ongoing for this chapter. The Planning Commission began review of this chapter on April 13. The Community Advisory Committee will begin review at their May 12th meeting. Additional community engagement is also scheduled or ongoing.

COMMENTS ON INTRODUCTION

#	Topic(s)	Comment Summary	Source(s)
Framework Policies			
1	Language in FW-UC-1	<ul style="list-style-type: none"> “Boutiques” feels a little too specific – keep it more general. Add reference to learning – centers should also be a center of education/learning opportunities. 	Planning Commission
2	Local Centers	FW-UC-2 no mention of local centers, need to include that to make it clear	Planning Commission
3	Transitions	Please ensure there is a long-term plan for dealing with urban areas encroaching into suburban ones.	Community
Centers			
4	Types of Centers	Helpful to have, but still a bit confusing. Adding a map would be very helpful.	Developer
5	Local Centers	Want to look closely at local centers and community hubs. Want to explore criteria for local centers and revisit the definition.	Planning Commission
TOD			
6	Where should transit-oriented development (TOD) go?	Make sure to include a map that shows exactly where TOD is desired. Especially where we want to see equitable TOD (eTOD).	Developer
7	What do we want?	<ul style="list-style-type: none"> Policy is broad as far as encouraging housing but allowing other uses and going taller. Be clearer about what uses are desired next to the stations. Marymoor is a good example of if a code is going to work or not because it requires specific uses in specific places. 	Developer

#	Topic(s)	Comment Summary	Source(s)
High-Rise			
8	High rise buildings	<ul style="list-style-type: none"> Given current economics, if developers have a choice between mid-rise or high rise, the mid-rise will get built. Some areas of Seattle have minimum heights. The more choices people have the faster it will redevelop but you'll get what you need. Does City want to incentivize or require high rise to push market in that direction? Consider that high rise is much more expensive, and some developers will not go there. 	Developer
9	Incentives	The property tax exemption program is the #1 vehicle to induce development to occur in a specific way. The flexibility and length and terms are what private developers respond the most to. An effective property tax abatement program is one of the top three things that will work.	Developer
10	Illustrations	Would like to see illustrations to help make goals/concepts more clear	Planning Commission

COMMENTS ON GENERAL POLICIES

#	Topic(s)	Comment Summary	Source(s)
Common Centers - General Feedback			
11	Codes	Be sure to update all the codes from suburban to urban if we want to see urban forms of development.	Developer
12	Uses	UC-4 Please provide examples of transit-supportive uses for better understanding.	Planning Commission
Land Use			
13	Incentives	UC-6 Include tax abatement reference here?	Developer
Character & Design			
14	Materials / Sustainability	<ul style="list-style-type: none"> UC-8 - What does Pacific Northwest style mean? If over time we move to toward decarbonization, we may want to move away from natural materials. 	Planning Commission

#	Topic(s)	Comment Summary	Source(s)
		<ul style="list-style-type: none"> Please note federal executive order about phased move into less carbon-intensive materials. 	
15	Design Quality	<ul style="list-style-type: none"> UC-8 What can we do to think outside the box when it comes to attractive buildings and common areas? Use language that is flexible and not too restrictive. Truly good design is related to good architecture. Can we insert innovative? Good design is also incorporating utilities, trash etc. 	Planning Commission
16	Art	UC-9 Does public art include performance art? How can we incorporate performance art? Digital art installations? Need to make that clearer and be sure to include.	Planning Commission

PARCC

17	Public Spaces/Places	<ul style="list-style-type: none"> Need more public spaces for community events, gathering. Don't rely too heavily on private spaces. Need more mention of community-owned spaces. Need more covered outdoor spaces. 	Developer Planning Commission
18	Public Spaces/Places	<ul style="list-style-type: none"> Concern that parks and community centers/spaces are mostly referenced as part of a public/private partnership. City investment in parks should be a higher priority. 	Community
19	Public Places and Cultural Gathering Places	<ul style="list-style-type: none"> A lot of amenities competing for limited space. Whatever land is dedicated to public spaces cannot also be developed to meet growth targets. 	Developer
20	Food	UC-10 Want to see food added in - a huge part of gathering spaces	Planning Commission
21	Places of Respite	UC-11 Glad to see shade and relief. A lot of work in the past to move away from places to stop and rest (discourage laying down, etc) that made it harder for elderly, parents with young children, and others.	Planning Commission

Transportation

22	Pedestrian-Oriented	<ul style="list-style-type: none"> UC-12 Would like to see stronger language prioritizing pedestrian movement. 	Planning Commission
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#	Topic(s)	Comment Summary	Source(s)
		<ul style="list-style-type: none"> UC-12 Excludes elderly, women - work on language 	
23	Cyclists	Would like to see some reference to cyclists at various skill levels.	Planning Commission
24	Parking	Please manage parking appropriately in larger residential buildings. If you allow limited available spaces in new buildings then cars end up on the local streets and nearby neighborhoods. The character of the neighborhoods then change for the worse.	Community

COMMENTS ON OVERLAKE POLICIES

#	Topic(s)	Comment Summary	Source(s)
General Feedback			
25	Entryways/Sense of Place for Overlake	<ul style="list-style-type: none"> Consider ways to say "Welcome to Overlake" in the built environment - sign, etc. Think about entry features and distinction for Overlake. 	Developer
26	Bel-Red Road	What is the vision for Bel-Red Road? Fairly fast moving, it's not as made for bike/ped uses. It's not urban or pedestrian friendly, it's a throughfare.	Developer
28	Incentives	<ul style="list-style-type: none"> OV-9 Offering a wide range of incentives is preferred to provide options. OV-11 Incentives related to sustainability and climate adaptation can be very expensive. 	Developer
29	Terminology	<ul style="list-style-type: none"> Struggling with defining single-family and referencing single-family neighborhoods when duplexes and triplexes are already allowed. Similar issue with use of "neighborhood." [In reference to policies that are intended to manage the transition between the Metro Center and the surrounding, primarily single-family detached subdivisions.] 	Planning Commission

ATTACHMENT H

Redmond 2050 Community Involvement Summary Second Quarter 2022

In the first and second quarters of 2022, community engagement centered on the first drafts of policies for the Housing, Economic Vitality, Transportation, and Urban Centers (Overlake only) Elements.

COMMUNITY ENAGEMENT

Stakeholder Engagement

The draft policy documents were emailed directly to several stakeholders. Comments were received through email and through 1:1 conversations with stakeholders. Stakeholders include:

- Disabilities stakeholders
- Washington State Department of Social and Health Services Accessible/Affordable Housing Program of the Developmental Disabilities Administration
- King County Disabilities Consortium
- Overlake developers & property owners
- Overlake interested parties list
- Homeowner associations in Overlake
- Tribes
- Commuters
- School districts
- Master Builders Association
- OneRedmond
- Utility providers
- Manufacturing stakeholders
- Social service providers
- King County Library System
- Redmond Youth Partnership Advisory Committee
- Senior Center Advisory Committee
- Pedestrian Bicycle Advisory Committee

Specific meetings include:

- 3/3: Parks and Trails Commission
- 3/4 Lake Washington School District
- 3/14 Pedestrian Bicycle Advisory Committee
- 3/23: OneRedmond Government Affairs Committee
- 3/24: Environmental Sustainability Action Committee
- 3/28: City of Bellevue staff
- 3/30: Microsoft
- 4/6: Redmond Library Board
- 4/14: Arts and Culture Commission
- 4/14: City of Kirkland staff
- Twice monthly: Redmond Planning Commission
- Monthly: Redmond 2050 Community Advisory Committee

Additional meetings are being scheduled.

Let's Connect Questionnaires

- The Housing, Economic Vitality, and Transportation drafts were posted on the Redmond 2050 website on January 27 and feedback questionnaires were posted on Let's Connect Redmond on February 4. The Urban Centers (Overlake) policies draft was published on March 17 and a feedback questionnaire was posted on Let's Connect the same day.
- Staff advertised the questionnaire via direct email to stakeholders as well as via Redmond 2050 eNews and City eNews and social media.
- A video explaining the first draft policies was posted on March 15 (https://youtu.be/q0l_sJXEaCE) and shared via email distribution channels and via social media.
- As of April 18, the questionnaires have a combined 97 responses. Respondents self-selected and are not necessarily representative of the Redmond community (provided in related sections below). Staff consider the responses as one of many inputs.

SURVEY	VISITORS	CONTRIBUTORS ▼
● Housing Element Policies - Draft 1.0 Feedback	883	59
● Transportation Element Policies - Draft 1.0 Feedback	55	18
● Economic Vitality Element Policies - Draft 1.0 Feedback	66	17
● Urban Centers Element Policies - Draft 1.0 Feedback	20	3

WHAT WE HAVE HEARD SO FAR

Housing | Draft 1.0 Input

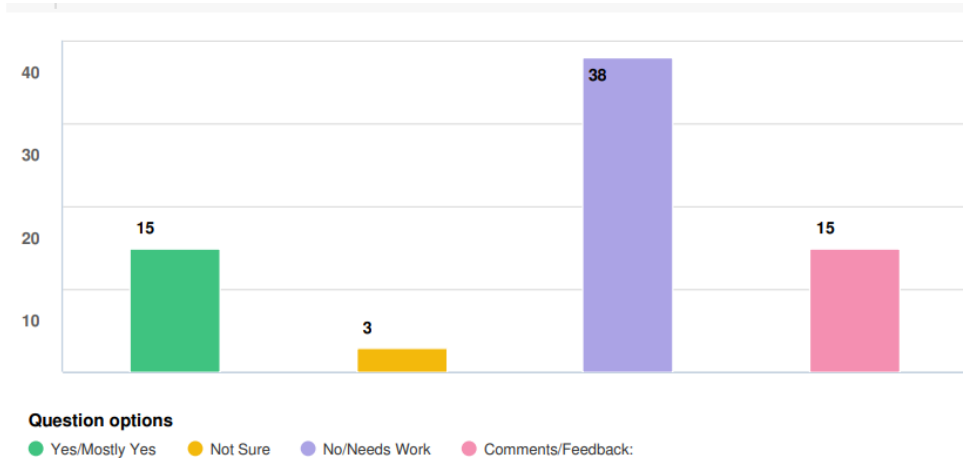
- High housing costs (rent and own) make living in Redmond impossible for many.
- Desire for housing, especially affordable housing, for specific populations:
 - Variety of family types and sizes
 - Income levels
 - Artists
- Housing, especially affordable housing, needs nearby amenities.
- Policies addressing anti-displacement, fair housing, and helping people at risk of homeless stay in their homes, are needed and important.
 - Multiple comments that large-scale displacement is already occurring.
 - Questions about how anti-displacement strategies be implemented.
- Excitement for emphasis on equity, especially policies specifically addressing historically disenfranchised populations.
- Concerns about public safety related to indoor emergency shelters, indoor emergency housing, transitional housing, and permanent supportive housing (housing types that were the subject of 2021 state legislation commonly known as HB 1220).
- Comments related to the following:
 - Traffic and parking: how will growth impact automobile use?

- Aesthetics: interest in greater diversity in aesthetic outcomes.
- Resiliency and sustainability: support for pursuing resilience and sustainable development. Options include building performance minimum requirements and on-going building performance benchmarking.
- Neighborhood plans: seem incomplete, and that some policy text proposed for deletion (mainly related to nature, open space, and trees) have good ideas that should be captured somewhere.

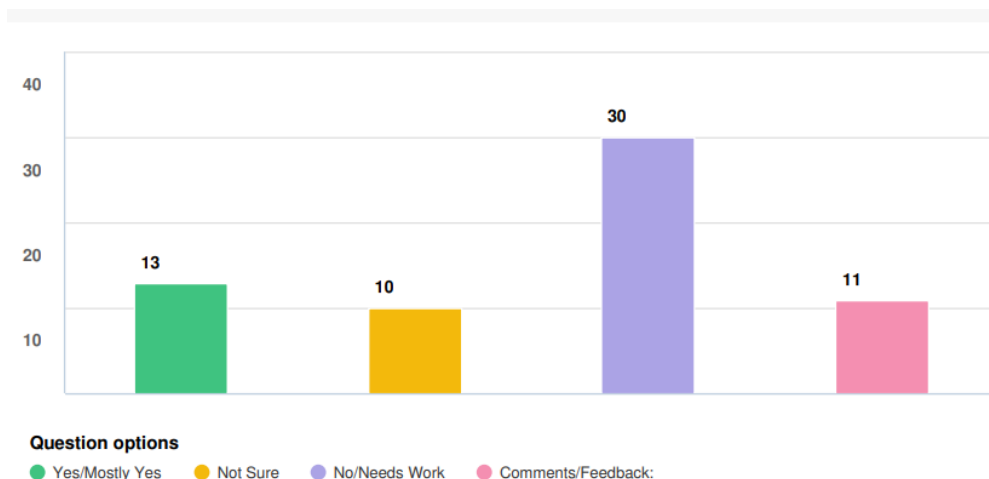
LetsConnect Questionnaire Results

Please note that approximately half of the respondents to this questionnaire had comments related to safety of emergency shelters and permanent supportive housing and responded No to each of our questions. This may indicate their concerns with those types of facilities in specific and not the draft policies as a whole.

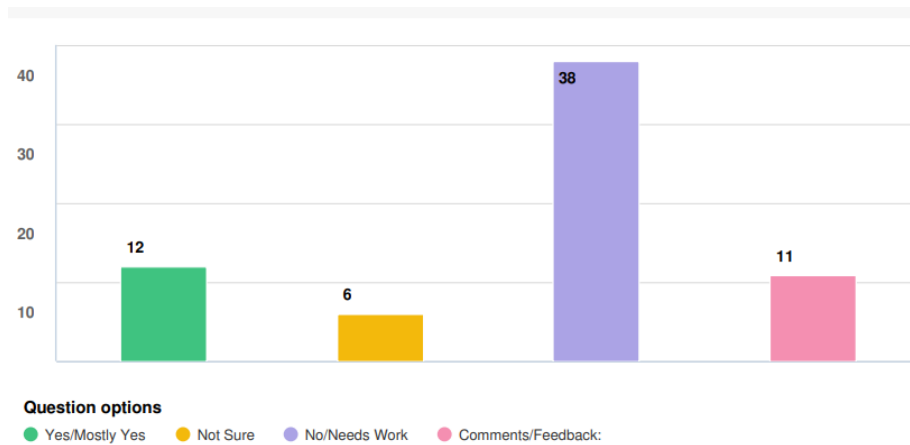
- Do you feel the draft policies capture community values and needs related to housing?



- Do you feel the draft Housing policies effectively incorporate the Redmond 2050 themes of equity & inclusion, sustainability, and resiliency?



- Do you feel the draft Housing policies will achieve the intended results and meet the community's needs?

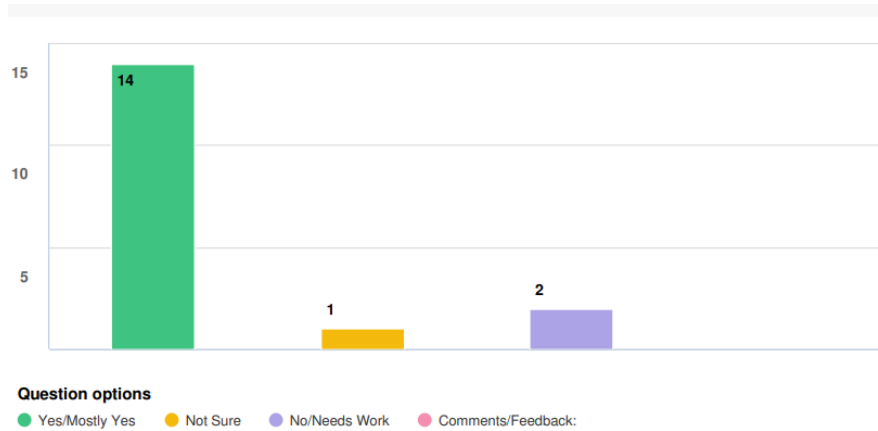


ECONOMIC VITALITY | Draft 1.0 Input

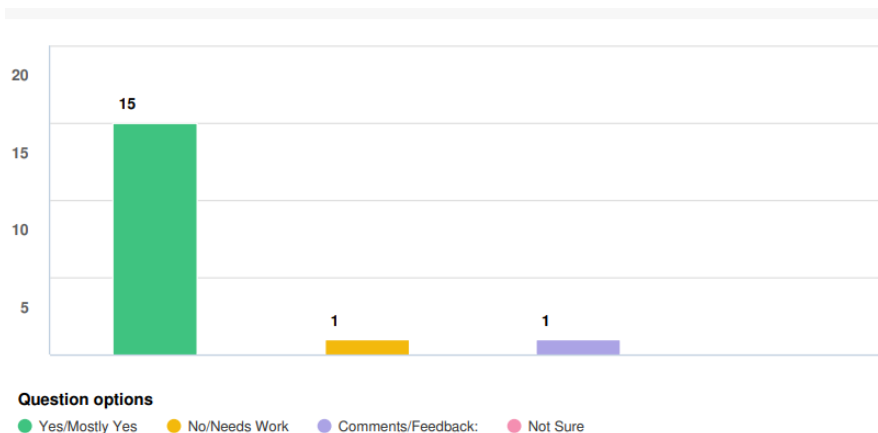
- Support for revised organization of element.
- Support for expanding opportunities for neighborhood-based businesses.
- Support for multipurpose use of public spaces – arts/culture, businesses, events.
- Support for policies around business diversity – affordable, existing, small, medium, large, and shared-use spaces.
- Comments on how to make anti-displacement policies actionable.
- Request for better coordination on workforce development efforts – public and private.
- Importance of a fair and certain fee and tax structure.
- A healthy environment should be City's top economic priority.
- Focus should be on sustainable or green growth.
- Concerns on continued support for manufacturing/industrial uses, and conflicts with environmental sustainability green goals.
- Support businesses in small spaces where possible.
- Have "18- to 24-hour cities" in centers means having jobs, housing, and amenities.
- Want the City to be a leader as an employer of community members with disabilities.
- Arts and culture synergy with tourism endeavors.
 - Need venues for local performers.
 - Need art centers to serve as an art hub.
- Need for permanent farmers market – locally sourced food.

LetsConnect Questionnaire Results

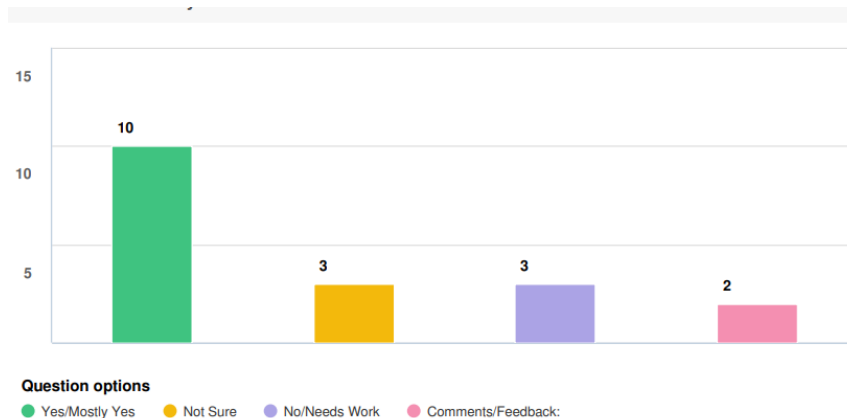
- Do you feel the draft policies capture community values and needs related to economic vitality?



- Do you feel the draft Economic Vitality policies effectively incorporate the Redmond 2050 themes of equity & inclusion, sustainability, and resiliency?



- Do you feel the draft Economic Vitality policies will achieve the intended results and meet the community's needs?

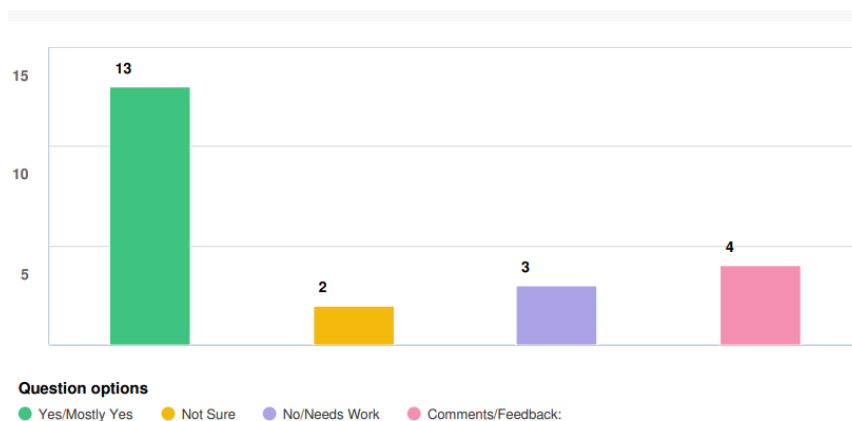


TRANSPORTATION | Draft 1.0 Input

- Multiple comments expressing that first draft is headed in right direction.
- Multiple comments observing that equity is multifaceted and suggesting improvements to equity policies.
- Multiple comments supportive of environmental sustainability policies and suggesting improvements.
- Multiple comments requesting improvements to pedestrian, bicycle, and transit facilities, system connectivity, and access.
- Multiple comments related to parking: how free parking works against City objectives, and how better communication would support access to parking that is available.
- Comments related to the following:
 - Traffic: planning for additional congestion.
 - Aesthetics, art, and culture: addressing street design, public art opportunities, and cultural programming, especially near light rail stations.
 - Resiliency: supportive.
 - Neighborhood plans: seem incomplete, and that policies proposed for deletion have good ideas that should be captured somewhere.
 - Prioritization: establish protocol for prioritizing objectives.
 - Funding: growth should pay for infrastructure to support growth.
 - Provide red-lined version of draft.
 - Universal design: incorporate into wayfinding and streetscapes.

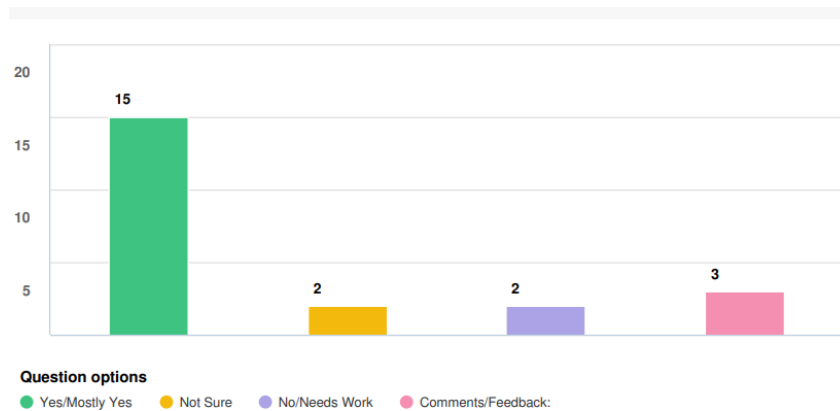
LetsConnect Questionnaire Results

- Do you feel the draft policies capture community values and needs related to transportation (cars, transit, bikes, pedestrians)?

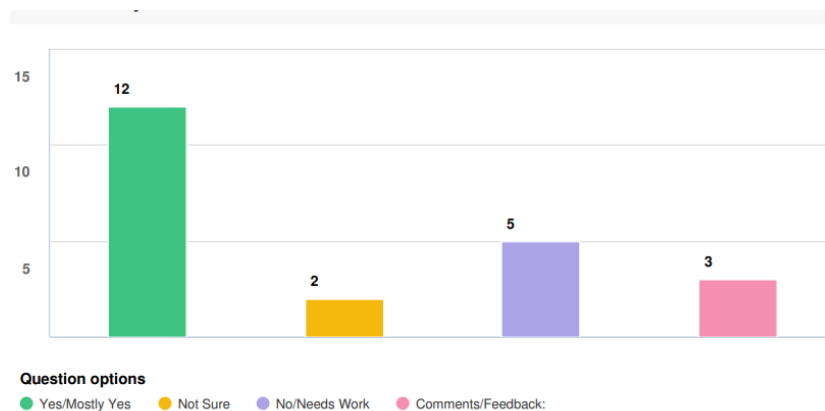


› REDMOND 2050

- Do you feel the draft Transportation policies effectively incorporate the Redmond 2050 themes of equity & inclusion, sustainability, and resiliency?



- Do you feel the draft Transportation policies will achieve the intended results and meet the community's needs?



URBAN CENTERS (OVERLAKE) | Draft 1.0 Input

- Multiple comments expressing that first draft is headed in right direction.
- Multiple comments expressing support for incorporating Redmond 2050 themes.
- Maximize opportunities near light rail stations.
- Want "18-hour" urban centers with a nightlife.
 - Boosts economic productivity.
 - Nightlife provides ample opportunities for arts, such as:
 - Theater
 - Dance
 - Musicians
- Marymoor has public art incentive in code – expand elsewhere.

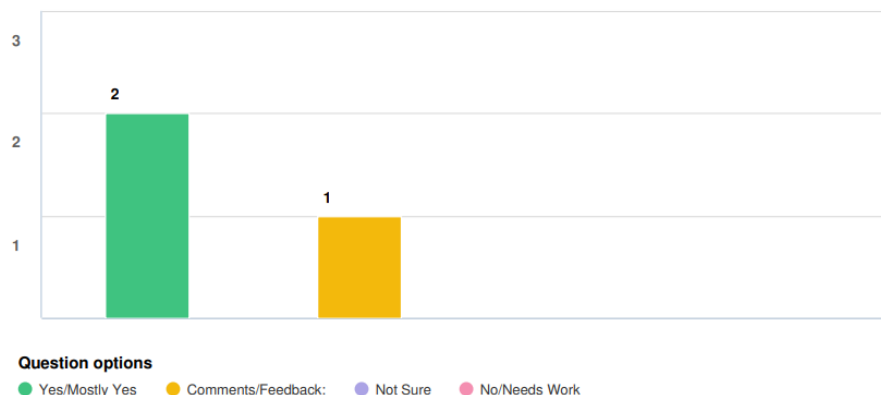
› REDMOND 2050

- Plan for how to bring in high rise towers – developers will build low-rise if allowed. Consider minimum heights to meet growth allocation goals; consider incentives and tax exemption programs until the market catches up.
- Update codes: some are very suburban and will impede meeting growth targets and transit-oriented development goals.
- Concerns about eliminating parking and managing transition period.
- Manage transition from urban areas to the older “suburban” areas
- Need wider range of incentives for affordable housing and will also need more incentives for sustainability and climate adaptation (can get expensive).
- Need “welcome to Overlake” entryway features, design, etc. Consider allowing more uses in the right-of-way (art, e.g., where sidewalk is wide enough).
- Be sure to carefully design the access between station areas and the core of Overlake Village to ensure people of all ages and abilities feel safe walking.
- Stronger language prioritizing pedestrian movement. Would like to see some reference to cyclists at various skill levels.
- More mention of bicycling and city investments in parks and open space.
- Need public spaces that really are public, free access. Places are being lost.
- If over time we move to more de-carbonized economy, we may want to move away from natural materials that are carbon intensive.
- Think outside the box for attractive buildings and common areas. Use language that is flexible and not too restrictive.
- Glad to see shade and relief and universal design emphasis (especially streetscapes).
- Support for incentivizing accessible affordable housing units in centers.

Early LetsConnect Questionnaire Results

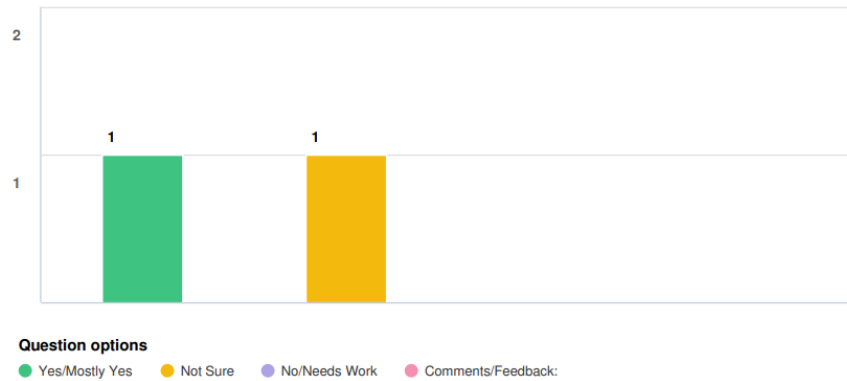
Please note some stakeholders chose to provide feedback via phone instead of through the questionnaire. Additional meetings are being scheduled with stakeholder groups. This questionnaire was published one month later than questionnaires for other topics.

- Do you feel the draft policies capture community values and priorities for Overlake?

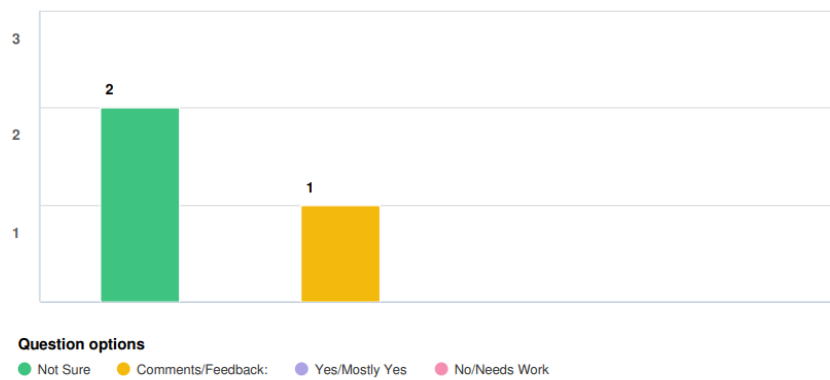


REDMOND 2050

- Do you feel the draft Growth Centers Element effectively incorporates the Redmond 2050 themes of equity & inclusion, sustainability, and resiliency?



- Do you feel the draft Economic Vitality policies will achieve the intended results and meet the community's needs?



REDMOND »»» 2050

Quarterly Update: Housing, Economic Vitality, Transportation, Overlake Draft 1.0

May 3, 2022



Agenda

- Process recap
- Summary of input

Objective:

Prepare Council for providing policy direction on first drafts at the May 10 and May 24 study sessions

Housing



What we heard:

Where input was incorporated:

Allow more housing types
across the City

- ✓ Supply and diversity policy
- ✓ Housing locations policy

- ✓ Neighborhood policy

Support housing affordability

- ✓ Supply and diversity policy
- ✓ Housing locations policy

- ✓ Tools and processes policy

Foster equitable
housing opportunities

- ✓ Supply and diversity policy
- ✓ Justice policy

Grow home ownership
opportunities

- ✓ Supply and diversity policy
- ✓ Housing locations policy

- ✓ Partnerships policy

Improve environmental
sustainability and energy
efficiency of building stock

- ✓ Supply and diversity policy
- ✓ Housing and the environment
policy

Housing



Support and Suggested Improvements

Emphasis on equity

Affordability

Accessibility

Desire to make Redmond a welcoming community

Concerns and Areas to Improve

High cost of housing and its impacts

Public safety in/around shelters, supportive housing

Traffic and parking from growth

Balancing growth, tree retention

Economic Vitality



What we heard:

Where input was incorporated:

Preserve uses that thrive only in Manufacturing Park zones while adding some flexibility

✓ Business diversity policies

Support small, ethnic, and BIPOC businesses

✓ Business diversity policies

Provide opportunities for flex spaces, uses

✓ Business diversity policies

Provide predictable, stable business climate

✓ Sustainable and resilient economy policies

Promote economic diversity

✓ Sustainable and resilient economy policies
✓ Business diversity policies

Economic Vitality



Support and Suggested Improvements

Neighborhood-based businesses and removing impediments

Multipurpose use of public space, recognizing potential impacts

Flexibility within manufacturing park zones

Affordable commercial space

Tourism, arts, cultural programs

Concerns and Areas to Improve

Increase emphasis on bringing jobs to centers

How policies will be implemented

Permanent home for outdoor/farmers market

Transportation



What we heard:

Where input was incorporated:

Prioritize access to centers

- ✓ Pedestrian and bicycle policy
- ✓ Transit policy

Create all ages and abilities facilities

- ✓ Pedestrian and bicycle policy

Build right-sized, cost-effective facilities

- ✓ Maintenance policy
- ✓ Streets policy

Provide multimodal access between neighborhoods

- ✓ Travel choices and mobility policy

Provide first- and last-mile solutions

- ✓ Transit policy

Pursue maintenance and new connections

- ✓ Maintenance policy
- ✓ Travel choices and mobility policy

Transportation



Support and Suggested Improvements

Equity

Environmental sustainability

Non-motorized facilities and networks

Parking

Resiliency

Concerns and Areas to Improve

Traffic

Aesthetics, art, and culture

Neighborhood plans

Prioritization

Funding

Drafting transparency

Centers / Overlake Policies



What we heard:

Maximize transit-oriented development (TOD) opportunities

Implement equity and inclusion - especially equitable TOD - sustainability and resiliency

Consolidate subareas, confirm Metro center boundary

Honor multicultural history and present

Anti-displacement and retaining small businesses

What we did:

✓ Reflected in policy language and through deletion of policies that conflict with implementation of TOD goals

✓ New and updated policies (general for all centers and specific for Overlake) with emphasis on equitable TOD
✓ Support needs of community members with disabilities

✓ Removed subareas; replaced with focus on In/Out of Metro Center
✓ New organization, text, and policies
✓ Draft Metro Center map

✓ Draft map for International District
✓ "Honoring and celebrating" language and examples of how this could be incorporated

✓ New and updated policies

Centers/Overlake



Support for:

General approach/ direction

Incorporating Redmond 2050 themes

Incentives for affordable housing, accessible housing, sustainability, and climate adaptation

Maximizing TOD and opportunities near light rail

Expand/improve:

Plan for how to bring in high rise towers (development standards, incentives, etc.)

More mention of bicycling and city investments in parks and open space

Art, including performance art and digital art installations

"Welcome to Overlake" entryway features and design

Concerns

Transition phase between eliminating parking and alternatives available

Transition between urban areas and surrounding suburban housing

Design access between transit and services to be comfortable and safe for all ages and abilities

Update suburban standards in zoning code that impede TOD

Next Steps

Tonight

Informational preview

May 10 and May 24 Study Sessions

Policy discussion and direction on first drafts

June 7

Draft Environmental Impact Statement briefing

Next Quarter

- DEIS and preferred growth alternative
- Phase 2 policy considerations



Thank You

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Appendix



How We Got Here





Housing

Policy Drivers



State, Regional, County:

- A. Equity
- B. Affordability
- C. Quantity
- D. Reporting

Local:

- A. Housing near Light Rail
- B. Centers Opportunities (especially Overlake)
- C. Housing Choices
- D. Retaining existing affordable housing
- E. Redmond 2050 Themes

Outline



Current organization:

- A. Housing Supply
- B. Housing Diversity

Proposed outline:

- A. Housing Supply and Diversity
- B. Housing Locations
- C. Housing Tools and Processes
- D. Housing Justice
- E. Housing and the Environment
- F. Housing Partnerships and Regional Collaboration



Economic Vitality

Policy Drivers



State, Regional, County:

- A. Equity
- B. Displacement
- C. Preserving manufacturing,
industrial land uses

Local:

- A. Small businesses retention
- B. High costs of housing
- C. High costs of land/facilities for
existing and new businesses
- D. Pandemic recovery, resiliency

Outline



Current organization of EV Policies:

- A. Land Use Plan and Regulations
- B. Education
- C. Infrastructure and Financing
- D. Actions to Be Taken

Proposed Headers:

- Sustainable and Resilient Economic Climate
- Quality of Life/Livability
- Business Diversity

Transportation



Policy Drivers



State, Regional, County: *Local:*

- | | |
|---------------------------------|---|
| A. Equity | A. Multimodal mobility emphasis per TMP, Community Strategic Plan |
| B. Safety | |
| C. Anti-displacement | B. Environmental Sustainability Action Plan |
| D. Transit-oriented development | C. Redmond 2050 themes |
| | D. Policy considerations outreach |

Outline



Current organization:

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

Proposed outline:

- Maintain transportation infrastructure
- Improve travel choices and mobility
 - Sub-heads for each mode + equity, TDM, parking
- Environmental sustainability
- Concurrency and LOS
- Transportation Revenue
- Transportation Master Plan

Urban Centers (Overlake)



Centers / Overlake



State, Regional, County Policy Emphasis:

- A. Equity & Equitable Transit-Oriented Development (TOD)
- B. Maximizing housing near high-capacity transit (HCT)
- C. New Centers designations
- D. Accommodating growth

Other Major Policy Drivers:

- A. Maximizing TOD opportunities
- B. Simplifying/consolidating
- C. Redmond 2050 themes
- D. "10-minute Neighborhoods"
- E. Property Owner/Developer Applications

Outline



- Introduction
- A – General Centers Policies
- B – Downtown Policies *(not included in this draft)*
- C – Overlake Neighborhood Policies



City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 5/3/2022
Meeting of: City Council

File No. SPC 22-052
Type: Executive Session

Closed Session to Discuss Labor Negotiation Strategy Under RCW 42.30.140 (4)(b) and Executive Session to Discuss Pending and Potential Litigation with Legal Counsel Under RCW 42.30.110(1)(i) - 50 minutes