REDMOND 2050

From suburb to city

Comprehensive Plan

City Council Adoption, November 2024

Table of Contents

	Page
Front Matter	
Acknowledgements	ii
Mayor's Letter	iv
Introduction	v
Elements	
Goals, Vision, and Framework Element	1
Land Use Element	15
Housing Element	33
Transportation Element	64
Natural Environment Element	81
Climate Resilience and Sustainability Element	102
Capital Facilities Element	112
Utilities Element	130
Parks, Arts, Recreation, Culture, and Conservation Element	150
Economic Vitality Element	156
Annexation and Regional Planning Element	164
Human Services Element	173
Community Design Element	179
Participation, Implementation, and Evaluation Element	228
Shoreline Master Program	237
Glossary	238
Appendices	
Housing Technical Appendix	253
Transportation Appendices	274
A. Inventory of Transportation Facilities and Services	274
B. Multimodal Level of Service	293
C. Estimated Multimodal Level of Service Impacts to State-Owned Facilities	303
D. Travel Demand Forecast	307
E. Impacts to Neighboring Jurisdictions	316
F. Demand Management Strategies	319
G. Transportation Facilities Plan	325
H. Active Transportation Networks	336

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Dear Neighbors,

People come to Redmond from all over the world for good jobs and a culturally rich community, all in a beautiful setting. When I talk to people around the City, they tell me they love Redmond for its parks, unique local businesses, vibrant urban centers, and welcoming spirit.

We have done great work together to maintain what we cherish most about our community while welcoming tens of thousands of new community members and jobs. Now, under state law, and as stewards of this place, we have a responsibility to ourselves and the people who will call Redmond home in the future to plan for growth so that we enjoy a high quality of life and essential city services into the future.

The Redmond 2050 Comprehensive Plan is a roadmap to that future. The plan provides direction on questions like, what will Redmond be like in the next ten to twenty-five years? Where will new residents live? How will job growth be accommodated? Where will community members recreate? How will people get around? How will community members interact with their local government? How will we ensure high-quality infrastructure and services like water, sewer, and public safety? How will small businesses thrive?

We heard from you in developing this plan that you want Redmond to be equitable, inclusive, resilient, and sustainable. You value a community that weaves together neighborly connections with the energy and vitality that comes from growth. You are looking for a place that embraces diversity and innovation, recognizing that Redmond's status as an international destination contributes to the richness of the City's culture. You understand that we cannot stand still, that change happens, and that we can shape that change to create the city we want for ourselves and our descendants.

Redmond 2050 takes significant strides in shaping our future consistent with our community values. It emphasizes accessible and sustainable housing for everyone, and to achieve that, it expands the number and variety of homes that can be built in Redmond. It calls for complete neighborhoods where most residents' daily needs can be met within a short walk or roll from home. It features a new Climate Resilience and Sustainability Element that provides a baseline as we work to significantly reduce climate impacts. This data-driven and community-informed plan comprehensively creates the future as Redmond grows from a suburb to a city. I want to thank all the community members and city staff who helped us envision the future of a vibrant Redmond.

Warmly,

Angela Birney, Mayor

Introduction

Redmond is a vibrant city in the Seattle metropolitan area with a 2024 population of 80,040. It has a picturesque natural setting with the Downtown located in the Sammamish Valley surrounded by forested hills and flanked by mountain views. Portions of the city border Lake Sammamish and the lake outlets to the Sammamish River which winds up the valley. It has maintained tangible reminders of the area's history and cultural roots.

Redmond includes a variety of attractive places to live in single-family homes and multifamily apartments and condominiums in residential neighborhoods and manufactured homes both in private parks and integrated into neighborhoods. In Downtown, Overlake, and Marymoor Village, new residential and civic developments are contributing to the area's vibrancy and interest. Redmond's recreational system includes three community centers, a pool, more than 40 miles of trails, and a variety of parks totaling over 1,300 acres.

Identified as Silicon Valley North, Redmond is also a major employment center in which its Information and Communications Technology (ICT) and Interactive Media cluster is responsible for more than half of all city employment. Microsoft is the leading ICT and Interactive Media presence in Redmond, with a 502-acre campus employing more than 47,000 workers and an employment multiplier of 5.9 in 2024.

Shaping and Realizing Our Future

Redmond 2050 is a visionary plan that requires community engagement from all perspectives in shaping and realizing the future of Redmond. Mindful that the American Experiment of a democratic government for the people by the people has yet to be realized, it contains strategies and ideas to guide not only physical spaces, but also to embody and advance the priorities of the Redmond community.

The guiding principles of the Redmond 2050 Comprehensive Plan are:

Equity. This refers to how individuals are given tools specific to their needs and socioeconomic status to move towards similar outcomes. It contrasts with equality, where everyone is offered the same tools to move towards the same outcome.

As such, often, things that are equal are not equitable due to the more advanced needs of some individuals and groups. Social justice, integrated with addressing equity issues, have potential to advancing policies that provide support to overcome systemic barriers.

Resilience. Ensuring that the community as a whole is prepared for, able to adapt to, and can recover effectively from disruptive conditions.

Sustainability. Meeting the needs of current and future generations and advancing environmental conservation, economic prosperity, and a high quality of life for all.

The Comprehensive Plan anticipates the next 25 years of growth and change. It provides the framework to ensure that characteristics community members value today, as well as in the future, are recognized and reflected in City decisions as the community continues to grow and evolve. By intentionally weaving these themes into the fabric of the Comprehensive Plan we challenge ourselves to think holistically in

our planning, decision making and actions.

Planning Framework

In 1990, Washington's Legislature passed the Growth Management Act (GMA), which established planning goals and a system of planning for cities and counties that have experienced rapid growth. As a part of the GMA, King County adopted and cities in King County endorsed Countywide Planning Policies (CPPs), which provide a consistent framework to guide each city's plan. The CPPs address issues that transcend city boundaries, such as setting Urban Growth Areas, accommodating housing and job demand, addressing capital facilities that are regional in nature, and providing a framework to promote consistency between a multitude of city plans. Also as part of the GMA, the Puget Sound Regional Council adopted Multicounty Planning Policies (MPPs) as part of VISION 2050.The MPPs serve as regional guidelines and principles used for the PSRC's certification of policies and plans. Cities and counties are required to periodically update their plans to comply with updates in regional and state requirements, as well as changes in local conditions.

Land Use in Washington State

The Growth Management Act (GMA) identifies three distinct landscapes: urban lands, rural lands, and natural resource lands. The GMA makes clear that the long-term sustainability of rural and resource lands depends on accommodating most development within designated urban growth areas. The GMA requires local governments to prepare comprehensive plans to accommodate 20 years of expected growth. Each comprehensive plan must include land use, transportation, housing, capital facilities and utilities elements. Redmond, like all cities within King County, is within the King County urban growth area (UGA) and as such must plan to accommodate the 20-year growth allocation assigned to Redmond through the countywide growth target allocation process.

While the GMA requires counties and cities to provide capacity to accommodate 20-year projected growth targets, capacity may be greater than land use growth assumptions used in comprehensive plans.

Puget Sound Regional Council

In the four-county central Puget Sound region, local governments have collaborated through the Puget Sound Regional Council (PSRC) to establish a Regional Growth Strategy, contained in VISION 2050. VISION 2050 addresses a spectrum of land use planning issues, including aligning transportation investments with rates of development, involving diverse voices in planning, community design, and preserving special land uses. Each of these is important for achieving the Regional Growth Strategy that accommodates most new growth in urban centers throughout the region while supporting and enhancing existing communities.

VISION 2050 envisions a future where the region:

- Maintains a stable urban growth area.
- Focuses the great majority of new population and employment within the urban growth area; within the urban growth area, focuses growth in cities.
- Maintains a variety of community types, densities, and sizes.
- Achieves a better balance of jobs and housing across the region.
- Creates and supports centers to serve as concentrations of jobs, housing, services, and other activities within cities.
- Builds transit-oriented development around existing and planned infrastructure.

- Uses existing infrastructure and new investments efficiently.

Redmond is designated as a "core city" with two regional growth centers within the VISION 2050 plan, which means it has access to high-capacity frequent transit that connects to other regional centers. Downtown Redmond is designated as an "Urban" growth center with a target level of 45 activity units (homes plus jobs) per acre, while Redmond Overlake is designated as a "Metro" growth center with a target of 85 activity units (jobs + housing units) per acre.

Urban centers provide a mix of housing, employment, commercial, and cultural amenities in a compact form. Within urban centers, PSRC requires that cities plan for a mix of uses, including housing, employment, retail, and entertainment uses, that are served by multiple transportation options. Urban centers are focal points of vibrant city life and activity.

Urban Centers are also priority areas for PSRC's federal transportation funding. The two regional growth centers have three of Redmond's four light rail stations. The fourth station is to the east of the Downtown growth center, in Marymoor Village.

What Is a Comprehensive Plan?

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

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

Who Plans and How?

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

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

Over the years, the City has used a number of methods to encourage community participation in planning. Traditional methods have included evening community and neighborhood meetings. These

methods exclude people working during those hours, people who need childcare, and people unfamiliar with public agency-sponsored events. To improve equity and inclusion in engagement, the City has partnered with community-based organizations to bring a more diverse set of voices to the table, sought-out underrepresented parts of the community using focus groups and stakeholder interviews, translated materials into commonly-spoken languages, offered interpretation services at meetings, used pop-up engagement to interact people where they already are, and hosted meetings at different parts of the day in different places in the community. Advances in technology have allowed the City to host hybrid meetings so that people can participate without traveling and create more types of online engagement that are accessible anytime, anywhere.

The City's goal is to build meaningful, long-term and trustworthy relationships through ongoing communication and outreach with varies community entities, including residents, business owners, customers, employees of Redmond businesses, faith-based organizations, non-profits, visitors, youth, students, parents, grandparents, and caregivers. A priority of the community engagement program is understanding who is impacted by planning processes and decisions, and why. Understanding this will allow Redmond to increase access, opportunity, and support for those living at the margins. This is turn enables a cascade or opportunity upward and outward to the entire community.

Established boards and commissions meet regularly and address planning on an ongoing basis. Advisory councils or groups may be used to work through a process with a limited scope or time frame. Ultimately, all major planning decisions are made by the City Council, which is responsible for establishing regulations, programs and planning policies.

Planning for Redmond from Small Town to City - Major Highlights

1940s	Land use planning established. Redmond has been incorporated since 1912 but remains a small town.
1940	First zoning ordinance.
1948	Planning Commission established.
1950s	Growth is slow. Jonathan Hartman, serving as volunteer City staff, dedicates a great deal of his time helping to guide much of Redmond's growth for a period of 15 years.
1960s	Early beginnings of formal planning. Redmond population increases sevenfold. Several major annexations take place. Planning efforts are largely directed at protecting neighborhood character.
1963	September 1963, the first Comprehensive Zoning Plan is adopted.
1964	Mayor Graep sets up the first planning department. Jonathan Hartman serves as Redmond's first paid director.
1970s	Redmond citizens decide comprehensive planning is needed to prepare for continuing growth. More annexations add areas in Overlake.
1970	The Planning Commission prepares a Master Plan.
1979	The Community Development Guide is adopted, combining the Comprehensive Plan and the Zoning Code.

1980s	Many new high tech industries start up in Redmond.The city begins to see a growing daytime/ employee population, as well as continued growth in the number of residents. Downtown Plan created that envisions a livable downtown that provides employment, shopping, attractive and safe places to live, recreation and civic activities.
1981	Shoreline Master Program adopted. Design Review Board established.
1983	Adoption of the Uniform Building Code.
1986	First neighborhood plan undertaken.
1987	First major facility plan incorporated into Community Development Guide.
1990s	New mandates from the State, such as the Growth Management Act (GMA), add elements to Plan. Redmond's population doubles, and several million square feet of commercial space are added. Areas to the north of the city are annexed.
1992	Sensitive Areas Ordinance adopted to implement long-standing City policies.
1993	New Downtown Plan adopted.
1995	Adoption of updated Comprehensive Plan that meets the State Growth Management Act guidelines, including concurrency requirements. Downtown is designated an Urban Center.
1998	Adoption of design guidelines to meet new legal requirements.
2000s	Residential and commercial growth still continuing. City officials, staff and citizens evaluate the success of the Comprehensive Plan in guiding the proposed growth.
2000/2002	Historic preservation policies and regulations adopted to preserve portions of Redmond's heritage and unique character.
2004/2005	First major update to the GMA Comprehensive Plan adopted. Plan includes greater emphasis on community character, variety in housing, housing to better address workforce needs, transportation choices and connections, and annual monitoring, as well as greater commitment to neighborhood planning.
2006	Redmond receives State of Washington Smart Communities Award for Comprehensive Plan.
2007	Overlake is designated an Urban Center.
2008	Shoreline Master Program (SMP) Update. Region's voters approve Sound Transit 2, which includes funding to extend light rail to Overlake.
2010s	The Urban Center portions of Downtown and Overlake are developing according to the vision identified in the 2004 Comprehensive Plan. Planning for the Redmond Central Connector and Downtown Central Park, along with recent growth in residential development, will transform Downtown. Plans for regional stormwater facilities and the redevelopment of the former Group Health Hospital site are underway in Overlake. Additional neighborhood plans have been updated.
2011	The Community Development Guide is rewritten and adopted as the Zoning Code, transferring

	portions to the Redmond Municipal Code and restoring the Comprehensive Plan as a separate document.
2011	Second major update to the GMA Comprehensive Plan adopted. Updated Plan reflects Redmond's sustainability principles, complies with state and regional requirements that have changed since 2004, extends the planning horizon to 2030, and incorporates City direction and recommendations from recent studies.
2013	Major update to Transportation Master Plan adopted. TMP awarded Governor's Smart Communities Award.
2014	Adoption of Police Department Functional Plan.
2014	Major update to Southeast Redmond Neighborhood Plan
2016	Region's voters approve Sound Transit 3, which includes funding to extend light rail to Marymoor Village and Downtown
2017	Adoption of Parks, Arts, Recreation, Culture, and Conservation (PARCC) Plan Update
2017	Marymoor Village Plan and zoning regulations adopted, setting stage for evolution of Marymoor Village from manufacturing district to mixed-use district.
2020s	*Highlights from the 2020's*
2020	Adoption of Redmond's first Environmental Sustainability Action Plan, identifying actions needed to meet carbon emission reduction goals.
2021	Adoption of Redmond's first Housing Action Plan, identifying actions to address housing supply, affordability, and stability
2022	Adoption of major update to Human Services Strategic Plan, providing the foundation for actions that the City can implement to support an inclusive and resilient community.
2023	Adoption of PARCC Element and PARCC Plan Updates
2024	Third major update to the GMA Comprehensive Plan adopted. Updated Plan reflects the themes of equity and inclusion, sustainability, and resiliency, complies with state and regional requirements that have changed since 2011, extends the planning horizon to 2050, and incorporates City direction and recommendations from recent studies.

What Is in This Plan?

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

Each element contains policies, text, charts, tables and, in many cases, maps. The policies are the guiding principles; however, they are often preceded by explanatory text, which describes the context of the policy or reasoning behind the policy. The policies may be supplemented with charts or tables. All policies beginning with "FW" are framework policies and guide underlying policies. Each element has a designation, such as HO for housing or UT for utilities. Maps may either be informative, like the text, or supplemental to the policy, such as when they illustrates a service area or facility.

The Plan is organized with the following sections or elements.

Element or Section	Policy Abbreviation	Primary Function
Introduction		Provides overview of the purpose of the document and an explanation of how it was developed.
Goals, Vision and Framework Policies	FW	Sets the overarching goals for the City of Redmond and describes the future vision of what the city will look like and how it will function. These policies guide all others.
Land Use	LU	Guides physical placement of land uses.
Housing	HO	Addresses needs and strategies for providing a variety of types of housing.
Transportation	TR	Addresses the movement of people and goods.
Natural Environment	NE (SMP)	Addresses stewardship of the natural setting. The Shoreline Master Program (SMP) contains the Natural Environment Element policies.
Climate Resilience and Sustainability	CR	Addresses greenhouse gas emissions reductions and climate resilience.
Capital Facilities	CF	Describes how the City plans for and finances capital infrastructure.
Utilities	UT	Addresses utility infrastructure needs and design.
Parks, Arts, Recreation, Culture and Conservation	PR	Addresses parks, conservation of land through parks, recreational and cultural facilities, the arts, design of facilities and program objectives.
Economic Vitality	EV	Directs the City's roles and responsibilities in enhancing economic vitality.
Annexation and Regional Planning	A	Guides annexation and City interaction within the regional context.
Human Services	HS	Defines the City's role in planning and funding human services delivery.
Community Development and Design	CD	Addresses physical characteristics of the built environment; policies for subareas of the city including centers, corridors, and neighborhoods; and historic preservation.
Participation, Implementation and Evaluation	PI	Encourages and guides participation in the planning effort. Ensures implementation occurs and provides an evaluation system to see how the Plan is working.
Shoreline Master Program (Policies contained in NE Element)	SMP	Addresses program affecting certain shorelines designated by the State.
Functional Plans		Functional plans guide design, operation and placement of capital facilities in detail. These include plans for transportation, water, wastewater, parks, and more. Some are adopted by reference.

How Is the Plan Implemented?

Several tools are used to implement the Comprehensive Plan. The Zoning Code contains regulations that direct land use and design as new development or redevelopment occurs. Growth is also directed through careful planning for the location and sizing of capital facilities. Programs related to the arts, recreation or human services support policies related to cultural, recreational, or social needs. Capital facilities enhancements such as decorative street lighting carry out policies on community character. Neighborhood programs, such as the neighborhood enhancement grants or block watch, help implement policies on neighborhood character or safety.

Implementation measures are numerous. Part of the Plan is to ensure that there is monitoring in place to keep track of progress. This is fully discussed in the Participation, Implementation and Evaluation Element. Implementation of Comprehensive Plan policies is monitored through a periodic evaluation, as well as overall through performance measures identified through the City's budget process.

Profile of Redmond

Redmond incorporated on December 31, 1912, and remained a small town for many years. With rapid growth that began in the 1970s, the City's population in 2024 ranked it as the seventeenth largest city in the state.

Redmond in Profile – 2024

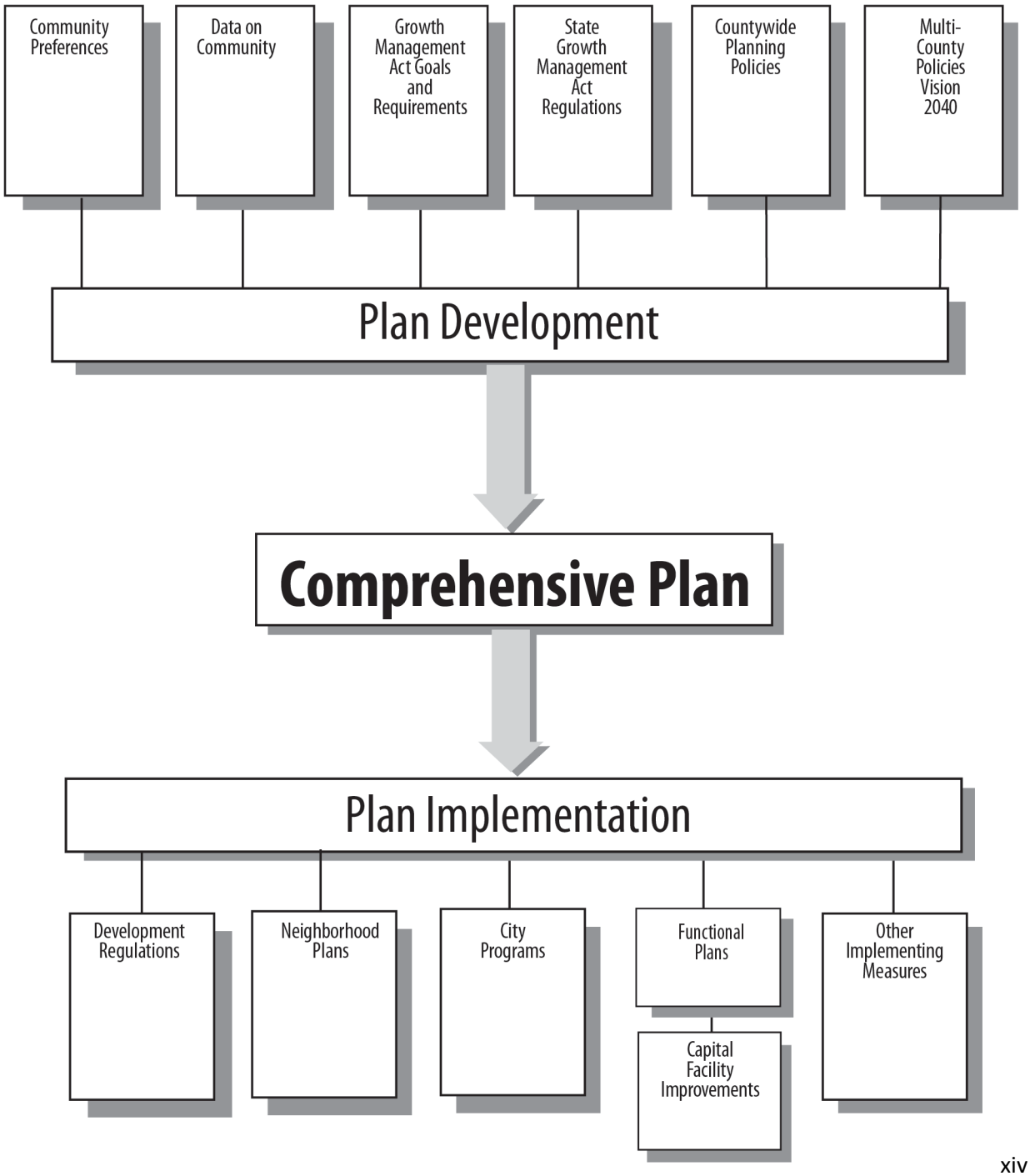
Population:	80,040
Area in Square Miles:	17.28
Miles of Paved Road:	197
Acres of Park Land:	1,359
Miles of Trails:	59**
Number of Public Schools:	11
Rank in Employment: (central Puget Sound region)	4th 98,669 jobs (2023)
Top 10 Major Employers:	Microsoft Corporation Lake Washington School District Amazon.com Services Eurest Dining Services @ Microsoft Meta Nintendo City of Redmond CBRE, Inc. Terex Washington & USA Honeywell International

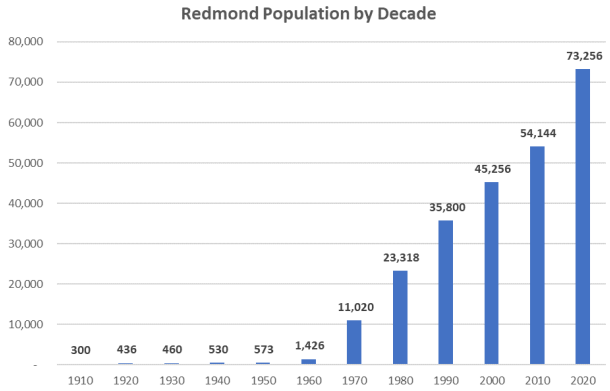
** Includes 895 acres in Watershed and Farrel-McWhirter Parks which lie outside the contiguous city limit*

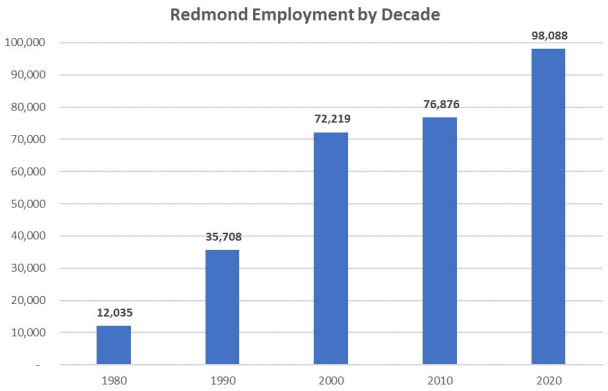
***The city owns 39 of the 59 miles of trails*

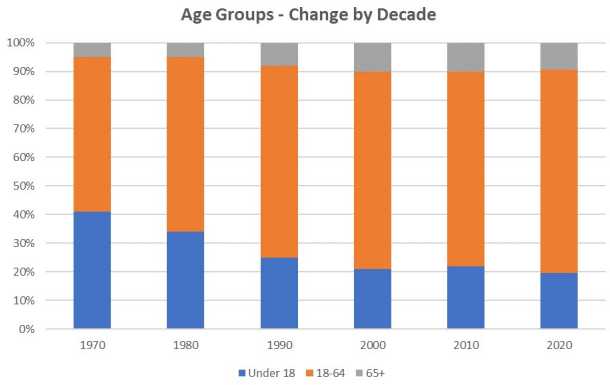
As Redmond grew, the community experienced changes in demographics, which it will likely continue to see in the future. The city has evolved in size and composition. Redmond's population and household types are changing as reflected in average age, number of persons per household and greater racial and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

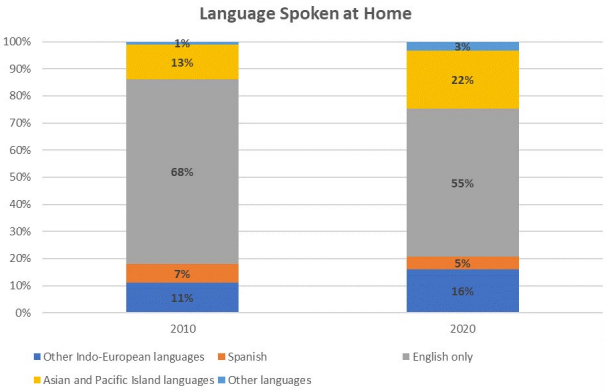
Development and Implementation of a Comprehensive Plan











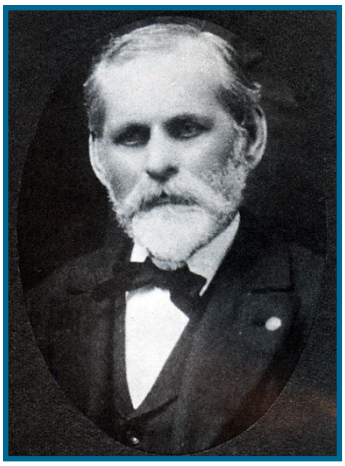
City History

Redmond's Early Days

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

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

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



Warren Perrigo

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

Redmond's Growth Period

By the end of the 1970s, Redmond's land area increased to 13.16 square miles. The real change in growth came when the Evergreen Point floating bridge opened in August 1963. SR 520 was then extended to 148th Avenue NE, opening the area to suburban residential development. In the late 1970s, an additional section of SR 520 that bridged the Sammamish River and extended to the intersection of

Historical logging

Redmond Way was completed. These improvements had a significant effect on the size of the town as it grew in 1970 to 11,031 and doubled that in 1980. Beginning in the 1970s and into the 1980s, Redmond began to see a strong growth in high tech industries with such companies as Physio-Control (electronic medical devices), Data I/O, Integrated Circuits (computers), Nintendo and then Microsoft, which moved its headquarters to Redmond in 1986. In this period there were also other industries that

affected growth, such as H&N International (chicken hatchery), Genie (mechanical lifts), and several water ski manufacturers, as well as a major facility built by an established company, Safeco Insurance. Also in the early 1980s, the missing link of SR 520 between 148th Avenue NE and the bridge over the Sammamish River was completed. By 1990 Redmond had a population of 35,800, was recognized as the headquarters for Microsoft.

With the adoption of Redmond's first GMA-compliant Comprehensive Plan in 1995, Redmond and the region began to focus growth within city limits and especially in centers. During this time Redmond began planning for a transformation of Downtown from a regional service center to a full-service urban neighborhood. Redmond Town Center opened in 1997 and was immediately a major location for shopping, employment, and public gatherings. Thousands of new apartments and condominiums opened around Downtown from the mid-1990s to 2020, along with urban recreational amenities like the Redmond Central Connector (2013) and Downtown Park (2018).

In 1996, 2008, and 2016, the region's voters approved transit measures that brought four light rail stations to Redmond: two in Overlake, one in Marymoor Village, and one in Downtown. Microsoft continued to grow in Overlake and that growth was complemented by major redevelopment activity in Overlake Village. Between 2000 and 2024, 3,605 new homes were constructed in Overlake Village. Marymoor Village was rezoned to allow greater development intensity in 2017 in anticipation of light rail service, and 1,151 homes were built or in development as of 2024.

Residential development continued during this period, with most single-family areas developing to full buildout by 2020. Some areas remain in the north Rose Hill area. Willows Road also experienced considerable growth from 1990-2020, with a focus on technology, aerospace, and medical devices.

Current Highlights

Redmond is now the seventeenth-largest city in the central Puget Sound region with a 2024 population of 80,040. During the day the city increases to a population of 147,000 due to the combination of residents at home and employees. It has retained many of the high-tech industries, as well as other diverse businesses, including aerospace, seafood processing, logistics, and medical services.

Downtown is active and walkable, with the Downtown Park becoming the community's front lawn and a hub of activity. The Redmond Central Connector connects people to businesses and other Downtown destinations. In spite of many changes, Downtown retains a vibrant historic core.

Overlake Village's transition from a retail center to mixed-use neighborhood is underway, encouraged by City planning and investment for a variety of public facilities and light rail service. Just to the north, Overlake is home to a variety of advanced technology corporations both large and small. Over time, thousands of new residents are anticipated to move to Overlake Village as the area transforms to include mid-rise and high-rise apartments and condominiums, urban parks and plazas, and a transportation network that supports mobility by transit, cars, bicycle and foot.

Marymoor Village remains home to a variety of manufacturing and manufacturing-adjacent businesses while also seeing new apartment construction in response to subarea planning efforts and in anticipation of light rail service. Its location adjacent to Marymoor Park makes it attractive for multifamily development and businesses that thrive near recreation centers.

Redmond continues to provide high-quality public safety, parks and recreation, transportation, and utilities services. Residential neighborhoods are highly sought after and home to a variety of household types and sizes. The Sammamish Valley remains an open vista of green flanked by hillsides that have

retained much of the woodland character.

Future

Planning for a sustainable, resilient, and equitable and inclusive future means listening to more voices and making different decisions than have been made in the past. The groundwork for this is laid in this Plan, starting with the main principles identified in the Goals, Vision and Framework Policies Element, followed with more detail in the remainder of the Plan. This Plan is a statement of Redmond's goals for the future and how these goals will be achieved.

Goals, Vision, and Framework

Introduction

As a community, Redmond has identified the importance of goals, policies and actions that speak to how the City can work in partnership with the community toward achieving a sustainable future. Redmond's Comprehensive Plan is a reflection of this and other long-term values and preferences held by people in the community for how Redmond should look and feel over the next 20 years and beyond.

This element expresses those values and preferences through:

- Goals that summarize the intent of the Comprehensive Plan,
- A vision that describes what our community would be like in 2030 if the goals were achieved, and
- Framework policies that the City will follow to achieve the goals and vision

The goals and framework policies express the core concepts on which the Comprehensive Plan is based and together set the direction for how various elements of the Plan address the trends, opportunities, and mandates facing the City.

The goals and framework policies are not listed in priority order and need to be viewed as a whole that is balanced over time; just as the three pillars of sustainability, including environmental quality, economic vitality and social equity, must be balanced to achieve a sustainable future. One goal or value shall not be pursued to the exclusion of the others.

Goals for Redmond

- To foster a sense of welcoming and inclusion as we transition from a suburb to an intercultural city.
- To sustain and enhance resilient natural systems and built environment.
- To increase the diversity, supply, and affordability of housing.
- To maintain and enhance vibrant and well-connected centers.
- To create neighborhoods where people can meet their basic needs close to home.
- To support a diverse, sustainable, and resilient economy.

Our Vision for Redmond in 2050

In 2050, Redmond community members describe their community as one that is complete, offering a wide range of services, opportunities, and amenities. The community has successfully woven the small town feel of older, established neighborhoods with the energy and vitality of Redmond's centers. The result is a place

where people are friendly, often meet others they know, and feel comfortable and connected. It's a place where diversity and innovation are embraced, and collaborative action is taken to achieve community objectives. It's a place that is home to people from diverse backgrounds, which contributes to the richness of the city's culture.

Redmond's centers are hubs of residential, commercial, and cultural activity.

In 2050, Downtown, Overlake, and Marymoor Village provide unique and desirable locations to support community life in Redmond. Light rail connects these centers and they continue to grow with transit-oriented development.

Downtown is Redmond's civic heart. It remains an outstanding place to work, shop, live and recreate and is a destination for many in Redmond and in the region. A diversity of businesses, cultural organizations, residents, and visitors contribute to Downtown's vibrancy.

With the arrival of light rail and intentional planning for growth, Overlake has transformed into a regional hub for high technology research and development and intercultural experiences. Growth in jobs and residential population has come with critical urban amenities like parks, schools, cultural and civic spaces, and an urban tree canopy. New businesses have enriched Overlake while treasured local businesses have remained in the community using creative anti-displacement strategies.

In 2050, Marymoor Village center is continuing to develop into a transit-oriented community with a focus on inclusion. For example, public spaces have been developed to be comfortable for a neurodiverse community. New multifamily developments include units that exceed accessibility standards. Elements such as public art honor the special connection that local tribes have with Bear Creek, Lake Sammamish, and the lands surrounding them. Community members enjoy excellent access to Marymoor Park and to a light rail system that connects them to the region.

Redmond neighborhoods are more diverse and more complete.

Redmond's neighborhoods include an array of housing types that serve a diversity of household types and sizes. Housing in Redmond's neighborhoods has diversified, with the majority neighborhood infill development being multiplexes, townhomes, cottages, and other middle housing types. This has created ownership opportunities at a lower price point and allowed community members to stay in Redmond as their housing needs change over time. Redmond's neighborhoods are also more complete, with small-scale commercial uses serving local needs. Some of these uses have become neighborhood hangouts, complementing other neighborhood amenities like parks and schools. Community members enjoy meeting-up with each other in these complete neighborhoods, providing a sense of connection.

Redmond maintains a strong economy and a diverse job base.

Redmond remains home to many small, medium-size and locally-owned businesses and services, as well as nationally and internationally recognized corporations. Redmond is widely recognized as inviting for advanced technology, and businesses are proud to be partners in the community. The City provides a predictable regulatory environment that supports innovation and attracts sustainable development, while retaining existing businesses.

Redmond's land use pattern has supported sustainability objectives.

Redmond's land use pattern, which focuses growth in centers and supports complete neighborhoods, has supported community objectives to greatly reduce carbon emissions and protect natural resources locally and regionally. Urban densities have been paired with aggressive tree planting to enhance the urban tree canopy, providing shade and mitigating the urban heat island effect. Vegetation is also found on urban walls and rooftops, providing not only an environmental benefit but also softening buildings and providing variety in the built environment. The city remains framed within a beautiful natural setting, including forested hillsides that flank the Sammamish Valley, Lake Sammamish and Bear Creek. A system of interconnected open spaces provides habitat for a variety of wildlife and recreation opportunities for people. The open space and agricultural character of the north Sammamish Valley has been maintained and is highly valued by the community. Through the joint efforts of Redmond, King County and Washington State, the areas north and east of the city remain rural.

Redmond is designed for equity and inclusion.

As Redmond has grown, it has become known as a community that intentionally designs for equity and inclusion, sustainability, and resiliency. Buildings, parks, and public spaces are designed, built, and operated to create a sense of welcoming for all ages, cultures, genders, and abilities. Community members with disabilities find the Redmond friendly and easy to navigate and enjoy, with housing, education, and employment options that meet their needs. Community members who have moved to Redmond from around the U.S. and around the world notice that Redmond is an intercultural community where people value what they can learn from one another.

In 2050, Redmond's historic roots are still apparent even after decades of rapid growth. Special sites, structures, and buildings have been preserved, restored, and adaptively reused. In consultation with area Tribes, Redmond has protected cultural resources and found diverse opportunities to honor Tribal culture and history.

Housing choices meet diverse community needs.

In 2050, Redmond has sufficient housing units to, at a minimum, meet the regional and state housing growth targets. Redmond's housing inventory is integrated with transit systems, employment centers, and recreational amenities to provide community members with fulfilling walkable communities.

Redmond's housing inventory is equitable and inclusive. Expansion of affordable housing inventory, supportive housing partnerships, and renewed housing programs, help families afford and stay in their homes. The City has a soulful diversity of housing choices. Townhomes and stacked flats are plentiful across the city, crisscrossed by tree-lined streets. Condominiums, cottages, accessory dwelling units, and more provide community members with a range of housing choices at a range of costs. By increasing financial stability, families are more resilient to economic shocks that may have otherwise displaced them. The City has proactively addressed discriminatory housing and land use policies and practices to reduce inequitable racial disparities. All families enjoy access to safe, dignified, and clean housing.

Redmond's transportation system is designed for people.

In 2050, most Redmond community members live, work, or play, within a short distance of frequent transit or have convenient access to comfortable and connected pedestrian and bicycle networks, enabling affordable and sustainable mobility for many trips.

Redmond's transportation system is resilient, and this resiliency is often experienced by what doesn't happen. Deployment of traveler information and advanced technology has improved overall system efficiency and made it easier to recover from localized disruptions like collisions or flooding. Completion of accessible and active transportation networks allows travelers to avoid vehicle congestion. Using diverse funding streams has enabled the City to stay on track with investments that improve resiliency.

Redmond's transportation system is equitable and inclusive. The City has consistently invested in infrastructure and programs that benefit the entire community, especially those who cannot or choose not to drive.

Redmond's transportation system is sustainable. Focusing growth around light rail and frequent transit enables more people to enjoy low-carbon mobility. The adoption of zero-emission vehicles and supporting infrastructure has helped Redmond achieve its greenhouse gas reduction goals for transportation.

Redmond's infrastructure is efficiently operated and maintained. The City funds maintenance, preservation, repair, and replacement of assets to minimize life-cycle costs and support sustainability goals. Redmond's focus on accessible and active transportation systems has resulted in an integrated system that allows more people to thrive.

Redmond embodies the idea of nature in the city.

Redmond in 2050 has maintained and enhanced its natural environment as it has developed into a more urban community. The City has protected and stewarded its critical habitats and ensures, through strategic programing and projects, that community members have walkable access to urban green and blue spaces that improve quality of life.

The city is framed within a beautiful natural setting, with parks, natural areas, and an abundance of trees continuing to define Redmond's physical appearance, including forested hillsides that flank the Sammamish Valley, Lake Sammamish, and Bear Creek.

A system of interconnected green spaces and urban forests provides habitat for a variety of wildlife. The community prides itself on its environmental stewardship, including an emphasis on sustainable land use and development patterns, landscaping that requires little watering, and other techniques to protect and conserve the natural environment, while flourishing as a successful urban community.

Other efforts have also increased the health and safety of the community, through increased air and water quality, reductions in noise and light pollution, limiting development in hazardous areas such as floodplains and steep slopes, and reducing the risk of wildfires.

Redmond is a carbon neutral community.

In 2050 Redmond is a place where all community members and the environment thrive, are resilient to the impacts of climate change, and City operations and the community have achieved carbon neutrality.

Redmond is known as a community that develops sustainability programs with equity at the core; prioritizing the needs of community members most vulnerable to climate change, and those with disproportionate exposure to environmental injustice. By doing so, Redmond produces climate solutions

that meet the needs of everyone in the community and it has dismantled disparities that were once common.

Redmond is powered by clean, renewable electricity. Solar panels provide clean distributed energy for community members and heat pumps are in every home, providing sustainable heating and cooling for all.

Redmond is a city leading by example, demonstrating climate and environmental solutions within City operations to showcase the benefits and lessons learned from early and meaningful action.

Capital facilities and utilities serve a growing community

In 2050 Redmond's infrastructure and services meet the needs of a growing population and promote a safe, equitable and sustainable community. The City's capital planning efforts have resulted in a community that continues to enjoy excellent fire and emergency response times, professional police services, beautiful parks, clean drinking water, and effective wastewater and stormwater management. An efficient multimodal transportation system has taken shape and is continually improved. Redmond residents also embrace and support the high-quality educational, cultural, and recreational facilities in the community.

Proper planning has also protected and enhanced Redmond's natural environment and resources. Upgrades to the sanitary sewer system have eliminated most septic systems, thereby reducing contaminants released into the environment. The City has protected the natural environment with planning, design, and construction of stormwater systems that reduce negative impacts from stormwater runoff pollutants and flows while encouraging conservation and implementing low-impact development practices.

Everyone has access to high-quality parks and recreation facilities and programs

In 2050, Redmond parks are known regionally for attractive and well-maintained facilities where everyone can play. Community, neighborhood, and resource parks are accessible within a short walk for all. The network of parks features a range of amenities that allow for everything from quiet reflection to active sports and play.

Redmond parks are connected by an innovative trail network that locally creates a Frederick Law Olmsted-inspired "Emerald Necklace" that allows one to bike, run, walk, or roll around the city without using streets, while also smoothly connecting to regional trail networks and transit systems.

New and renovated community centers provide opportunities to build relationships across cultures, neighborhoods, and generations and make Redmond a highly desirable place to live, work, play, and invest. Flexible spaces inside the facilities help the City adapt to the changing social and recreation needs of users of all ages and abilities. Innovative art and cultural events, such as public art spaces and performances, will attract artists from around the world and support the development of emerging local artists.

Community members can access the human services they need

In 2050, Redmond's human services network continues to foster equity, inclusivity, and intercultural respect. Redmond is flexible, sensitive, and responsive to the needs of diverse identities, abilities, and lived experiences. Redmond is regionally and nationally renowned as a community committed to social justice, where systemic inequities are eradicated, and all individuals have fair access to opportunities and resources such as medical care, food security, and quality education.

Redmond's human services network is resilient. Robust process improvements and strengthened partnerships have resulted in strong regional collaboration. The lasting relationships, municipal organizational culture, and active partnership with the community contribute to a human services network which is adaptable and can operate effectively even in tough conditions.

Redmond's human services network is socially, economically, and environmentally sustainable. Sound operational approaches to service delivery will be designed with these considerations in mind. The human services network plans for and adapts to expected and unexpected changes, while remaining committed to balancing the needs of people and the planet.

Redmond is a valued regional partner

In 2050, Redmond has reached its ultimate land area, having annexed all remaining territory in its Potential Annexation Areas so that residents may receive a full range of urban services. Accommodating growth within King County's designated urban growth area has protected rural and agricultural areas outside of Redmond and urban King County. New neighborhoods have been seamlessly interwoven with existing neighborhoods. Annexation has allowed residents to enjoy high-quality facilities and services.

The city continues to work cooperatively in regional planning with neighboring jurisdictions, King County, neighboring counties, state agencies and others. Redmond is an active member of regional planning organizations where it simultaneously advances the interests of the Redmond community and works toward regional goals.

In 2050, as in 2024, Redmond is a community working together and with others in the region to implement a common vision for Redmond's future.

Framework Policies

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

Land Use

FW-LU-1 Plan to accommodate at least 24,800 additional homes and 29,760 additional jobs in Redmond between 2019 and 2050.

FW-LU-2 Ensure that the land use pattern in Redmond meets the following objectives:

- Reflects the community values of sustainability, resilience, and equity and inclusion;
- Advances sustainable land development and best management practices and a high-quality natural environment;
- Promotes development sufficiently away from environmentally critical areas;
- Encourages a mix of uses that create complete neighborhoods ;
- Maintains and enhances an extensive system of parks, trails, and open space;
- Supports and encourages flexible places for a resilient and adaptive economy that includes a mix of research, retail, health, technology, and manufacturing uses;
- Ensure the siting and delivery of public infrastructure and community services to support preferred land use pattern; and
- Promotes sufficient density for development pattern and urban design that enable people to readily use a variety of accessible and active forms of travel including but not limited to walking, rolling, bicycling, transit.

FW-LU-3 Create streamlined and distinct land use designations that advance community values.

Housing

FW-HO-1 Pursue social justice and equity in housing policies, regulations, and programs.

FW-HO-2 Zone sufficient buildable land to accommodate Redmond's projected housing need and meet allocated housing growth targets.

FW-HO-3 Increase housing choices in more areas of the city.

FW-HO-4 Identify and pursue opportunities for partnerships and collaborations to increase resources for housing and to improve housing related outcomes.

FW-HO-5 Evaluate and refine tools and processes to improve housing related outcomes.

FW-HO-6 Achieve housing affordability and equity while also creating a more sustainable built environment.

Transportation

FW-TR-1 **Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.**

FW-TR-2 **Maintain the transportation system in a state of good repair for all users.**

FW-TR-3 **Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.**

FW-TR-4 **Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles.**

FW-TR-5 **Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.**

Natural Environment

FW-NE-1 **Emphasize Redmond's role as an environmental steward by conducting City business in a manner that:**

- Increases community understanding of the natural environment through education and involvement programs to promote active participation in addressing environmental challenges and solutions;
- Promotes sustainable land use patterns and low-impact development practices;
- Leads by example in the conservation of natural resources, such as energy, water, and habitat; and
- Avoids adverse environmental impacts.

FW-NE -2 **Protect, enhance, and restore habitat and natural ecosystems, including shorelines, to functional levels that provide resilience and adaptability, reduce impacts from natural hazards, and support biological imperatives for clean water and air.**

FW-NE-3 **Enhance Redmond's quality of life through tree preservation, improved air quality, and reduced impacts from noise and light pollution.**

Climate Resilience and Sustainability

FW-CR-1 Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.

FW-CR-2 Ensure City services, infrastructure, and community members are resilient to climate impacts.

FW-CR-3 Accelerate actions to eliminate greenhouse gas emissions and reduce per capita vehicle miles traveled (VMT).

Capital Facilities

FW-CF-1 Plan, finance, build, rehabilitate and maintain capital facilities and services consistent with the following principles:

- Provide facilities and services that support the City's vision and Land Use Plan as articulated in the Redmond Comprehensive Plan;
- Ensure that capital facilities are resilient, sustainable, well designed, attractive and safe;
- Provide facilities and services that protect public health and safety;
- Ensure equitable and adequate provision of needed infrastructure and services;
- Allocate infrastructure funding responsibilities fairly;
- Ensure that the costs of capital facility improvements are borne in proportion to the benefit received;
- Optimize strategic actions and investments over near-, mid-, and long-term portions of the Comprehensive Plan's 2050 planning horizon while recognizing the need to retain flexibility to leverage opportunities and respond to changing conditions; and
- Provide reasonable certainty that needed facility and service improvements are completed in a timely manner.

Utilities

FW-UT-1 Provide the Redmond community with reliable, equitable, safe, and resilient utility services and programs that protect and sustain the natural environment and quality of life.

FW-UT-2 Encourage private utilities to provide equitable, and resilient services using facilities that are innovative, safe, and minimize negative impacts on the Redmond community.

Parks, Arts, Recreation, Culture, and Conservation

FW-PR-1 Expand access for all by providing accessible and resilient parks, trails, and community centers that meet current and future community needs.

FW-PR-2 Provide all community members with diverse recreational and cultural arts opportunities that reflect community needs.

FW-PR-3 Target investments that allow for affordable, fair, and equitable delivery of services that provide a safe, resilient, efficient, and functional system.

FW-PR-4 Maintain and promote a vibrant system of parks and trails that are sustainably designed, preserve and enhance various types of habitats, and protect the natural beauty of Redmond.

Economic Vitality

FW-EV-1 Support policies, regulations, services, programs, and infrastructure investments that strengthen an economically diverse, sustainable, and resilient economy.

FW-EV-2 Support policies that contribute to a high quality of life in Redmond, such as career and education opportunities, housing, transportation, and recreation choices, as well as a healthy natural environment.

FW-EV-3 Cultivate a diverse workforce and business community that reflects Redmond's commitment to opportunity, equity, self-sufficiency, and the importance of both legacy and new businesses.

Annexation and Regional Planning

FW-AR-1 Develop and support regional policies, strategies, and investments that reflect the vision and policies of the Redmond Comprehensive Plan. Achieve local goals and values by promoting the implementation of the Growth Management Act, VISION 2050, and the King County Countywide Planning Policies.

FW-AR-2 Collaborate with jurisdictions, agencies, and organizations to develop and implement a coordinated, regional approach for meeting the needs of Eastside communities.

FW-AR-3 Work cooperatively with residents and property owners to annex land within Redmond's Potential Annexation Area.

Human Services

FW-HS-1 **Pursue social justice, equity, and access in human services policies, regulations, and programs.**

FW-HS-2 **Identify and pursue opportunities to increase funding and resources.**

FW-HS-3 **Increase human services capacity and continually improve programs.**

FW-HS-4 **Strengthen existing, and pursue new, partnerships and collaborations to improve human services related outcomes.**

Community Development and Design

FW-GR-1 Focus housing and employment growth in centers and high-capacity transit station areas consistent with the VISION 2050 Regional Growth Strategy and at densities that maximize transit-oriented development potential.

FW-CTR-1 Plan for centers that serve as locations for residential and employment development to help create sustainable, resilient, and equitable transit communities.

FW-CTR-2 Design Metro Growth Centers, Urban Growth Centers, and Countywide Growth Centers to encourage accessible and active mobility for people of all ages and abilities.

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.

FW-DT-1 Design a Downtown that serves as a community gathering place and an outdoor living room for a variety of retail, office, service, residential, cultural, and recreational opportunities.

FW-DT-2 Nurture a Downtown that respects the city's history, provides a comfortable atmosphere, preserves its natural setting, and integrates urban park-like qualities.

FW-MV-1 Support the transition of Marymoor Village to a complete neighborhood through incremental redevelopment, anti-displacement, and adaptive reuse provisions.

FW-MV-2 Support Marymoor Village as a Countywide Growth Center, with a focus on equitable and inclusive transit-oriented development with housing, employment, and services opportunities in a form that respects the history of the area and constraints of the land and is supportive of the city's social and sustainability goals.

FW-SE-1 Protect light industrial and manufacturing uses in Southeast Redmond.

FW-SE-2 Maintain and expand infrastructure to serve the Southeast Redmond Manufacturing and Industrial Center.

FW-COR-1 Complete corridor planning where needed to accommodate growth and implement the vision of the city. Establish corridor-specific design polices as part of neighborhood planning updates.

FW-NH-1 Strengthen ongoing dialogue between each neighborhood and City officials.

FW-NH-2 Make each neighborhood more sustainable and a better place to live or work by providing for compatible growth in residences and other land uses such as businesses, services, and parks while fostering each neighborhood's own unique character.

FW-CD-1 Utilize design standards and requirements that maintain Redmond as a welcoming and inclusive community.

FW-CD-2 Use development regulations and review processes to achieve desired design outcomes for our city, neighborhoods, and public spaces while providing flexibility where appropriate. Review processes, standards and guidelines focus on advancing equity and inclusion, sustainability, resiliency, and community safety.

FW-CD-3 Encourage active and welcoming community spaces that provide formal and informal opportunities for community gathering.

FW-HP-1 Maintain and periodically update an inventory and evaluation of historic properties in accordance with the Secretary of the Interior's Standards for Treatment of Historic Properties.

FW-HP-2 Cooperate with federal, state, and local laws, and with Tribal government regarding the protection and management of cultural resources.

FW-HP-3 Integrate protection and promotion of historical and cultural resources into City programs, regulations, and promotional materials and events.

FW-HP-4 Encourage preservation, restoration, adaptive reuse, and landmark designation of historic properties.

Participation, Implementation, and Evaluation

FW-PI-1 Support an equitable, inclusive, sustainable, and resilient community.

FW-PI-2 Promote active participation by all members of the Redmond community in planning Redmond's future.

Shoreline Master Program

SF-1 Provide a comprehensive shoreline environment designation system to categorize Redmond's shorelines into similar shoreline areas to guide the use and management of these areas.

SF-2 Protect and restore the natural resources and ecological functions of the shoreline, including wildlife habitat, fisheries and other aquatic life, natural hydrologic processes, and shoreline vegetation consistent with the planned uses of the shorelines. Ensure no net loss of shoreline ecological functions.

SF-3 Provide a comprehensive and focused system of physical, visual and cultural access to Redmond's shorelines.

SF-4 Enhance physical, visual and cultural access where existing access is inadequate.

SF-5 Maintain shoreline views.

SF-6 Acquire shoreline lands for the purpose of providing public access.

SF-7 Minimize impacts on adjacent uses and the natural environment through the appropriate design of public access.

SF-8 Give preference to shoreline uses that are unique to or dependent on shoreline areas, that protect the resources and ecology of the shoreline, and maintain no net loss of shoreline ecological functions.

SF-9 Manage shoreline development to avoid or minimize significant adverse impacts to the natural, aesthetic, and recreational resources of the shoreline, and to maintain no net loss of shoreline ecological functions.

SF-10 Promote respect of private property rights while implementing Shoreline Management Act requirements.

SF-11 Promote high quality architectural design, site design and landscaping that reflect the aesthetic, recreational, and natural resource values of a shoreline location.

SF-12 Require shoreline development to identify potential development impacts to, and to protect and respect, valuable archaeological and historic sites and cultural resources.

Land Use

Vision Statement

The Land Use Element plans for the anticipated growth in Redmond. The pattern of uses reflects and supports the community's long-term vision and goals.

Redmond's centers are hubs of residential, commercial, and cultural activity.

In 2050, Downtown, Overlake, and Marymoor Village provide unique and desirable locations to support community life in Redmond. Light rail will connect these centers to each other and to the broader central Puget Sound region. The centers will continue to grow around transit-oriented development principles.

Downtown is Redmond's civic heart. It remains an outstanding place to work, shop, live and recreate and is a destination for many in Redmond and in the region. A diversity of businesses, cultural organizations, residents, and visitors contribute to Downtown's vibrancy.

With the arrival of light rail and intentional planning for growth, Overlake has transformed into a regional hub for high technology research and development and intercultural experiences. Growth in jobs and residential population has come with critical urban amenities like parks, schools, cultural and civic spaces, and an urban tree canopy. New businesses have enriched Overlake while treasured local businesses have remained in the community using creative anti-displacement strategies.

In 2050, Marymoor Village is continuing to develop into a transit-oriented community with a focus on inclusion. For example, public spaces have been developed to be comfortable for a neurodiverse community. New multifamily developments include units that exceed accessibility standards. Elements such as public art honor the special connection that local tribes have with Bear Creek, Lake Sammamish, and the lands surrounding them. Community members enjoy excellent access to Marymoor Park and to a light rail system that connects them to the region.

Redmond neighborhoods are more diverse and more complete, improving equity and sustainability.

Redmond's neighborhoods include an array of housing types that serve a diversity of household types and sizes. Housing in Redmond's neighborhoods has diversified, with the majority neighborhood infill development being multiplexes, townhomes, cottages, and other middle housing types. This has created ownership opportunities at a lower price point and allowed community members to stay in Redmond as their housing needs change over time. Redmond's neighborhoods are also more complete, with small-scale commercial uses serving local needs. Some of these uses have become neighborhood hangouts, complementing other neighborhood amenities like parks and schools. Community members enjoy meeting-up with each other in these complete neighborhoods, providing a sense of connection.

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Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity and inclusion, resiliency, and sustainability.

Equity and Inclusion	Resiliency	Sustainability
• LU-1 through LU-18 • LU-25 through LU-37	• LU-4 through LU-7 • LU-10 through LU-11 • LU-39 through LU-48	• LU-4 through LU-9 • LU-19 through LU-23 • LU-45 through LU-47

Existing Conditions

Background

The Land Use Element is designed to help Redmond achieve its vision for a sustainable, resilient, equitable, and inclusive city. Redmond will have grown significantly by 2050. In 2019, Redmond had 68,001 residents (WA Office of Financial Management, 2019), 29,438 housing units (WA Office of Financial Management, 2019) and 97,905 jobs (PSRC 2020, Covered Employment). Redmond needs to be able to accommodate an additional 24,800 housing units and 29,760 jobs through 2050. Redmond is growing from suburb to city and the land use polices support this change.

The Land Use Element provides policy direction for land use patterns at the city and subarea scale, forming the basis to plan for growth, including needs for transportation, parks and open space, water, and other public facilities and services. The Land Use Element also establishes land use designations identified in the Future Land Use Map (Map LU-2).

Redmond accommodates growth primarily through compact development within designated centers and along frequent transit corridors. Because most land in Redmond is already developed, growth through 2050 will be mainly infill development or redevelopment.

Current Conditions

The Comprehensive Plan enumerates land use designations, each of which are implemented in the Redmond Zoning Code through a set of zones. The most intense land uses are directed to Overlake, Downtown, and Marymoor Village centers. The land use context of what currently exists helps us better understand land use polices. The table below summarizes land area devoted to each land use designation in 2024.

Table 2-1 City of Redmond Land Area by Land Use Designation

Land Use Designations	Acres	Percent of All Land Area
Neighborhood	5,376	52.4%
Marymoor Mixed-Use	88	0.9%
Downtown Mixed-Use	474	4.6%
Overlake Mixed-Use	847	8.3%
Citywide Mixed-Use	126	1.2%
Manufacturing Park	691	6.7%
Business Park	477	4.6%
Urban Recreation	478	4.7%
Parks and Open Space	1,515	14.8%
Semirural	79	0.8%
Conservation Open Space	115	1.1%

Neighborhoods

Redmond comprises 10 neighborhoods. Downtown, Overlake, and Southeast Redmond are the most intensely developed neighborhoods and are served by four light rail stations.

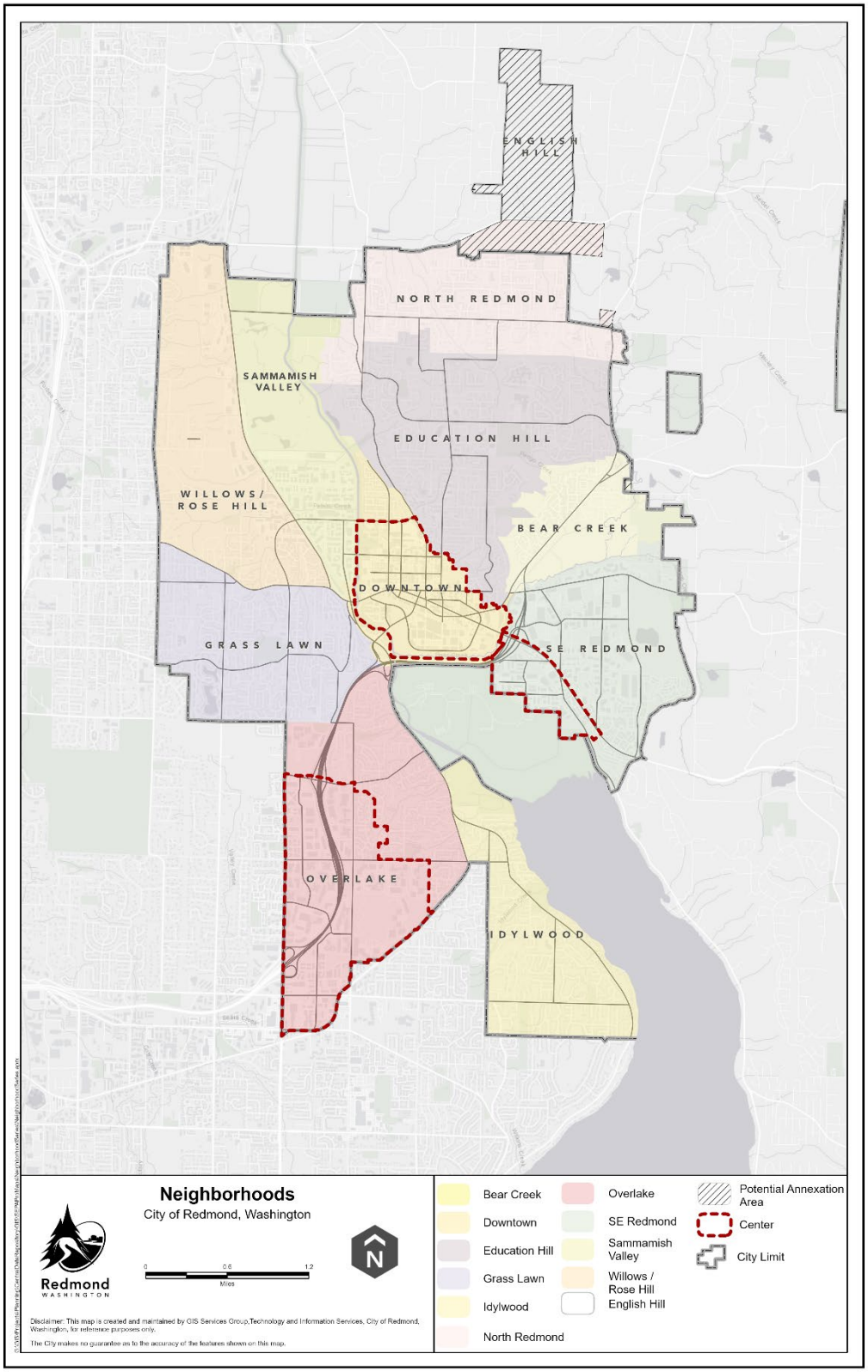
Complete Neighborhoods

A complete neighborhood is a place where you can meet all your basic needs by walking or rolling close to home. Basic needs are shops, services, schools, parks, grocery stores, and other places and services that support everyday life. While complete neighborhoods are primarily residential uses, non-residential uses are allowed. One example of non-residential uses are mobile and micro businesses like food trucks, which are temporary for a few hours to a few days. Another example is more permanent structures. These could be smaller permanent structures like accessory commercial units or relatively larger permanent structures like cafes or mixed-use stores.

TABLE: NEIGHBORHOOD ACREAGE

Neighborhood	Acres	Percent Area of All Neighborhoods
Idylwood	840	8%
Overlake	1,493	14%
Grass Lawn	944	9%
SE Redmond	1,624	16%
Bear Creek	486	5%
Downtown	659	6%
Education Hill	1,482	14%
Sammamish Valley	801	8%
Willows / Rose Hill	1,113	11%
North Redmond	1,011	10%

Map LU-1: NEIGHBORHOODS



Centers

The Puget Sound Regional Council's regional plan, VISION 2050, establishes a system of regional growth centers. Regional centers serve as the main recipients of growth. Similarly, the King County Countywide Planning Policies establishes a framework for countywide growth centers. Countywide centers play an important role in accommodating growth at a countywide level.

Overlake and Downtown are both regional growth centers. The City will apply to have Marymoor Village be designated a countywide growth center at the conclusion of the Redmond 2050 planning process. Likewise, the City will apply to have a portion of the Southeast Redmond manufacturing and industrial area designated a countywide industrial growth center at the conclusion of Redmond 2050.

See the Centers section of the Community Development and Design Element for more information and policies related to centers.

Policies

The policies below set a framework for land use designations to meet regional requirements and realize local community priorities. The policies seek to expand the supply and diversity of housing, steward the natural environment, support a robust economy, and promote a high quality of life for our community members.

Growth Management

The following policies provide land use direction to ensure adequate public facilities are developed in alignment with growth and that the preferred land use pattern will fulfill state and regional requirements.

The goals that are the foundation of Washington's Growth Management Act (GMA) are consistent with the high-level values of the Redmond community. These values include encouraging efficient development in urban areas, providing a variety of housing types and sustainable economic growth, focusing population and employment growth in cities, and investing in transportation to support planned land use and to provide a variety of travel choices.

The Puget Sound Regional Council's (PSRC) Vision 2050 is the regional plan to provide an exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.

FW-LU-1 Plan to accommodate at least 24,800 additional homes and 29,760 additional jobs in Redmond between 2019 and 2050.

LU-1 Ensure that Redmond's preferred land use pattern can accommodate Redmond's growth targets and project needs for housing supply, housing affordability, employment, affordable commercial spaces, and public facilities.

- **TABLE LU-1: 2019 Actual Count and Future Growth Targets**

	Housing units	Jobs	Population
2019	31,739	97,905	73,337
2019-2044 Growth	+20,000	+24,000	+35,666
2044	51,739	121,905	109,003
2044-2050 Growth	+4,800	+5,760	+9,027
2050	56,539	127,665	118,030

LU-2 Ensure that development regulations, including the allowed density, uses, and site requirements, support Redmond's preferred land use pattern.

LU-3 Plan for infrastructure necessary to support the preferred land use pattern and allow new development only where adequate public facilities and services can be provided.

Detailed information about growth in centers can be found in the Community Development and Design Element.

Local Land Use Objectives

This section describes high-level land use objectives that advance sustainability, resilience, and equity and inclusion.

- FW-LU-2 Ensure that the land use pattern in Redmond meets the following objectives:
  - Reflects the community values of sustainability, resilience, and equity and inclusion;
  - Advances sustainable land development and best management practices and a high-quality natural environment;
  - Reduces and protects against disproportionate negative impacts from land development and exposure to environmental injustice.
  - Promotes development sufficiently away from environmentally critical areas;
  - Encourages a mix of uses that create complete neighborhoods ;
  - Maintains and enhances an extensive system of parks, trails, and open space;
  - Supports and encourages flexible places for a resilient and adaptive economy that includes a mix of research, retail, health, technology, and manufacturing uses;
  - Ensure the siting and delivery of public infrastructure and community services to support preferred land use pattern; and
  - Promotes sufficient density for development pattern and urban design that enable people to readily use a variety of accessible and active forms of travel including but not limited to walking, rolling, bicycling, transit.

Land use patterns are crucial in supporting sustainability by directly influencing resource utilization, environmental impact, equitable development, and overall urban resilience. Through careful land use planning, communities can designate certain areas as green spaces, open spaces, parks, or conservation zones, which act to protect critical areas. A land use pattern that encourages a mix of uses and complete neighborhoods promotes a sustainable, healthy, and livable urban environment. To ensure that community members can enjoy different areas of the city safely, land use policies promote accessible and active forms of travel.

LU-4 Develop public and private lands to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.

LU-5 Provide an appropriate level of flexibility through development regulations to promote efficient use of buildable land. Balance this flexibility with other community goals and the need for equity.

LU-6 Encourage infill development and redevelopment that will maximize equity and walkability.

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

LU-8 Encourage development projects that support travel by transit and foster accessible and active transportation options.

Land Use Compatibility

Different land uses have different needs, purposes, and impacts. Careful planning is required to minimize potential incompatibilities of land uses. The intent of policies in this section is to promote relative harmony of land uses, especially where two different land uses meet.

LU-9 Ensure that land uses consider environmental justice and meet development regulations that limit adverse impacts, such as noise, spillover lighting, glare, vibration, smoke, and fumes.

LU-10 Ensure that any residential development allowed within Manufacturing Park zones, recognizes, avoids, and mitigates, potential adverse impacts associated with manufacturing and related uses within the boundaries of the residential development.

LU-11 Ensure that potential residential and commercial properties, including school and childcare facilities, in or near Manufacturing Park or Industrial zones are notified that uses in those zones could create undesirable or harmful impacts even if the uses comply with performance standards and other applicable regulations.

Community Facilities and Human Services

Community facilities are all the things that a thriving city needs like libraries, fire departments, and space for those that provide human services, to name a few. A land use pattern that values and creates space for community facilities supports Redmond 2050 themes. This section of policies provides direction to ensure that these vital uses are prioritized and pursued.

LU-12 Encourage the provision of needed facilities that serve the community, such as facilities for education, libraries, parks, culture and recreation, human services, police and fire, transportation, and utilities. Ensure that these facilities are located in a manner that is compatible with the City's preferred land use pattern.

LU-13 **Allow for new and expanded schools to meet anticipated demand throughout the city. Partner with school districts to facilitate the provision of innovative school facility design to reflect the scarcity of developable land and the need for adequate school capacity to serve Redmond residents. Offer safe multimodal access to schools.**

LU-14 **Broadly allow for childcare facilities to meet anticipated demand throughout the city.**

LU-15 Promote land use development patterns that support the equitable siting of, and access to, human services and community facilities.

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

LU-17 Maintain a process to site essential public facilities that ensures that such facilities are consistent with the Redmond Comprehensive Plan; emphasizes public involvement; identifies and minimizes adverse impacts; and promotes equitable location of these facilities.

LU-18 Locate, design, and operate community facilities and human services in a manner that promotes physical health and well-being.

Green Infrastructure

As the region faces the challenges of climate change, embracing green infrastructure in land use improves community resilience and sustainability. The policy in this section promotes the integration of green infrastructure into planning and development.

LU-19 Recognize green infrastructure as a capital and public asset and promote its preservation, enhancement, and expansion.

Open Space and Resource Protection

The City's preferred land use pattern supports open space preservation and natural resource protection. Open spaces, from parks to urban forests, provide ecological benefits, recreation opportunities, and aesthetic beauty. The policies in this section aim to harmonize development with conservation to foster a more sustainable and resilient community.

LU-20 Maintain and promote transfer of development rights (TDR) programs for properties deemed by the City as warranting protection, such as critical wildlife habitat, historic landmarks, properties zoned Urban Recreation, and nearby rural areas.

LU-21 Prohibit extension of urban levels of services into designated agricultural and rural lands in unincorporated King County. Prohibit rural uses from connecting to urban facilities or services when extended except to resolve health emergencies.

LU-22 Protect open space, agricultural lands, and natural resources using green buffers, habitat corridors, and preserved natural areas.

Land Use Decision Making

The Redmond Future Land Use Map is used along with other Comprehensive Plan policies to inform land use decisions. The Future Land Use Map is the official land use map of the City and is maintained by staff to ensure accuracy. The Future Land Use Map illustrates the intended future land use pattern of our community. The Future Land Use Map is organized by different land use categories, called designations. Development in Redmond is directed through the geographic allocation of designations such as residential, mixed-use, manufacturing and more. Each land use designation can be associated with one or more zoning districts.

LU-23 Ensure that decisions on land use designations and zoning are consistent with the City's vision and policies as articulated in the Redmond Comprehensive Plan, and consider the following:

- Redmond's land use and community design objectives.
- The location of environmentally critical areas so that development can be directed away from them and impacts can be avoided or minimized.
- Community members most vulnerable to climate change, and those with disproportionate exposure to environmental injustice
- The adequacy of existing and planned public facilities and services.
- Redmond's housing and employment growth targets, including Redmond's obligations to plan for housing for all economic segments of the community.
- Projected need and demand for housing types and commercial space.
- Impacts to equity, inclusion, sustainability, and resiliency.

Future Land Use Plan Map

The policies in this section pertain to the city's Future Land Use map and land use designation categories.

FW-LU-3 Create streamlined and distinct land use designations that advance community values.

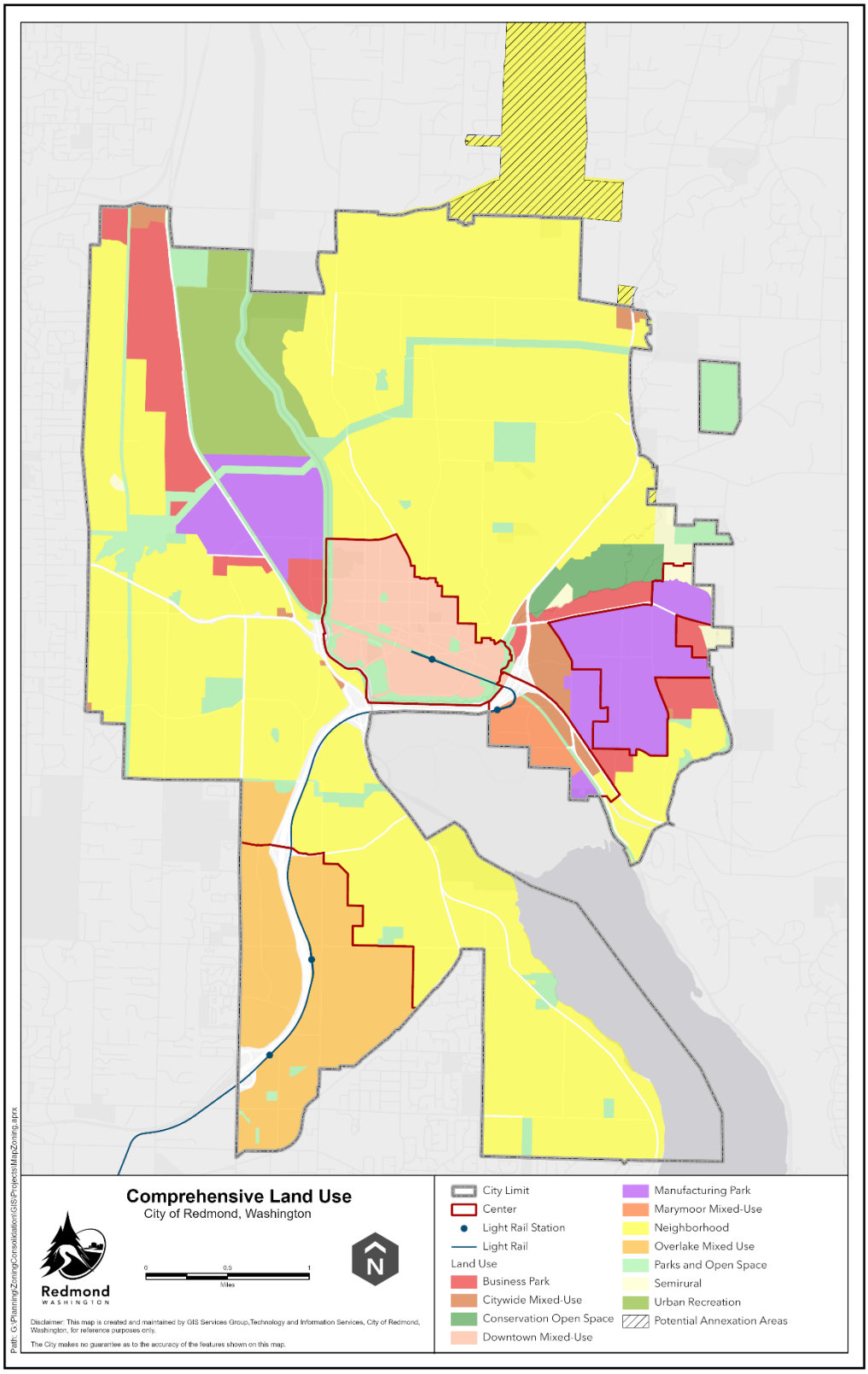
Clear land use designations are essential to reaching community goals because they provide structure, clarity, and focus. They facilitate long-term planning and enable Redmond to align proposed development with the community vision and the Redmond 2050 themes of sustainability, resilience, and equity and inclusion.

The Future Land Use Map shows the locations for a variety of land uses. It is important to note that the Future Land Use Map is not a zoning map. Rather, it provides guidance for zoning and other regulations to ensure a coherent implementation of the City's preferred land use pattern.

LU-24 Establish and maintain land use designations and associated zoning districts according to the table below.

Land Use Designations	2050 Zoning
Neighborhood	Neighborhood Residential Neighborhood Multifamily Neighborhood Mixed-Use
Marymoor Mixed-Use	Marymoor Core Marymoor Edge Marymoor Manufacturing
Downtown Mixed-Use	Downtown Edge Downtown Core Town Center
Overlake Mixed-Use	Overlake Business and Advanced Technology Overlake Village Overlake Urban Multifamily
Citywide Mixed-Use	Corridor Mixed-Use Urban Mixed-Use
Manufacturing Park	Manufacturing Park Industrial
Business Park	Business Park
Urban Recreation	Urban Recreation
Parks and Open Space	All Zones
Conservation Open Space	Conservation Open Space
Semirural	RA-5

Map LU-2: Future Land Use Map



Neighborhood

The integration of primarily residential uses with some non-residential uses promotes complete neighborhoods. The policies in this section provide clarity and direction to improve equity and quality of life through complete neighborhoods.

LU-26 Promote walkable, welcoming, attractive, and safe complete neighborhoods with a variety of housing types to serve our culturally and economically diverse community.

LU-27 Designate allowed residential densities to provide for a range of housing choices that accommodate all economic segments and households, including those with specific needs related to age, health, disability, or family size.

LU-28 Allow compatible non-residential uses in residential zones that provide goods, services, and amenities that contribute to complete neighborhoods.

LU-29 Implement incentives, flexibility in regulations, and variations in density, and other solutions, to meet City goals for affordable housing, critical area protection, and sustainability.

LU-30 Neighborhood Designation

- Purpose.
  - Provide for complete neighborhoods of mainly, but not exclusively, residential uses.
  - Provide and encourage opportunities for a variety of housing types, sizes, densities, and prices. Allow housing options such as, but not exclusively, detached single-family homes, duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, cottage housing, live/work, low-rise residential, and low-rise mixed-use.
- Allowed Uses.
  - Implement this designation through neighborhood-scale zones that allow a range of residential and non-residential uses to support complete neighborhoods. Permit some non-residential uses to the extent compatible with allowed housing sizes and densities of the underlying zones.

Centers Mixed-Use

Urban Centers are vibrant places with a mix of uses and activities that are connected by efficient transportation. The policies in this section pertain to general land use direction for the Marymoor, Downtown, and Overlake centers.

LU-31 Designate portions of Redmond's Downtown and Overlake as regional growth centers under VISION 2050. Designate Marymoor Village as a countywide growth center under the Countywide Planning Policies. Recognize these areas as such in all relevant local, regional policy, planning, and programming forums. Through plans and implementation strategies, encourage and accommodate focused office, retail, and housing growth, and a broad array of complementary land uses. Ensure that development supports the infrastructure upgrades needed for these centers. Infrastructure upgrades include transportation, utilities, stormwater management, community facilities, and parks. Emphasize support for transit use and accessible and active transportation.

LU-32 Maintain the Downtown, Marymoor Village, and Overlake centers as major retail, service, entertainment, and cultural centers for the city and the greater Eastside.

LU-33 Marymoor Mixed-Use Designation

- Purpose.

- Encourage the development of Marymoor Village as a place that:
  - Provides opportunities for transit-oriented housing, services, and employment at and near the light rail station;
  - Is enhanced by proximity to Marymoor Park and regional trails;
  - Protects Redmond's drinking water aquifer from contamination and loss of recharge and other natural resources;
  - Supports business growth and adaptation; and
  - Provides a street grid that enhances walkability, accessibility, and connectivity.

- Allowed Uses.
  - Implement this designation throughout the Marymoor Center. Permit a broad mix of residential, retail, service, cultural, and employment uses that support community values and fulfill growth requirements while protecting natural resources, especially Redmond's drinking water aquifer.

LU-34 Downtown Mixed-Use Designation

- Purpose.
  - Encourage development of the Downtown as a place that:
    - Meets community needs for employment, shopping, recreation, civic activities, and cultural and night life opportunities;
    - Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, frequent transit service, and plazas, parks, and art;
    - Protects Redmond's drinking water aquifer from contamination and loss of recharge and other natural resources;
    - Emphasizes access for pedestrians and bicycles.
    - Enhances its urban feel by retaining a rich natural setting, including open space, trees, and other landscaping; and
    - Invites people to enjoy it, provides a comfortable atmosphere, and maintains Redmond's history and historic buildings.

- Allowed Uses.
  - Implement this designation throughout the Downtown Center. Permit a broad mix of residential, retail, service, civic, cultural, and employment uses that support community values and fulfill growth requirements while protecting natural resources, especially Redmond's drinking water aquifer.

LU-35 Overlake Mixed-Use Designation

- Purpose.
  - Maintain and encourage Overlake as a place that:
    - Serves an important local and regional economic role as a center for advanced technology uses, research and development, corporate offices, distribution and compatible manufacturing;
    - Encourages high-quality, compact transit-oriented development;

- Provides regional commercial shopping, cultural, and entertainment uses that support and complement nearby employment and residential areas;
- Includes 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 bicyclists with attractive local streets appropriate for a destination location.

- Allowed Uses.
  - Implement this designation throughout the Overlake Center. Permit uses that allow a tall building stock, foster a vibrant economy, with a broad mix of residential, retail, service, civic, cultural, and employment uses that support community values and fulfill growth requirements.

Citywide Mixed-Use

The integration of residential, commercial, and recreational spaces within the same structure fosters vibrant, walkable, and economically robust areas that cater to the diverse needs of our community. The policies in this section seek to provide clarity on general mixed-use land use policies to encourage innovation, reduce environmental impact, and enhance the quality of life.

LU-36 Maintain and enhance a well-distributed system of mixed-use areas at a variety of scales outside of Redmond's centers. Encourage land uses that support or provide services to adjacent land uses and that encourage accessible and active transportation and transit use.

LU-37 Ensure that mixed-use areas are located, designed, and developed to:

- Locate businesses rather than parking areas along the street;
- Provide housing;
- Encourage compact development and use of accessible and active transportation;
- Avoid impacts on adjacent residential uses, including impacts that could result in pressure to convert these adjacent uses to commercial uses.

LU-38 Citywide Mixed-Use Designation

- Purpose.
  - Provide for housing and businesses that offer goods and services for the greater Redmond community. Locate and develop these mixed-use areas outside of designated centers.
- Allowed Uses.
  - Implement this designation throughout the mixed-use zones to allow a range of development intensity between neighborhood-scale intensities and center-scale intensities, to provide goods and services to the community.
  - Permit housing, retail, service, cultural and recreational amenities, and other businesses that serve the needs of the community in these zones.

Manufacturing Park and Business Park

Business parks, manufacturing parks and industrial areas provide locations for a variety of businesses that supply employment opportunities and services for Redmond and the region. Business parks enable firms to integrate their

research and development, office, small warehouse, and light manufacturing uses in one location. As manufacturing in the region shifts to more complex products, the ability to combine management, design, engineering, and manufacturing employees into teams on one site can be important. Redmond is prioritizing maintaining existing manufacturing and businesses land uses and pursuing strategies to provide flexibility for evolving business and support businesses that embrace Redmond's environmental sustainability and climate goals. Redmond is in the process of establishing a Countywide Manufacturing and Industrial Center designation in Southeast Redmond to preserve light industrial and manufacturing use. The policies in this section discuss City direction and priorities related to manufacturing, industrial, and other employment types not covered by mixed-use or centers. Business, manufacturing, and industrial activities may impact noise, smell, and transportation in its environs further distinguishing these activities from mixed-use zones.

LU-39 Business Park Designation

- Purpose.
  - Provide for business and manufacturing employment opportunities that involve limited outdoor storage and include compatible uses that serve employees of the immediate area.
- Allowed Uses.
  - Permit uses such as research and development, software development, advanced technology industries, wholesale businesses, adult entertainment, certain manufacturing businesses, associated offices, schools, and similar uses.
  - Permit support services and uses that reinforce the creation of complete neighborhoods.
  - Examples of compatible uses include business services that directly support surrounding businesses and limited retail and service activities, such as restaurants, day cares, and fitness centers, that serve employees and residents in the immediate areas.

LU-40 Manufacturing Park Designation

- Purpose.
  - Provide locations for existing and future manufacturing and industrial uses, particularly those that require significant areas for storage of materials and equipment (both indoors and outdoors). Provide for manufacturing and other uses that are better suited for locations outside of mixed-use centers due to site requirements; noise, odor, or air quality impacts; transportation needs; or other considerations.
  - Provide areas primarily for uses such as manufacturing; research and development; logistics; light industry; wholesale, assembly, and distribution businesses; and essential public facilities.
  - Allow a broader range of commercial uses within the Manufacturing Park Overlay in Southeast Redmond as shown on the Redmond Zoning Map.
  - Use performance standards, permit conditions and critical areas regulations to protect environmental priorities of our community within and nearby the Manufacturing Park designation.
- Allowed Uses.

- Industrial zones include those uses allowed in the Manufacturing Park zone and those existing industrial uses, including outside manufacturing and mineral resource processing, whose continuing operations are unlikely to harm ground water sources and Evans Creek.
- Support services that directly serve surrounding businesses such as day cares.
- Ensure that allowed uses in both zones do not create significant hazards or other adverse impacts on the community, other manufacturing uses or the natural environment.

LU-41 Provide for business park, manufacturing park and industrial uses in locations that:

- Are suitable for research and development, advanced technology, warehouse, distribution, manufacturing, industrial and similar uses;
- Are located near an arterial or freeway and are served or capable of being served by transit;
- Protect critical areas especially the quality of groundwater and ensure that the level of protection provided corresponds with the potential for contaminating the municipal water supply aquifer.
- Provide for the movement of freight and goods in the Freight Plan of the Transportation Master Plan;
- Support a Countywide Manufacturing and Industrial Growth Center in SE Redmond and examine any strengthening of critical area policies and restrictions as part of the creation of such a center.

LU-42 Separate manufacturing and industrial uses that create impacts from incompatible uses through techniques such as creation of buffers, zoning that enables transitions from more intensive uses, or performance requirements. Ensure that streets that connect manufacturing uses with regional routes are directed away from residential neighborhoods and provide protection for those using active and accessible transportation options.

LU-43 Permit where appropriate adult entertainment facilities in areas designated Business Park, Manufacturing Park, and Overlake Mixed-Use.

LU-44 Manage the extraction and processing of sand, gravel, and other resources to prevent conflicts with nearby land uses. Require industrial operations to protect air quality and protect ground and surface water quality. Require industrial operations to protect groundwater resources and maintain adequate depths between the land surface and the aquifer to protect Redmond's well system and drinking water.

Urban Recreation, Parks and Open Space, Conservation Open Space, and Semirural

The policies in this section discuss lands that have been identified as warranting special limitations on development. The reasons for these limitations could be due to desired community priorities, recreation, or environmental stewardship.

Environmental hazards, such as flooding and seismic hazards, limit the suitability of certain areas for development. Other considerations that limit development include the need to provide for groundwater recharge, the presence of important fish habitats, wetlands, and more. Significant infrastructure constraints, including transportation and utilities, also affect the type of uses suitable for these lands.

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

LU-45 Urban Recreation Designation

- Purpose.
  - Provide for limited urban uses on lands due to: (1) extensive environmentally critical areas, natural hazards or significant natural or cultural resources and (2) extreme cost or difficulty in extending public facilities. Provide for suitable urban uses, such as recreational uses needed to serve Redmond and the region.
- Allowed Uses.
  - Permit uses that fit a constrained area, such as public parks; trails; agricultural uses, including the keeping of animals compatible with the size of the property; riding stables and farm residences.
  - Consider allowing uses, such as ball fields, outdoor private recreation areas, such as golf courses used primarily for nonmotorized recreation; limited accessory uses, such as a restaurant, and regional utilities.

LU-46 Parks and Open Space Designation

- Purpose.
  - To identify large public parks, large public open spaces or private land dedicated to open space, and potentially major sites identified for acquisition as a public park, open space or trail.
- Allowed Uses.
  - Allows for public and private parks; public and private open space; community gardens; produce and food stands and trucks; green spaces; urban and community forests; farmers markets; agricultural uses, including keeping of animals compatible with the size and location of property; community centers; golf courses; primarily nonmotorized recreational uses and areas; other public and private nonmotorized recreational activities; compatible utility infrastructure; and associated commercial uses. Implement this designation by allowing parks and open space in all zones.

LU-47 Conservation Open Space Designation

- Purpose.
  - Protect environmental areas.
- Allowed Uses.
  - Implement this designation through zones that prohibit development and conserve environmental areas.

LU-48 Semirural Designation

- Purpose.
  - Provide for natural and rural lands that are not appropriate for urban development or for long term agriculture or forestry use.
- Allowed Uses.
  - Implement this designation through the Semirural zone and allow densities of up to one dwelling unit per five gross acres. Ensure that allowed uses fit the environmental capability of the land, are consistent with expected public service levels, and have minimal environmental

impacts. Permit such uses as low-density rural residences; small-scale forestry and agricultural uses, including wineries and the keeping of animals compatible with the size of the property; small-scale bed-and-breakfast inns; equestrian facilities; primarily nonmotorized recreational activities such as parks and playfields; and other uses consistent with this designation.

Housing

Vision Statement

In 2050, Redmond has sufficient housing units to, at a minimum, meet the regional and state housing growth targets. In 2050, Redmond's housing inventory is integrated with transit systems, employment centers, and recreational amenities to provide community members with fulfilling walkable communities.

In 2050, Redmond's housing inventory is resilient, both fiscally and physically. Mixed-use and multifamily structures are constructed with safety features and designs that fortify the physical building. These traits create buildings that are less likely to be damaged by earthquakes and other events. These practices create a more resilient Redmond for the buildings and for the community members who live within them.

In 2050, Redmond's housing inventory is equitable and inclusive. Expansion of affordable housing inventory, supportive housing partnerships, and renewed housing programs, help families afford and stay in their homes. The City has a diversity of housing choices to provide opportunities for the variety of needs and preferences of households. Townhomes and stacked flats are plentiful across the city, crisscrossed by tree-lined streets. Condominiums, cottages, accessory dwelling units, and more provide community members with a range of housing choices at a range of costs. By increasing financial stability, families are more resilient to economic shocks that may have otherwise displaced them. The City has expanded programs and created new programs to foster an inclusive community that serves individuals and families with different language, cultural, financial, special, and other, needs and wants. The City has proactively addressed discriminatory housing and land use policies and practices to reduce historical and current inequitable racial disparities. All families enjoy access to safe, dignified, and clean housing. This in turn creates equity in access to high-quality schools, healthy environments, nearby amenities, and neighborhoods of choice.

In 2050, Redmond's housing inventory is sustainable. Clustered development patterns are designed to promote dense, amenity-laden, walkable communities that reduce the need for driving and energy consumption. Reducing vehicle miles travelled by single-occupant vehicles reduces greenhouse gas emissions. Redmond's housing inventory is constructed and designed to achieve high energy efficiency, reduce energy consumption, and minimize negative ecological impacts. Net-zero energy mixed-use and multifamily structures are numerous in the city. The combination of walkable communities with green building practices contributes to an ecologically friendly built environment.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of community engagement, equity and inclusion, resiliency, and sustainability.

Equity and Inclusion	Resiliency	Sustainability
• H0-1 through H0-23	• H0-1 • H0-2 • H0-5 through H0-8 • H0-11 through H0-18 • H0-20 through H0-25	• H0-1 • H0-2 • H0-6 • H0-7 • H0-10 • H0-13 • H0-14 • H0-23 through H0-28

Existing Conditions

Background

Housing is a fundamental human need. When people can secure stable and affordable housing near locations of jobs and opportunity, they are able to focus on achieving other life goals, such as education, career advancement, health, happiness, and social connections. Without stable and affordable housing, they face significant and sometimes insurmountable barriers to these goals.

The Housing Element describes how Redmond will identify and prioritize local housing problems and how Redmond will address these problems with housing strategies. These strategies are based on best practices and local dialogue to ensure that the strategies are appropriate for the unique needs of our community. Strategies often involve a mix of approaches that can work together to promote development for the kinds of housing that are in greatest need.

Local governments mainly do not provide housing directly. Typically, private developers produce most housing units in a jurisdiction. Local governments set the conditions in place to encourage the market to develop housing affordable to all members of the community. The policies in the Housing Element provide the framework for funding priorities, partnerships, and development regulations related to housing.

The same growth assumptions contained in Table LU-1 in the Land Use Element were used for the Housing Element. Neighboring cities are assumed to develop in a pattern consistent with VISION 2050 and King County Countywide Planning Policies. Land use and housing estimates for the region were developed by the Puget Sound Regional Council, King County, Washington State, and local jurisdictions.

Current Conditions & Future Projections

Households and Growth

Table 1: Estimated Household, Employment, and Growth Statistics[1]

	2019 Value	2021 Value	Countywide Growth Allocations for 2044	Redmond Preferred Alternative Growth: 2019-2050	Total by 2050
Jobs	97,905	96,444	24,000	32,560	130,465
Housing Units	31,739	32,468	20,000	29,700	61,439
Jobs to Housing Ratio	3.08	2.97	1.20	1.10	2.12
Average Household Size	2.47	2.48	n/a	n/a	n/a
Average Household Size (Renter)	2.28	2.25	n/a	n/a	n/a
Average Household Size (Owner)	2.65	2.71	n/a	n/a	n/a

Redmond must accommodate 20,000 additional housing units by 2044, consistent with King County Countywide Planning Policies. This represents a 68% increase in housing units from 2019. Achieving these housing targets, together with companion job targets, will bring the jobs-to-housing ratio from 3.1 in 2020 to 2.5 in 2044.

[1] Sources: Puget Sound Regional Council, Covered Employment Estimates, 2019 and 2021. Washington State Office of Financial Management, Historical Housing Estimates, 2019 and 2021. United State Census Bureau, ACS Data 5-Year Estimates, 2019 and 2021.

Population Statistics

Figure 1: Population by Age Group[2]

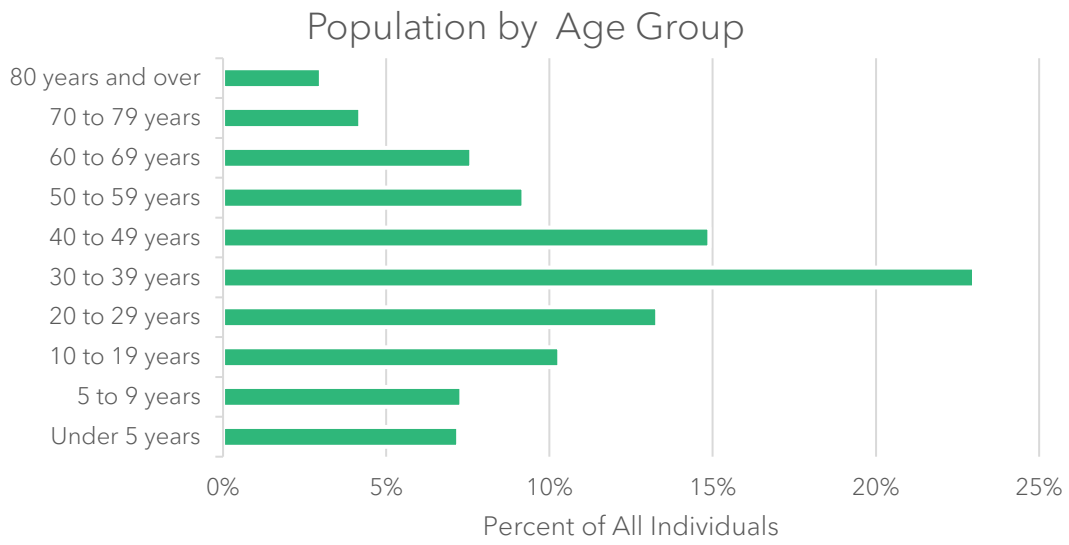
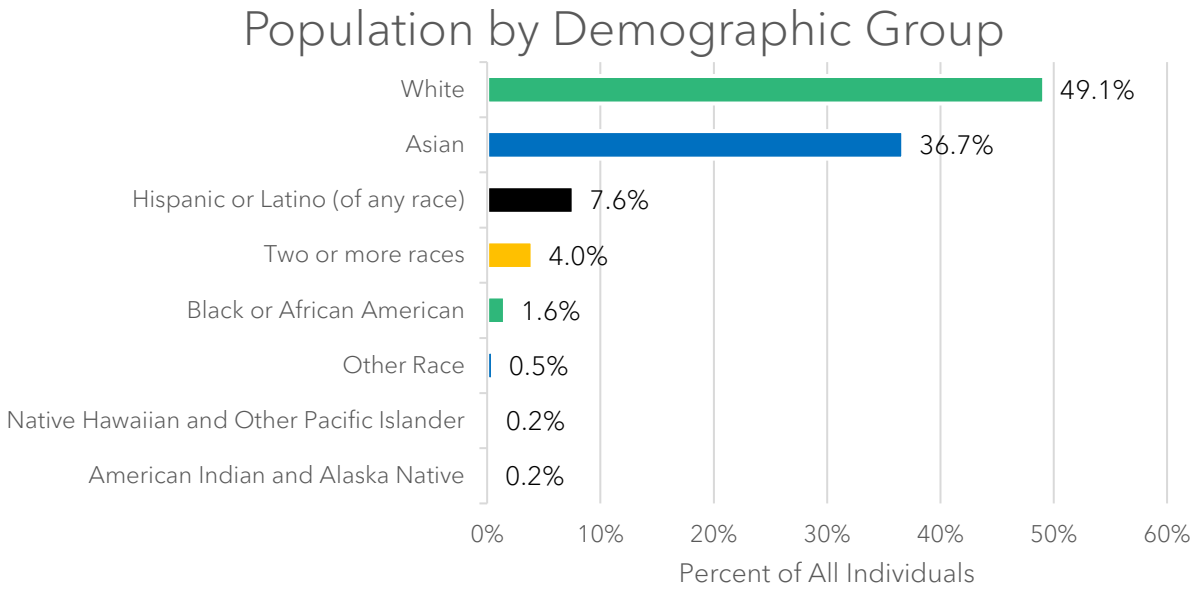


Figure 2: Population by Demographic Group[3]



2021 census data shows that the most populated age brackets in Redmond are 30 to 39 years (23% of total population) and 40 to 49 years (15% of total population). Redmond has a vibrant cultural diversity where 51% of the population identifies as a race/ethnicity other than “White alone”.

[2] Source: United State Census Bureau, ACS Data 5-Year Estimates, 2021
[3] Source: United State Census Bureau, ACS Data 5-Year Estimates, 2020

Household Characteristics

The area median household income for households in Redmond is $137,949. This is higher than the area median income for King County households, $102,594. The area median income represents the "middle" or average income of a household in King County. The area median income is the value separating the higher half of household incomes from the lower half. Every racial and ethnic group in Redmond has a household area median income greater than the King County area median income.

Despite the high area median household incomes, some households still experience financial strain. 29% of "Black or African American Alone" households are cost burdened or severely cost burdened, compared to the citywide average of 23%. A household is considered cost burdened when the household spends more than 30 percent of their gross monthly income on housing cost. A household is considered severely cost burdened when the household spends more than 50 percent of their gross monthly income on housing cost.

Across the City, half of households rent, and half of households own their home. Households of historically disenfranchised communities have a much lower ownership tenure percentage than "White alone" households. Homeownership as a percent of all households is much lower for "Black or African American Alone" (18%) and "Hispanic" (27%) households compared to "White alone" (55%) households. There are also area median income discrepancies across tenure. 32% of all renter households have a household income between 0 and 100% AMI, compared to 22% of all owner households. This difference in income has an associated impact on cost burden percentages. 27% of all renter households are cost burdened or severely cost burdened, compared to 23% of all owner households.

Housing Structures and City Inventory

Table 2: Housing Units by Type and Citywide Tenure Rates[4]

Type as Share of All Housing	2011	2016	2021
Detached Single Family (1 unit)	40%	41%	37%
Duplex-Multiplex (2 to 4 units)	17%	15%	17%
Multifamily (5 or more units)	41%	42%	46%
Other (RV, Boat, etc.)	2%	2%	1%
Citywide Tenure Rate	**2011**	**2016**	**2021**
Owner	52%	52%	41%
Renter	48%	48%	59%

The profile of housing structures in Redmond is largely a tale of two types. 43% of all housing units are in larger structures with 5 or more units. 37% of all housing units are detached single family homes of 1 unit. Other housing types, like duplexes and mobile homes, make up the remainder. As recently as 2016, 41% of all housing units in the Redmond were detached single family homes. This affirms the trend that most new housing units constructed in Redmond are multifamily structures with 5 or more units. Related to this construction trend, the percent of renter households has increased from 48% in 2011 to 59% in

[4] Sources: United State Census Bureau, ACS Data 5-Year Estimates, 2011 and 2016. ACS Data 1-Year Estimates, 2021.

2021. The increase in citywide proportion of renter households is because most of the new housing units are for-rent apartments in multifamily structures of 5 or more units.

The number of bedrooms per housing units varies based on tenure. Half of all owner units contain three or more bedrooms compared to 20% of all renter units. The pattern is that ownership units have a greater share of homes with more bedrooms and renter units have a greater share of homes with fewer bedrooms. 11% of all renter housing units in Redmond have no bedroom at all.

The median structure year of construction for all housing units in Redmond is 1989.The median structure year of construction for renter occupied units (1994) is 14 years more recent than owner than the median structure year of construction for owner occupied units (1980). Nearly half (49%) of all housing units were constructed in 1990 and after.

Housing and Affordability

A primary objective of Redmond's Comprehensive Plan is to meet the King County estimated housing need targets. The capacity from the preferred alternative is the pathway to meeting that objective.

King County has established affordable housing targets for different AMI brackets, as a component of the King County countywide planning policies. Housing which serves households earning 0 to 30% of the AMI makes up over half of the total 20,000 housing units needed by 2044. The housing need numbers are intended to direct local jurisdictions to conduct long range planning efforts focused on housing choices which are more affordable. Comparatively, Redmond has a relatively small net new housing need for households earning 100% or more of the AMI (2,298 units, roughly 11.5% of all new housing units).

Table 3: Housing Now and Estimated Housing Needed by Area Median Income Bracket[5]

	Total Units	≤30% AMI		>30 - ≤50% AMI	>50 - ≤80% AMI	>80 - ≤100% AMI	>100 - ≤120% AMI	>120% AMI
		Non-PSH	PSH					
Baseline Housing Supply: 2019	31,739	753	58	1,404	2,184	9,270	4,839	13,231
KC CPP Net New Housing Needed: 2019-2044	20,000	7,025	3,694	3,870	2,765	348	394	1,904
KC CPP Total Future Housing Needed: 2044	51,739	7,778	3,752	5,274	4,949	9,618	5,233	15,135
Extrapolated KC CPP Net New Housing Needed: 2019-2050	24,800	8,711	4,581	4,799	3,429	432	489	2,361
Extrapolated KC CPP Total Future Housing Needed: 2050	56,539	9,464	4,639	6,203	5,613	9,702	5,328	15,592

[5] Source: King County, King County Countywide Planning Policies, 2023.

Table 4: Estimated Housing Needed and Housing Capacity by Area Median Income Bracket[6]

	Total Units	≤30% AMI		>30 - ≤50% AMI	>50 - ≤80% AMI	>80 - ≤100% AMI	>100 - ≤120% AMI	>120% AMI
		Non-PSH	PSH					
Baseline Housing Supply: 2019	31,739	753	58	1,404	2,184	9,270	4,839	13,231
Extrapolated KC CPP Total Future Housing Needed: 2050	56,539	9,464	4,639	6,203	5,613	9,702	5,328	15,592
Redmond Preferred Alternative Net New Capacity: 2019-2050	29,700	8,711	4,581	4,848	3,680	1,053	2,087	4,740
Redmond Preferred Alternative Total Future Capacity: 2050	61,439	9,464	4,639	6,252	5,864	10,323	6,926	17,971

The Redmond preferred alternative plans for growth through the year 2050. The 2044 King County Countywide Planning Policies housing needs were extrapolated to the year 2050 to ensure that planned Redmond capacity can accommodate the proportional need. An average annual unit growth was calculated from the "2019 to 2044" county numbers. That annual growth was modeled to 2050 to determine the "Extrapolated King County Countywide Planning Policies Total Future Housing Need".

Regional planning policies affords local jurisdictions the flexibility the plan capacity for growth in excess of the estimated housing need identified in the King County Countywide Planning Policies. Redmond's preferred alternative makes use of that flexibility. By pursuing a planning approach with a housing capacity greater than the King County estimated housing need, opportunities for housing are more plentiful and the likelihood of achieving the King County estimated housing need is more likely.

Population growth and housing unit growth are higher than the allocated growth from King County. This is because Redmond modeled plausible development scenarios, with economic and other considerations, as part of the planning process for the Redmond 2050 preferred growth alternative.

Redmond's preferred alternative demonstrates that, with significant subsidies, the Redmond preferred alternative has the land capacity to meet the county estimated affordable housing needs.

[6] Sources: King County, King County Countywide Planning Policies, 2023. City of Redmond and King County, Various Zoning and Development Data, 2019-2022

Table 5: Existing Income-Restricted Affordable Housing[7]

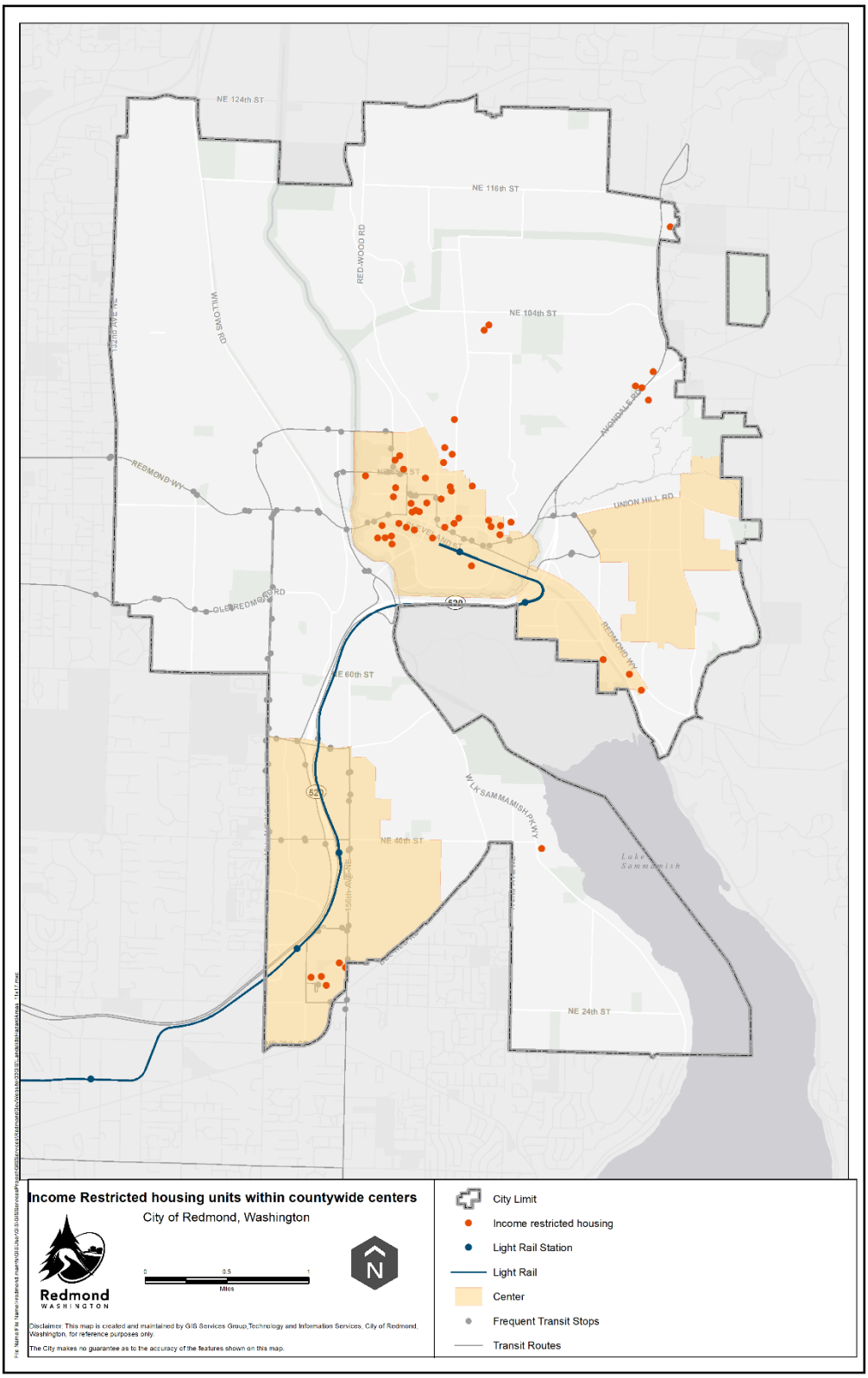
Income-Restricted Units by AMI	Units	As Share of All Affordable Units	Owner Units	Renter Units
0-30%	177	9%	0	177
31-50%	673	33%	288	385
51-80%	1,144	57%	44	1,100
81-100%	23	1%	8	15
Total	2,017	100%	340	1,677

In 2022, Redmond had 2,017 income-restricted cost-controlled affordable housing units. This represents approximately 7% of all housing units in Redmond. The biggest gap in Redmond's affordable housing stock is for the 0 to 30% AMI income bracket. Consequently, the City is prioritizing affordable housing at the 0 to 30% AMI income bracket. Sixty-four percent (64%) of all income-restricted, cost-controlled affordable housing units are located within centers. Sixty-eight percent (68%) of Redmond's existing income-restricted housing units are within a half mile walkshed of high-capacity transit.

Most of the income-restricted affordable housing is concentrated in Redmond's centers. When housing patterns or policies concentrate subsidized housing into a few areas, it may mean that low-income households have reduced choice and access to places of opportunity. Without careful stewardship, this could become a form of housing exclusion. This data reinforces the need for Redmond's dedication to the pursuit of geographic housing equity.

[7] Sources: City of Redmond, Local Municipal Data and Regional Housing Provider Data, 2022

Map 1: Existing Income-Restricted Affordable Housing within Centers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NE 85th ST
NE 60th ST
NE 40th ST
NE 24th ST
RED-WOOD RD
WILLOWS RD
NE 90TH ST
REDMOND WAY
OLD REDMOND RD
NICHOLS LN NE
NE 83RD ST
NE 80TH ST
NE 76TH ST
NE 75TH PL
NE 74TH ST
NE 73RD ST
NE 72ND ST
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NE 5TH ST
NE 4TH ST
NE 3RD ST
NE 2ND ST
NE 1ST ST
NICHOLS LN NE
NE 90TH ST
NE 85TH ST

Map 2: Existing Income-Restricted Affordable Housing within Half-Mile Walkshed of Transit

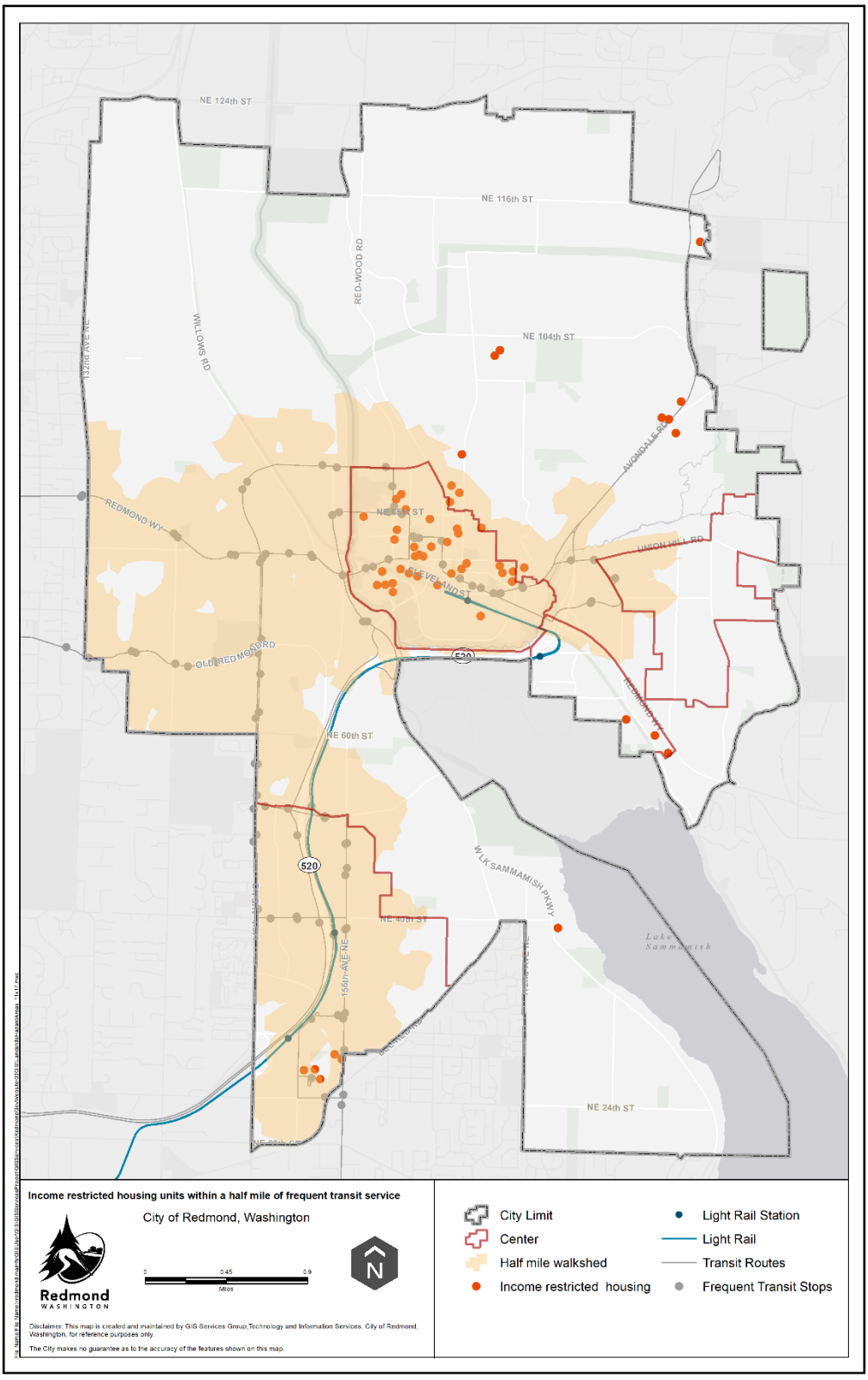


Table 6: Existing Special Housing[8]

Special Housing	Beds
Transitional Housing	72
Emergency Shelter	52
Permanent Supportive Housing	58

Redmond contains a variety of special housing to support community members experiencing challenges with secure housing. Another type of special housing is group quarters. Group quarters reflect something other than ordinary household life. They are usually places where unrelated people live together in a "group" living situation. Group quarter facilities typically include dormitories, barracks, nursing homes, and mental and correctional facilities. A total of 173 people in Redmond were identified as living across four group quarters housing facilities.

Land Use and Market Conditions

Table 7: Land Capacity Analysis within half-mile of Transit (Housing Development Capacity)[9]

	New Residential Capacity (Units)	Total Residential Capacity (Units)
Re-developable	13,550	14,060
Vacant	1,450	1,450
Total	15,000	15,510

The analysis assumed capacity based on proportional distribution of zone-level capacity to parcels, minus existing units on parcel.

Table 8: Land Capacity Analysis Citywide (Housing Development Capacity)[10]

	New Residential Capacity (Units)	Total Residential Capacity (Units)
Re-developable	13,974	14,584
Vacant	1,629	1,629
Total	15,604	16,213

Zoning as of 2019 has insufficient land capacity to meet the total residential housing unit targets of 20,000 units by 2044.The Redmond 2050 Comprehensive Plan includes revisions to zoning and land use in the City to increase the capacity for residential units. A significant portion of these zoning and land use revisions will occur in the Overlake Center, in near proximity to transit.

[8] Sources: City of Redmond, Local Municipal Data and Regional Housing Provider Data, 2022.
[9] Sources: City of Redmond and King County, Various Zoning and Development Data, 2019-2022.
[10] Sources: City of Redmond and King County, Various Zoning and Development Data, 2019-2022.

Table 9: Market Metrics[11]

Topic	Value
Median Owner-Occupied Housing Value	$1,120,300
Housing units with a mortgage as % of all Owner Units	72%
Housing units without a mortgage as % of all Owner Units	28%
Median Monthly Payment for Owner Units with Mortgage	$3,199
Median Rent	$2,172
Homeowner vacancy rate	0.7%
Rental vacancy rate	4.0%

The median owner-occupied home value in 2021 was $1,120,300. Across the nation and especially in the greater King County area, housing prices continue to increase rapidly. 28% of all owner occupied units in Redmond have no mortgage, which is less than the 30% rate for King County. The 2021 median rent of $2,172 has also continued to increase.

Redmond, like many communities, has also experienced a growing trend of room renting on a short-term basis. New online and mobile services have led to increase in short-term vacation rentals, which means properties are no longer available for traditional, long-term rentals. In addition, the potential income streams from short-term rentals influences valuations of properties, which could further contribute to the increasing pricing of homes that are for sale. Reliable data on the exact number of short-term rentals in Redmond is not available, as such it is difficult to determine the exact impact of short-term rentals in the city.

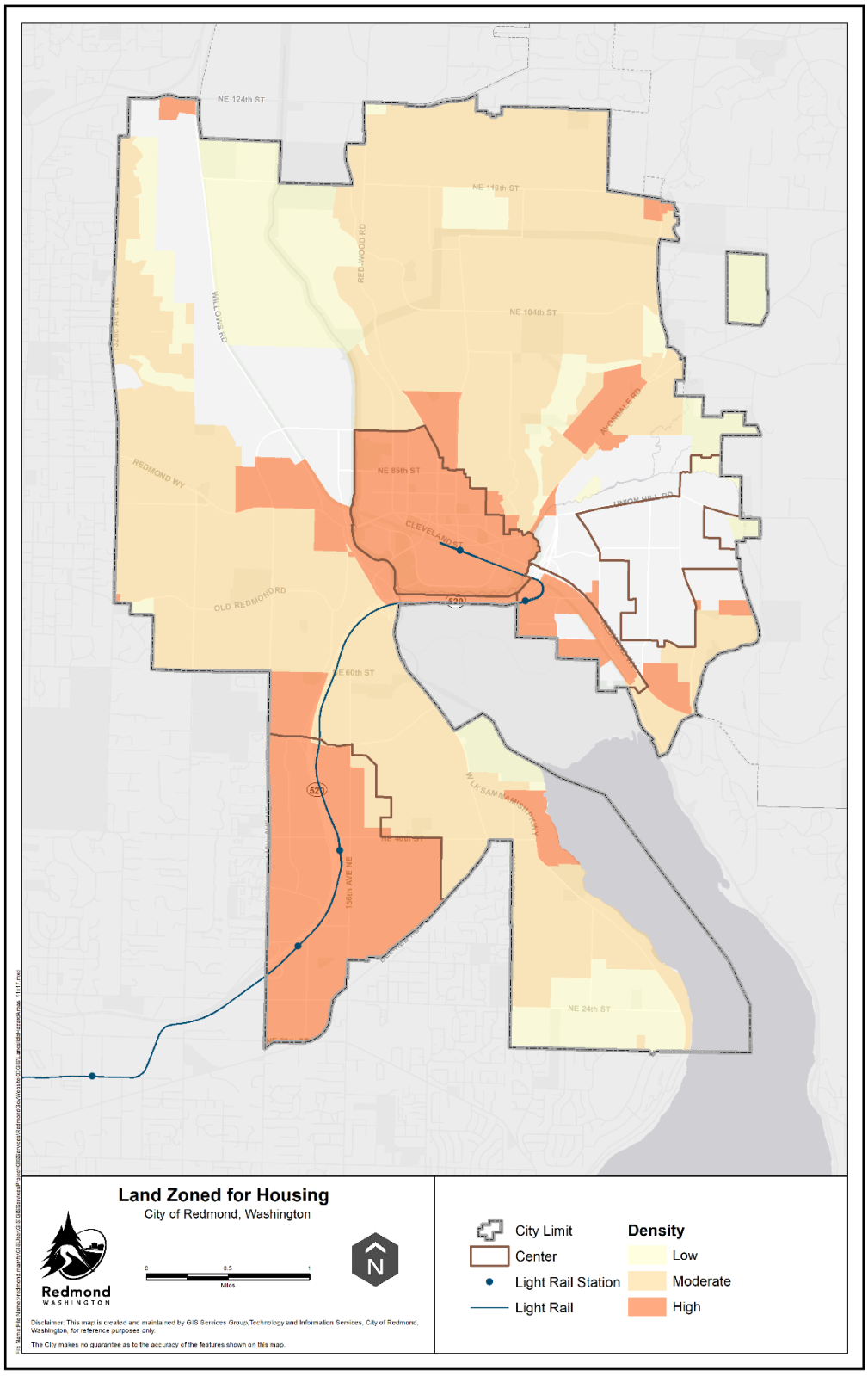
Table 10: Area by Allowed Housing Density[12]

Housing Density Zone Category	Area in Acres	As Share of All Residential Zone Land
High-Density	2,045	22%
Moderate-Density	4,785	53%
Low-Density	2,277	25%
Total	9,107	100%

53% of all land zoned for at least some type of residential use contains the potential for moderate-density housing. Accessory dwelling units (ADUs) are currently permitted across most zones. Redmond will continue to remove barriers to ADUs, and other housing typologies, to increase housing choices.

Map 3: Land Zoned for Significant Housing, by Density

[11] Source: United State Census Bureau, ACS Data 5-Year Estimates, 2021
[12] Sources: City of Redmond and King County, Various Zoning and Development Data, 2019-2022.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NE 60th ST
NE 24th ST
RED-WOOD RD
WILLOWS RD
REDMOND WY
OLD REDMOND RD
AVONDALE RD
UNION HILL RD
CLEVELAND ST
WILLOWS RD
WILKSAMAMISH HWY
156th AVE NE
520
Land Zoned for Housing
City of Redmond, Washington
Redmond
WASHINGTON
0
0.5
1
Miles
N
Disclaimer: This map is created and maintained by GIS Services Group,Technology and Information Services, City of Redmond, Washington, for reference purposes only.
The City makes no guarantee as to the accuracy of the features shown on this map.
City Limit
Center
Light Rail Station
Light Rail
Density
Low
Moderate
High

Partnerships, Resources, Regulations, Incentives, and Strategies (Existing and Proposed)

Per the King County Countywide Planning Policies, Redmond must evaluate the effectiveness of existing housing policies and strategies to meet a significant share of countywide need. This helps us identify the need to adjust current policies and strategies or implement new ones. Examples of these partnerships, resources, and regulations, are listed below. Updates to the Redmond Zoning Code to allow a greater variety and quantity of housing is a vital and effective strategy to meet local housing needs.

Regulations and Practices: Inclusionary Zoning and Multifamily Property Tax Exemption

The two greatest contributors to cost-controlled income-restricted affordable housing are the City's mandatory Affordable Housing Inclusionary Zoning (IZ) requirements (RZC 21.20) and the City's voluntary Multifamily Property Tax Exemption (MFTE) program (RMC 3.38). To date, IZ and MFTE strategies have resulted in 549 income-restricted affordable housing units.

Various iterations of the IZ regulations have existed in Redmond going back to the 1990s. The MFTE program was adopted in 2017. The IZ requires that, for new developments of 10 housing units or more, in most geographic areas of the City, a certain amount of the housing units must be designated cost-controlled income-restricted affordable housing. These affordable units are bound to the project via covenants. The optional MFTE program allows new developments in Redmond's three Residential Targeted Areas (RTAs) the opportunity to obtain tax exemptions if affordable housing units are created at the new development. The MFTE program has a higher obligation of affordable housing units than the regular IZ. The MFTE is designed so that a project which meets the requirements of the optional MFTE will also fulfill the requirements of the mandatory IZ.

Partner: A Regional Coalition for Housing (ARCH)

ARCH supports its members to develop housing policies, strategies and regulations; efficiently administer housing programs; coordinate city investments in affordable housing; and assist people looking for affordable rental and ownership housing. Compliance for affordable housing units is ensured through covenants. Projects with affordable housing units located in Redmond are maintained at affordable levels through covenants. These affordable units are managed and monitored by ARCH.

- Down Payment Assistance Loan Program: The ARCH East King County Down Payment Assistance loan program provides down payment loans for borrowers purchasing a home or condominium in an ARCH member city.
- Direct Funding from Redmond to ARCH. Redmond and other member cities contribute to the ARCH administrate budget, to support ARCH operations, and to the Housing Trust Fund, to support the creation and preservation of affordable housing. Since its creation in 1993, the Trust Fund has supported roughly 5,000 units. Most of these units are affordable to households earning less than 50% of median income. Over the life of the program, the Trust Fund has leveraged $10 for every $1 of local funding.

Table 11: Redmond Funding to A Regional Coalition for Housing (ARCH)[13]

Redmond Contributions to ARCH (Year)	Administrative Budget	Housing Trust Fund
2020	$123,104	$731,303
2021	$123,104	$508,300
2022	$156,381	$572,700

Partner: Hopelink Services

Hopelink is a federally designated Community Action Agency focused on providing transportation services in all of King and Snohomish Counties and community services in north and east King County. Hopelink has five centers – one located in Redmond. Programs are provided at 15 locations throughout King County and include food banks, energy assistance, housing, family development and adult education. Avondale Park was developed on land provided by the federal government from surplus Coast Guard property. Avondale Park provides 8 units of shelter and 51 units of transitional housing for families experiencing homelessness.

Partner: Sound Transit

Sound Transit partners with private and non-profit developers to build transit-oriented development (TOD), where housing is affordable at a range of income levels, as well as new retail, restaurants, offices, and community spaces, contribute to creating vibrant neighborhoods with direct access to transit.

A vital mechanism for those transit-oriented developments is through the transfer of surplus publicly-owned lands to those who develop affordable housing. Sound Transit can discount the cost of their surplus lands, down to zero dollars, if the land will be used to develop affordable housing satisfactory to Sound Transit and Washington State requirements.

Partners in the Future

Redmond is a collaborative and solution-oriented community. Growing an equitable, resilient, and sustainable community requires a robust network of partners. Redmond values new relationships and bolstering existing relationships. Examples include faith organizations, non-profit organizations, subregional government bodies, community-based organizations, and more. Faith organizations in Redmond present strong opportunities for the provision of affordable housing units because they often have land and likely have the organizational values aligned with affordable housing. Redmond iterates development regulations to support the efforts of faith organizations to create affordable housing on their lands These lands are especially important opportunities because they are plausible sites to provide affordable housing which could serve households earning 50 percent AMI or below.

[13] Source: City of Redmond, Local Municipal Data, Multiple Years.

Racial Equity and Social Justice

Redmond values equity and actively plans to meet the housing needs of people have special needs or have experienced historical and disproportionate harm because of housing inequities. To help guide strategy, Redmond reviewed the following topics related to racial discrimination in land use and housing.

- **Displacement:** The process by which a household is forced to move from its community because of conditions beyond its control.
    - **Physical displacement:** Households are directly forced to move for reasons such as eviction, foreclosure, natural disaster, or deterioration in housing quality.
    - **Economic displacement:** Households are compelled to move by rising rents or costs of home ownership like property taxes.
    - **Cultural displacement:** Residents are compelled to move because the people and institutions that make up their cultural community have left the area.
- **Displacement risk:** The likelihood that a household, business, or organization will be displaced from its community.
- **Exclusion in housing:** The act or effect of shutting or keeping certain populations out of housing within a specified area. This exclusion may be intentional or unintentional, but which ultimately reduces and inhibits inclusivity and leads to exclusionary impacts.
- **Racially disparate impacts:** When policies, practices, rules, or other systems result in a disproportionate impact on one or more racial groups.

Resources and Methodology

A variety of resources and data were leveraged to document the local history of racially exclusive and discriminatory land use and housing practices.

- City resolutions, ordinances, development guides, and other regulations were reviewed to identify direct local actions.
- Federal data sources such as the Census Bureau's American Community Survey and Decennial Census data, the U.S. Department of Housing and Urban Development's Comprehensive Housing Affordability Strategy (CHAS), and other tools were also consulted.
- Washington state resources were levered for a variety of data and information such as the Office of Financial Management's population data. The Washington State Department of Archaeology & Historic Preservation and the University of Washington library system provided qualitative historical photos and reports.
- Regional resources, like the Puget Sound Regional Council's (PSRC) displacement risk in census tracts map was used to inform conclusions.
- External resources were also used, such as the University of Richmond's digital scholarship lab "Renewing Inequality Family Displacements through Urban Renewal, 1950-1966" interactive map.

Racially Disparate Impacts: Housing Needs of Communities Experiencing Disproportionate Harm of Housing Inequities including Black, Indigenous, and People of Color

Redmond strives to eliminate racial disparities in housing. Most relevant for this element is access to housing and neighborhoods of choice. Structural racism present in many American institutions has harmed Black, Indigenous, and People of Color communities in ways that compound to create inequities. As such, it is vital to recognize that local housing practices cannot remediate or prevent all the harms of that discrimination. While many of these structural components are beyond the scope of a municipal government, Redmond is committed to proactively fostering equity.

Table 12: Racially Disparate Impacts - Household Characteristics[14]

	Total Households	American Indian or Alaska Native alone	Asian alone	Black or African American alone	Hispanic	Native Hawaiian or other Pacific Islander	Other Race alone	Two or More Races	White alone
Households	26,437	74	8,745	431	867	54	322	819	15,125
Median Household Income (2019 Inflation Adjusted)	$132,188	$166,100	$157,482	$99,732	$107,434	n/a	$95,694	$111,654	$118,884
0-30% AMI	8%	0%	5%	18%	8%	0%	n/a	16%	9%
31-50% AMI	7%	0%	3%	21%	6%	0%	n/a	7%	8%
51-80% AMI	6%	0%	3%	0%	20%	0%	n/a	19%	8%
81-100% AMI	6%	0%	5%	2%	5%	0%	n/a	24%	7%
More than 100% AMI	73%	100%	84%	59%	61%	100%	n/a	50%	68%
Renter	50%	0%	52%	82%	73%	100%	76%	70%	46%
Owner	50%	100%	48%	18%	27%	0%	24%	30%	54%
Cost Burden	12%	0%	9%	12%	13%	45%	8%	n/a	13%
Severely Cost Burden	11%	0%	3%	17%	10%	0%	9%	n/a	15%

Household data shows evidence of racially disparate impacts in Redmond. Only 9% of households who identified as White had a median household income between 0-30% of the area median income, compared to 18% of households who identified as Black or African American. Black, Indigenous, and People of Color households also have a much lower percentage of homeowners than White households.

[14] Sources: United States HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) via Washington Department of Commerce, 2023. United State Census Bureau, ACS Data 5-Year Estimates, 2019.

Displacement

The impact of racially exclusive and discriminatory land use and housing practices can be seen when analyzing changing demographic population patterns. For example, between 2015 and 2020, King County experienced a modest proportionate increase in populations of people who identified as Hispanic. In contrast, Redmond experienced a decrease in proportionate population of people who identified as Hispanic even though Redmond's total population grew 17% compared to King County's total population growth of 9%. This suggests some level of economic exclusion in Redmond.

Table 13: Displacement and Gentrification through Historical Population[15]

Population Group	2015 King County	2015 Redmond	2020 King County	2020 Redmond
American Indian and Alaska Native	1%	0%	0%	0%
Asian	16%	30%	18%	37%
Black or African American	6%	2%	6%	2%
Hispanic or Latino (of any race)	9%	10%	10%	8%
Native Hawaiian and Other Pacific Islander	1%	0%	1%	0%
Other Race	0%	0%	0%	1%
Two or more races	5%	3%	6%	4%
White	63%	55%	58%	49%

Displacement Risk: Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments.

The Puget Sound Regional Council Displacement Risk tool uses a variety of indicators across the following five major categories: socio-demographics, transportation qualities, neighborhood characteristics, housing (including development capacity and price trends) and civic engagement. No census tract in Redmond was identified as a high displacement risk. The Puget Sound Regional Council Opportunity Map tool assesses the amount of opportunity for areas based on an opportunity index analysis. The opportunity index score combines measures of five key elements of neighborhood opportunity and positive life outcomes: education, economic health, housing, and neighborhood quality, mobility and transportation, and health and environment. The level of opportunity score (very low, low, moderate, high, very high) is determined by sorting all census tracts into quintiles based on their index scores.

Of the approximately 12 census tracts that make up most of City limits, all but three were rated as "low" for displacement risk. All three of the census tracts that were not rated as "low" were rated as "moderate" displacement risk. Two of those three census tracts were identified as "very high" by the Opportunity index. Census tracts do not align perfectly with City neighborhoods, but these tracts roughly include the following neighborhoods; Downtown, Sammamish Valley, Willows / Rose Hill, and the southern portion of Overlake.

[15] Sources: United States HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) via Washington Department of Commerce, 2023. And, United State Census Bureau, ACS Data 5-Year Estimates, 2019.

Table 14: Areas of Racially Disparate Impact Displacement Risk and Areas of Opportunity[16]

Census Tract	Opportunity Index	Displacement Risk	Black, Indigenous, and People of Color as Share of Total Population	Black or African American alone as Share of Total Population
53033022605	Moderate (3 of 5)	Moderate (2 of 3)	49%	2%
53033032331 AND 53033032330[17]	Very High (5 of 5)	Moderate (2 of 3)	49%	1%
53033022803	Very High (5 of 5)	Moderate (2 of 3)	56%	0%

Exclusionary Land Use and Housing

Many of the racially exclusive and discriminatory land use and housing practices of the region existed well before Redmond became a city. Many coincided with Redmond becoming a formal city and continue through the present day. Review of racially exclusive practices included researching covenants, regulations, and policies, of Redmond, nearby jurisdictions, and King County. Review also included historical documents such as newspapers and redlining reports. Resources included academic institutions, books, local government archives, the Washington State Department of Archaeology and Historic Preservation, and local government plans and regulations.

Some examples of racially exclusive and discriminatory practices, in the United States, in the Pacific Northwest, and in Redmond, which impact land use, housing, and property include:

- 1800s: Treaties with Indigenous People and American Colonialism in the Pacific Northwest
    - The arrival of settlers fundamentally changed Coast Salish ways of life, including their claims and rights to use and occupy land.
    - The Treaties of Medicine Creek in 1854 and Point Elliot in 1855 resulted in the ceding of millions of acres of land previously used and occupied by Coast Salish peoples.
    - Treaties also recognized sovereign tribal nations and established reservation homelands and laid out a complex set of land use rights for federally recognized tribes. Since the signing of treaties, however, federal and state policies also infringed upon tribal authority and destabilized tribal communities through assimilation or termination.
- 1800s: Black Exclusion Laws in Oregon Territory
    - Before territorial status in 1853 and statehood in 1889, Washington State was part of the Oregon Territory, which forbade Black people from settling in the area.
    - Black exclusion laws covered what now encompasses King County until 1853 and stayed in place until the end of the American Civil War and the passage of the Fourteenth Amendment in 1868.
- 1880s through 1960s: Chinese Exclusion and “Alien” Land Laws
    - Federal and state governments severely limited the ability of immigrants of Chinese, Japanese, and other East Asian descents to naturalize, own land, conduct business, and/or otherwise access the same rights offered to White Americans.

[16] Source: Puget Sound Regional Council, Displacement Risk Map, 2023.
[17] Note: These two census tracts were previously one census tract (53033032309). The risk and opportunity analyses were conducted before the split.

- 1910s through today: Exclusionary Zoning
    - Starting in the early 20th century, municipalities around the country began to use zoning as an explicit tool of racial segregation.
    - The Supreme Court case *Buchanan v. Wiley* (1917) ruled that racial zoning was unconstitutional.
    - Despite the above Supreme Court ruling, city planners perpetuated racial exclusion, less overtly, by using zoning restrictions that limited the types and density of buildings (e.g., minimum lot size requirements, minimum square footage, prohibitions on multifamily homes, and height limits, etc.) which resulted in more expensive housing. This excluded low-income and BIPOC communities from wealthier and Whiter residential districts.
- 1920s through 1940s: Racially Restrictive Covenants
    - Racially restrictive covenants refer to documents such as deeds, plats, and homeowners' association bylaws used by property owners to restrict the sale of a property to someone based on their race. Starting in the early 20th century, racial covenants on property deeds gained popularity as a tool for restricting racial mixing in residential neighborhoods.
- 1930s through 1960: Federal Mortgage Discrimination and Redlining
    - Federal government created several agencies and programs to encourage homeownership for American citizens, but largely refused to offer these homeownership opportunities to BIPOC borrowers.
- 1940s: Japanese Internment in Response to World War II
    - Overall, the federal government, with support from state and local governments, incarcerated 12,892 persons of Japanese ancestry in Washington State.
    - Many of those interned did not return to their communities after internment and those who did often faced continued discrimination, along with property loss or damage.
- 1940s through today: Devaluation of Black Assets and Racist Real Estate Appraisals
    - Homeownership is a generator of wealth for many households in the United States.
    - Although the 1968 Fair Housing Act outlawed racial discrimination in real estate transactions, racial bias is still present in the real estate industry through the devaluation of real estate assets in Black neighborhoods and racist real estate appraisals, which reduces the generational wealth of Black households.
- 1950s through 1979: Redmond Annexations and Single-Family Zoning
    - During this time, the City of Redmond annexed 8,880 acres into City limits. This represents 65% of the total area of the current city limits.
    - While Ordinance 79 (June 19th, 1940) created two land use zones ("residence" and "business and commercial"), Ordinance 172 (February 10, 1954) established a full comprehensive zoning plan with associated use regulations. The regulations defined residential districts with various design standards and site requirements which promoted detached single-family homes.
    - Together, the creation of single-family zoning districts and substantive land annexation created large areas with economic conditions that contributed to racial exclusion.
- 1950s through 1990s: Urban Renewal, Transportation Infrastructure, and "Blight"
    - Federal transportation infrastructure and urban renewal projects caused displacement in BIPOC communities.
- 1950s through 1990s: Suburbanization

    - Nationally, suburban migrants were primarily White, leading to the characterization of migration out of cities as "White flight."
    - This pattern was fueled in part by the racially selective availability of mortgage capital and by racial prejudice.
    - In King County, mandatory school integration ordinances in Seattle in the 1960s spurred White flight to suburban cities.
- 1960s through today: Evictions and Landlord-Tenant Relations
    - Renters experience higher rates of housing instability than homeowners because renters are vulnerable to rent increases, change in use of the property, etc.
    - In King County, BIPOC households are more likely to rent than White households, contributing to racial disparities in who experiences housing instability.
    - Evictions disproportionately impact BIPOC tenants. For example, local research found that BIPOC tenants are more likely to be evicted for smaller amounts of money than White tenants.
- 1970s through today: Gentrification and Displacement
    - Gentrification refers to the process where neighborhoods previously disinvested in and/or occupied by low-income residents (particularly BIPOC residents) experience a in influx of wealthy (usually White) residents moving in. This leads to an increase in housing costs.
    - Displacement is a common consequence of gentrification.
    - In King County, neighborhoods such as the Central District—a once majority Black neighborhood that received limited investment from public and private entities over the course of its history and that had been the site of urban renewal projects—started to experience gentrification and displacement pressures as early as the 1970s.
    - Gentrification and displacement contributed to the relocation of many of the County's Black residents to south King County cities.
    - Today, gentrification pressures remain in neighborhoods throughout the King County, as economic growth continues to put upward pressure on the regional housing market.
- 1990s through 2010s: Predatory Lending and Foreclosure
    - Between 2007 and 2010, over 3.8 million households lost their homes to foreclosure throughout the United States, resulting in a widespread economic collapse known as the "Great Recession."
    - Nationally, the impact of the foreclosure crisis fell disproportionately on Black and Latinx neighborhoods and households, who, previously excluded from the mortgage market during the age of redlining, were targeted by lenders for subprime mortgage loans.
    - South King County cities, which have higher BIPOC populations than other municipalities in the region, saw the highest rates of foreclosure.

Review of internal City documents, ordinances, and historical resources did not discover any explicitly racist land use or housing regulations in Redmond. However, the absence of that evidence is not evidence for the absence of racist practices. As noted in the above timeline, many exclusionary practices have become less explicit over time in response to legal rulings prohibiting explicitly racist regulations and practices. In Redmond today, the greatest contributors to racially disparate impacts are:

1. The generational impacts from nationwide systemic racism.

2. Development restrictions in portions of the single-family zoning development requirements that limit the types and density of buildings (e.g., minimum lot size requirements, minimum square footage, prohibitions on multifamily homes, and height limits, etc.), which results in more expensive housing.
3. Economic exclusion from the high cost of housing; due largely to the lack of housing supply (related to the above development restrictions) and the large population of high-income jobs.

The impacts of the historical racially exclusive and discriminatory land use and housing practices in our country linger to the current day. These underlie current racial equity issues, such as racial segregation, racial wealth gaps, homelessness, eviction rates, housing cost burden, displacement risk, and access to quality schools and amenities. As such, local efforts to produce more affordable housing and foster strong relationships with underserved communities can be one piece of addressing racially disparate impacts.

Racial Equity Findings

- **Displacement:** Overall, minimal racial displacement in Redmond of historically disenfranchised populations such as individuals who identify as Black or African Americans.
    - This lack of displacement is partially explained by the fact that in recent history there was never a substantially large population upon which displacement could occur.
    - 2% of Redmond residents identified as Black or African American in 2000, 2010, and 2020.
- **Displacement Risk:** Three census tracts were identified as modest displacement risk.
- **Exclusion:** Economic exclusion from the extraordinarily high cost of housing is evident.
    - Cultural Exclusion:
        - Research into official Redmond city documents did not find any explicit racially exclusive items, but that does not mean that none existed.
        - Research into Redmond's history discovered some examples of culturally exclusive practices within current city limits. For example, in the 1930s, Arthur and Rubie Johnson donated land to William Pelley for the creation of a lodge to house the paramilitary organization "Silver Shirt Legion".
        - Due to historical actions like the above land donation, it is plausible that Redmond could have been perceived as a culturally exclusive place many decades ago when Redmond was a small, semirural community on the outskirts of the Seattle metropolitan area.
        - In 2020, Redmond is a culturally diverse community with substantial populations from some BIPOC communities.
- **Racially Disparate Impacts:** Black or African American and Hispanic households have lower rates of ownership and higher rates of various levels of housing cost burden. This is especially noteworthy because the average incomes for households of those populations were greater than the average incomes for White households.

The primary cause of racial disparate exclusion in Redmond today is economic due to regional housing market trends and the historical preponderance of exclusive single-family zoning. As such, greatly increasing the supply of affordable housing units is a key strategy to help address racial equity issues. Progress towards a more affordable housing stock is almost always also progress towards a more racially equitable community. As such, Redmond 2050 comprehensive plan policies were reviewed, amended,

and created to address racially disparate impacts. Housing policies HO-1 through HO-5 explicitly address racial equity and other housing policies implicitly address racial equity.

Housing with Supportive Services

People experiencing homelessness, persons with disabilities or chronic medical conditions, and older adults may need housing that offers specialized accommodations and/or additional supportive services.

Seniors and individuals with disabilities are often on fixed income. The Developmental Disabilities Administration (DDA), within the Washington State Department of Social and Health Services, reports that people with intellectual and developmental disabilities (IDD) have incomes that are usually below 30% AMI, many with an income below 15% AMI.

Often low-income households are significantly the most cost-burdened and at risk of homelessness. In 2024, 1.4% of Lake Washington School District students reported that they were experiencing homelessness and 12.9% identified as low-income.

Table 15: Housing Insecurity among Lake Washington School District Students[18]

Lake Washington School District Enrollment	2011	2016	2021
Total Students	24,893	29,724	30,959
Share of Students Suffering from Homelessness	1%	1%	1%
Share of Students from Low-Income Households	17%	13%	10%
Lake Washington School District Enrollment	**2011**	**2016**	**2021**
Students Suffering from Homelessness	181	293	228
Students from Low-Income Households	4,180	3,786	3,015

The King County regional growth assessment for 2044 identified a need for 3,822 additional emergency housing units (4,023 total) and 3,694 additional permanent supportive housing units (3,752 total). Extrapolated out to 2050, the future estimated housing need is a total of 4,779 emergency housing units and 4,639 permanent supportive housing units. Redmond plans to provide for these communities by prioritizing 0 to 30% AMI subsidized units with supportive services onsite or through access to nearby community resources This income bin contains many individuals from these populations who need supportive service. Increasing this type of housing will be critical in supporting individuals exiting homelessness.

Strategies to support these community members include partnerships with service providers, concentrating housing around transit, generating as many affordable units as possible, and applying universal design principles to foster built environments with more accessibility and equity. Redmond aims to provide for as many of these people as possible, while recognizing that the need for housing does not end at City limits. The programmatic component of helping community members is addressed in the Human Services Element. The Housing Element focuses mainly on land use capacity for housing supply,

[18] Washington State Office of Superintendent of Public Instruction (OSPI), Annual Report Card Enrollment Dataset, Multiple Years.

cost-controlled affordable housing, and locating housing growth near relevant amenities like groceries, employment, community centers, and supportive services.

Policies

The policies below set a framework for individual and collective action and accountability to meet regional housing needs and local housing unit growth allocations. The policies seek to expand the supply and diversity of housing, expand the location of housing types, eliminate inequity in social justice housing choice, strengthen partnerships to meet housing goals, optimize housing tools and processes, and foster a more sustainable built environment.

Housing Justice and Equity

One of the guiding themes of Redmond 2050 is "Equity and Inclusion". Across the United States of America, some historical land use and housing policies contributed to creating and maintaining racial inequities. While some explicitly discriminatory laws have been overturned, their legacy and effects have remained, preventing Black, Indigenous, and other People of Color communities from sharing the recent prosperity of the greater Puget Sound region. Redmond housing policies are determined to include, accommodate, and empower groups of people who have historically been excluded because of their gender, race and/or ethnicity, LGBTQIA2S+, age, religion, disabilities, or their socioeconomic, immigration, or veteran status, or as a member of any historically marginalized group. The Housing Justice and Equity policies seek to identify and remediate inequitable policies, processes, or regulations and remove barriers to equity and inclusion.

FW-HO-1 Pursue social justice and equity in housing policies, regulations, and programs.

HO-1 Proactively reduce displacement risk and promote opportunities for lower-cost housing through preservation and displacement mitigation.

- 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.
- Explore opportunities for programmatic home repair assistance, with priority for households earning at or below 80 percent Area Median Income.
- Implement anti-displacement measures prior to or concurrent with development capacity increases or capital investment.
- Identify and implement methods of funding anti-displacement tools and programs.

HO-2 Promote equitable outcomes in partnership with communities most impacted from past and current racially exclusive land use and housing practices.

- 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 strategies that increase 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.
- Develop processes to analyze fair housing compliance and ensure that fair housing laws are enforced.

HO-3 Identify and remediate barriers that impede the elimination of racial and other disparities in housing and neighborhood choices.

- Adopt policies, regulations, programs, and strategies to pursue closing the racial homeownership gap.
- Explore down-payment assistance programs for first-time homebuyers with an emphasis on first-time homebuyers from Black, Indigenous, and People of Color households.

HO-4 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.

HO-5 Ensure that land use, zoning, and regulations support human services, shelters, permanent supportive housing, emergency housing, and similar entities, to effectively operate.

Housing Supply and Diversity

Housing needs are not one-size-fits-all and instead should be thought as a menu of different options with enough variety for different household incomes and sizes, life stages of people, and community location needs. The Housing Supply and Diversity Policies encourage improved availability of diverse housing types, price points, sizes, and preferences. “Middle Housing" (buildings that are compatible in scale and form with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing) represents an opportunity that can increase housing choices for a variety of household types, including renters and owners.

FW-HO-2 Zone sufficient buildable land to accommodate Redmond’s projected housing need and meet allocated housing growth targets.

HO-6 Identify and implement strategies to meet affordable housing targets identified in the King County Countywide Planning Policies.

- Emphasize the creation of affordable homes when meeting housing targets.
- Pursue strategies and regulations that increase the long-term supply of both market-rate affordable housing and cost-controlled income-restricted affordable housing.
- Prioritize housing affordable to households at or below 30 percent AMI.
- 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, prioritize, and implement with urgency, opportunities to rezone low-density detached areas to higher-density zones, for areas outside of critical areas and agricultural preservation areas.
- Pursue strategies to meet unique needs for both ownership and rental housing.

H0-7 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 across the entire city.

- Promote units that accommodate large households or include multiple bedrooms.
- Remove regulatory barriers to housing diversity.
- Promote a broad range of housing types with incentives and programs.

H0-8 Shape regulations, incentives, programs, and more city tools to foster the creation of accessible, visitable, healthy, and safe housing.

- Housing constructed with universal design principles.
- Housing for adults with intellectual and developmental disabilities.
- Housing for populations with special physical or other needs, which include: the elderly, disabled persons, people with medical conditions, homeless individuals and families, and displaced people.
- Housing constructed according to healthy housing standards.

H0-9 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. Ensure that policies and regulations do not create undue barriers to the siting and development of shelters and specialized housing serving vulnerable populations.

H0-10 Foster the creation of complete neighborhoods through housing, transportation, and economic planning, to create clustered places where residents have easy access to homes, jobs, and recreation.

HO-11 As part of any rezone that increases residential capacity, require a portion of units to be affordable to low- and moderate-income households through tools such as mandatory inclusionary zoning.

HO-12 Support cost-controlled affordable housing development on faith-based organization properties through regulations such as allowing affordable housing as an accessory use and residential density bonuses:

- Allow up to a 100-percent (or equivalent) density bonus for new or rehabilitated affordable housing on land owned or controlled by a religious organization.
- Require all such housing to meet mandatory inclusionary zoning affordability requirements, and those requirements notwithstanding, be affordable to households earning up to 80 percent of area median income for the life of the project.
- Allow this bonus in all zones, even where housing is not an allowed use, except in any industrial or manufacturing park zones in the Southeast Redmond neighborhood.

Housing Locations

The Housing Locations policies seek to create geographic housing equity by spreading out different housing choices and opportunities across the City. This means that a wider variety of household sizes, incomes, and lifestyles can choose from a variety of housing options in a variety of geographic areas.

FW-HO-3 Increase housing choices in more areas of the city.

HO-13 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.

- 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 local communities 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.
- Encourage the allocation of funds generated from alternative compliance methods, such as fee-in-lieu, to be invested into affordable housing opportunities located in employment centers, growth centers, or areas in proximity to high-capacity transit.
- Focus on utilizing suitable surplus publicly-owned lands in urban centers for affordable housing production and preservation.

HO-14 Expand capacity for middle housing, moderate-density housing, and multifamily housing.

- Allow multiplexes, ADUs, backyard homes, middle housing, and other dense housing choices in zoning districts that are predominantly residential.
- Reduce barriers to multiplexes, ADUs, backyard homes, middle housing, and other dense housing choices in all predominantly residential neighborhood zones of the City.
- Pursue strategies that promote multiplex structures across the city to increase geographic equity.

Housing Partnerships and Regional Collaboration

Just as housing needs rarely recognize jurisdictional boundaries, housing issues are not likely to be solved by only one community. For these reasons, it is important that Redmond's policies for housing support a regional approach and cooperation among agencies to meet its housing goals. Without this cooperation, the individual cities in King County and the region as a whole will fail to meet established housing goals. Eastside jurisdictions and A Regional Coalition for Housing (ARCH) coordinate with Redmond to serve local housing concerns. In addition, the most affordable housing is often provided by non-profits or housing authorities while most housing units are created by private sector developers. All these partners are vital in helping Redmond achieve our Housing goals.

FW-HO-4 Identify and pursue opportunities for partnerships and collaborations to increase resources for housing and to improve housing related outcomes.

HO-15 Identify and remediate gaps in existing partnerships, policies, and resources that impede meeting local or regional housing goals.

HO-16 Explore and expand partnerships with relevant partners.

- Assess housing needs.
- Create affordable housing opportunities.
- Coordinate a regional approach to addressing housing need and homelessness.
- Engage with ARCH cities on potential adoption of new revenue streams.
- Advocate for additional local revenue options to support affordable housing production and preservation.
- Pursue creative methods to provide and leverage funds for construction of affordable housing.
- Share successes and challenges with partners to increase regional knowledge and increase collaborative efficiencies.

HO-17 Cooperate with ARCH, the King County Housing Authority, and human service agencies.

- Advocate for state-level eviction reforms and tenant protections.
- Adopt and maintain equitable tenant protections.

- Advocate for revisions to state law that facilitate and support tools for advancing more homeownership opportunities such as, but not limited to, condominium reforms.
- 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.
- Promote tenant programmatic awareness and education in multiple languages (e.g., ARCH affordable housing and King County Home Repair program).
- Explore other tools and opportunities to increase housing stability.

HO-18 Collaborate with public, non-profit, and other partners to fund, site, and build affordable housing and address the countywide need at the deepest levels of affordability.

- Identify suitable property owned by public agencies, faith-based, and non-profit organizations that can be utilized for affordable housing.
- Remove barriers which prevent faith institutions, community-based organizations, and non-profits from hosting shelters.
- Combine public and private resources to provide the subsidies required to provide housing at deepest levels of affordability.
- Prioritize the use of local and regional resources, such as funds and surplus property, for income-restricted housing.
- Dedicate funds for land acquisition.
- Support alternative homeownership models that lower barriers to ownership and provide long-term affordability, such as community land trusts, and limited or shared equity co-ops.

HO-19 Collaborate with local artistic and cultural organizations and individuals to further integrate art projects into larger housing developments. Consider incentives, requirements, and flexible standards.

Housing Tools and Processes

A clear and consistently applied set of tools and process will benefit housing outcomes in multiple ways. Shorter and more consistent permit processing will save applicants time and money, which means housing projects can be completed sooner and at less cost. Streamlined processes also strengthen community involvement because it is easier to observe the process of a project going through review. To achieve its vision, Redmond will improve various tools and processes to produce housing.

FW-HO-5 Evaluate and refine tools and processes to improve housing related outcomes.

HO-20 Implement strategies to reduce development costs, streamline city processes, and develop standard operational practices to increase the quantity, affordability, and timeliness of new housing.

- 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.
- Regularly assess development review processes to identify opportunities for increased efficiencies.
- Add criteria to Redmond Municipal Code to allow for implementation of impact fee waivers for affordable housing.
- 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.
- Create flexible design standards to accommodate the wide variety of architectural preferences in the community. Remove onerous design standards that create barriers to housing.
- Structure design standards to ensure that new growth is developed in a manner to create equitable communities.
- Revise the processes and practices of the design review process and remove capacity to prevent creation of housing projects.

HO-21 Explore using programs that require or encourage public agencies, private property owners, and developers to build housing that helps fulfill City housing policy goals.

- 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.
- Encourage a shared responsibility among the private and public sectors for addressing affordable housing needs through programs such as, but not limited to, programs for commercial development to contribute funds toward affordable housing goals.
- Explore opportunities to support the production of cooperative housing.

HO-22 Maintain, recognize, and appreciate, mandatory inclusionary zoning as a vital tool for to create cost-controlled affordable housing.

- Periodically review and refine the mandatory inclusionary zoning and the multifamily tax exemption program to consider options that create deeper affordability or more affordable units.
- Allow alternative compliance approaches, such as fee-in-lieu, in special circumstances to fulfill mandatory inclusionary zoning requirements, while recognizing that the City's strong preference is for mandatory inclusionary zoning

requirements be fulfilled through the integration of on-site cost-controlled affordable units into market-rate development.

- Provide clear regulations dictating when and where alternative compliance approaches for mandatory inclusionary zoning requirements, such as fee-in-lieu, may be used.

HO-23 Work independently, with community members, and with A Regional Coalition for Housing (ARCH) member cities to pursue dedicated funding for affordable housing to identify and potentially adopt financing tools to support affordable housing efforts, such as, but not limited to, a local or multi-jurisdictional housing levy.

HO-24 Adapt City practices and regulations to best react with technological innovation, changes in mobility patterns, and other sources of uncertainty and change.

Housing and the Environment

The environment is a high priority to the Redmond Community. The built environment must be mindfully managed to reduce negative environmental impacts. Sustainable development is an approach where communities balance environmental protection, economic development, and social justice, while meeting local needs. Green building practices in the housing stock provides an opportunity to create environmentally-sound and resource-efficient buildings through an integrated approach to design. The ongoing global climate challenges highlight the importance of sustainable development and green building practices.

FW-HO-6 Achieve housing affordability and equity while also creating a more sustainable built environment.

HO-25 Increase energy efficiency requirements and/or incentives for larger mixed-use and multifamily units to, among other environmental factors, reduce energy consumption, reduce greenhouse gas emissions, reduce secondary pollution, increase water conservation, increase renewable energy share, and increase indoor air quality.

HO-26 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.

HO-27 Identify and explore energy benchmark tracking for building energy performance.

HO-28 Identify and evaluate regulation and incentive opportunities to increase net tree canopy for new developments.

Transportation

Vision Statement

In 2050, most Redmond community members live, work, or play, within a short distance of frequent transit or have convenient access to comfortable and connected pedestrian and bicycle networks, enabling affordable and sustainable mobility for many trips.

In 2050, Redmond's transportation system is resilient, and this resiliency is often experienced by what *doesn't* happen. Deployment of traveler information and advanced technology has improved overall system efficiency and made it easier to recover from localized disruptions like collisions or flooding. Completion of accessible and active transportation networks allows travelers to avoid vehicle congestion. Using diverse funding streams has enabled the City to stay on track with investments that improve resiliency.

In 2050, Redmond's transportation system is equitable and inclusive. The City has consistently invested in infrastructure and programs that benefit the entire community, especially those who cannot or choose not to drive. A child walks with a friend and grandparent to soccer practice. The teenager with a summer job takes the bus to work in Downtown and to hang out with friends in the evening. The resident who uses a wheelchair when patronizing local businesses in Marymoor Village can count on clear sidewalks and curb ramps. Students in Overlake ride bikes to school using a network of comfortable, safe, and convenient bicycle facilities.

In 2050, Redmond's transportation system is sustainable. Focusing growth around light rail and frequent transit enables more people to enjoy low-carbon mobility. The adoption of zero-emission vehicles and supporting infrastructure has helped Redmond achieve its greenhouse gas reduction goals for transportation. Redmond's infrastructure is efficiently operated and maintained. The City funds maintenance, preservation, repair, and replacement of assets to minimize life-cycle costs and support sustainability goals. Redmond's focus on accessible and active transportation systems has resulted in an integrated system that allows more people to thrive.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity and inclusion, resiliency, and sustainability.

Equity and Inclusion	Resiliency	Sustainability
• TR-10 thru TR-14 • TR-16 thru TR-18 • TR-20 thru TR-21 • TR-33 • TR-35 • TR-51	• TR-5 thru TR-8 • TR-26 • TR-29 • TR-37 • TR-42 • TR-47 • TR-51	• TR-5 • TR-14 • TR-15 thru TR-17 • TR-18 thru TR-21 • TR-30 thru TR-39 • TR-42 thru TR-44 • TR-46 thru TR-48 • TR-51

Existing Conditions

Background

Mobility is foundational to opportunity and quality of life. The Transportation Element describes how Redmond will develop and maintain its transportation system to provide mobility for people, goods, and services in a way that advances equity and inclusion, resiliency, and sustainability. The policies in the Transportation Element provide the framework for the Transportation Master Plan and for transportation-related development regulations. The Transportation Master Plan guides Redmond's transportation investments and activities, while transportation-related development regulations implement policy through new development.

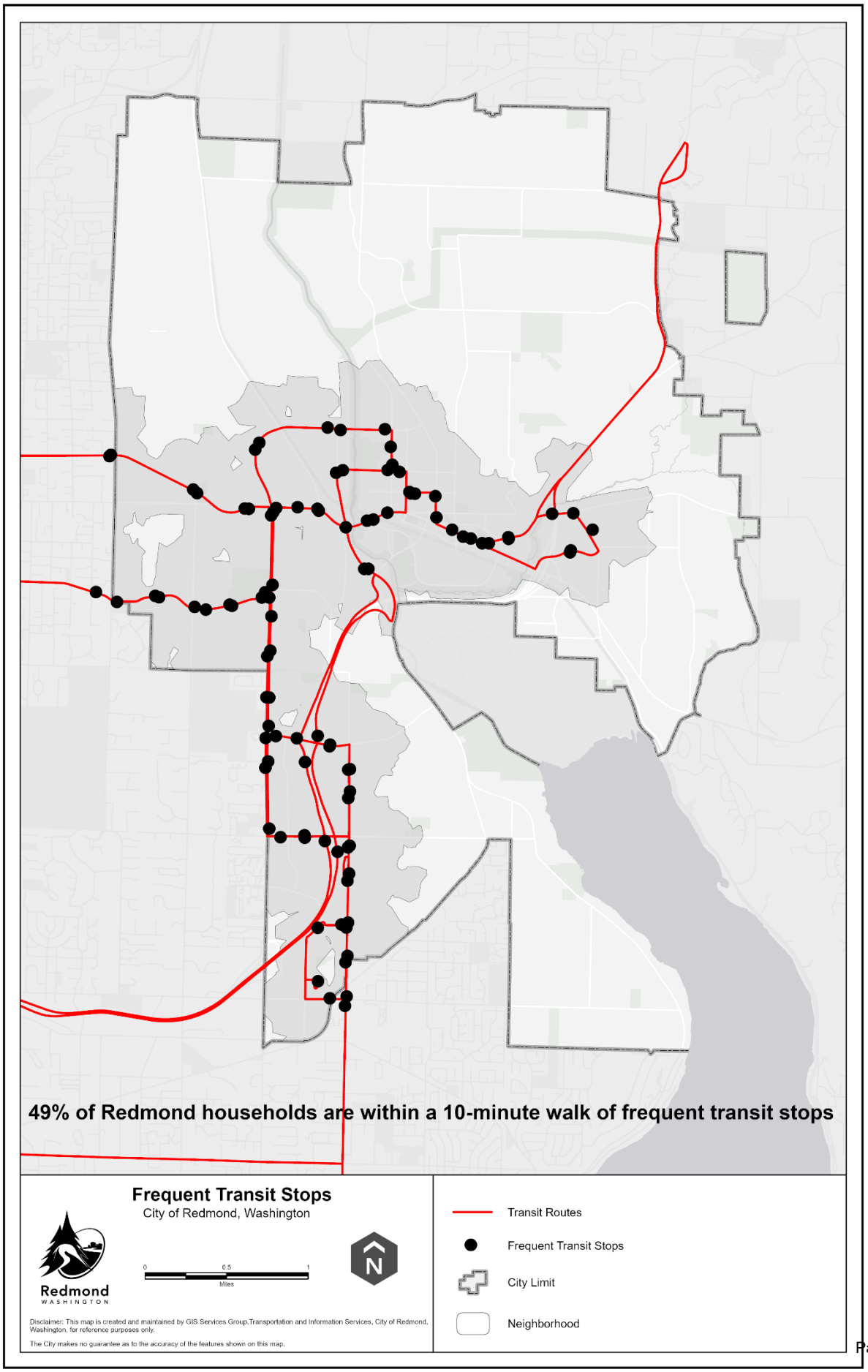
The same growth assumptions contained in Table LU-1 in the Land Use Element were used for the Transportation Element. Neighboring cities are assumed to develop in a pattern consistent with VISION 2050 and King County Countywide Planning Policies. Land use and transportation forecasts for these surrounding areas were developed by the Puget Sound Regional Council and are integrated into the assumptions underlying Transportation Element policies.

Current Conditions

Redmond's Transportation System

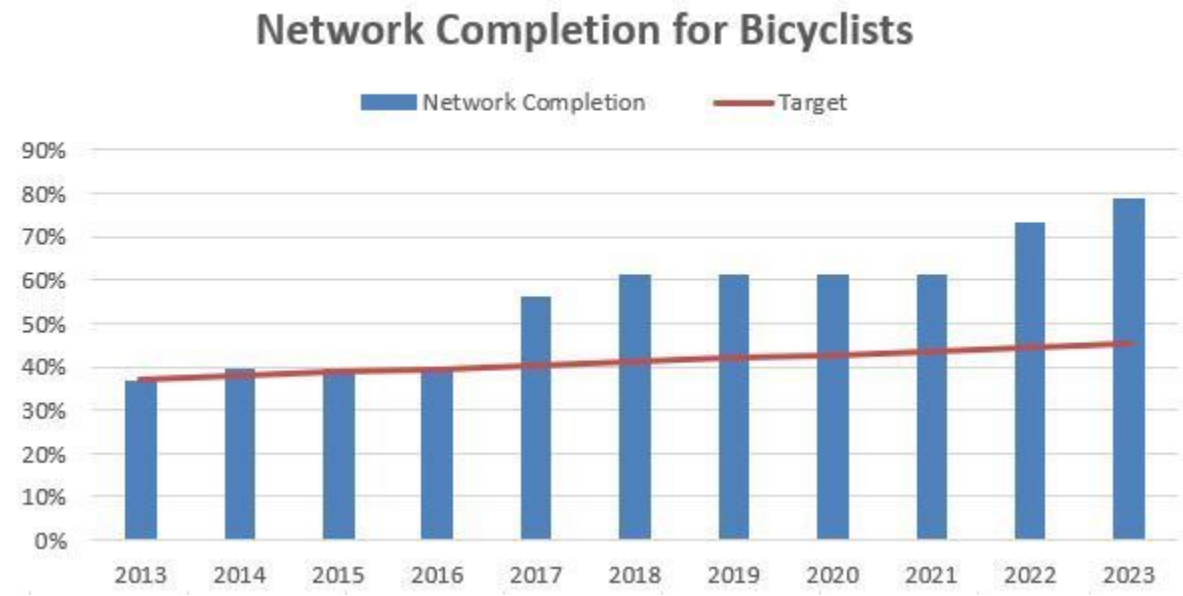
As of 2023, Redmond's street system comprises 197 centerline miles of streets ranging from the SR 520 freeway that supports regional mobility to local streets that provide property access. Redmond's pavement condition is worsening as infrastructure ages. The performance target for pavement management is an average pavement condition index (PCI) score above 70, out of a possible 100. The average for arterials is in the low 60's.

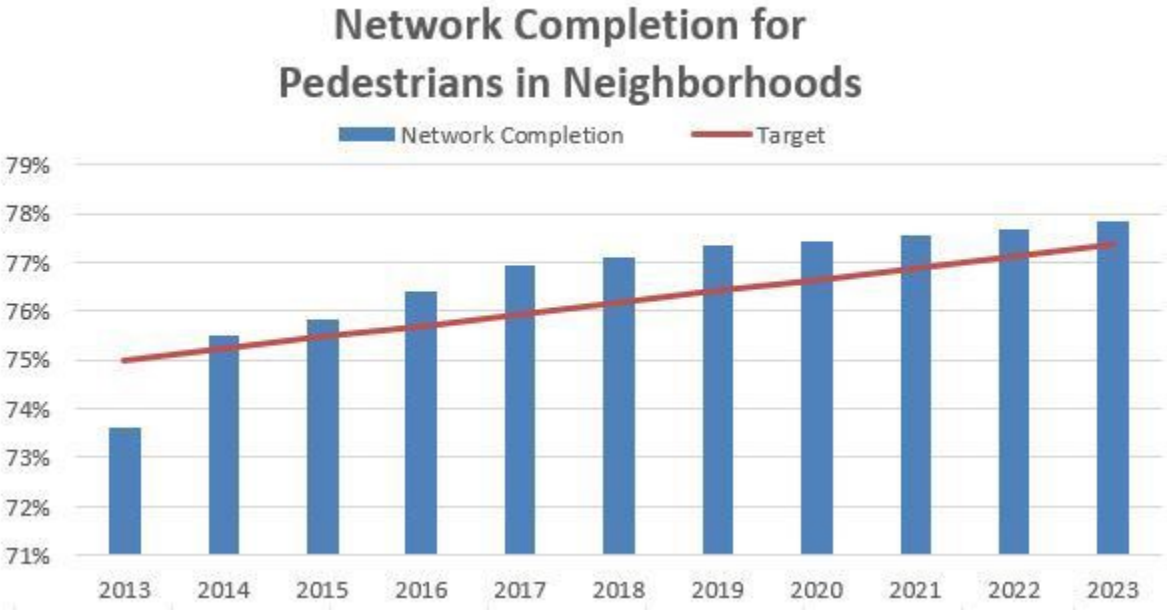
King County Metro Transit and Sound Transit operate public transit service in Redmond. Together they operate 14 bus routes, including five that operate no less frequently than every 15 minutes. Sound Transit serves two light rail stations in Overlake, with service expanding to Downtown and Marymoor Village in 2025. These services put about half of Redmond households within a half-mile of frequent transit.


49% of Redmond households are within a 10-minute walk of frequent transit stops
Frequent Transit Stops
City of Redmond, Washington
Redmond
WASHINGTON
0
0.5
1
Miles
N
Disclaimer: This map is created and maintained by GIS Services Group,Transportation and Information Services, City of Redmond, Washington, for reference purposes only.
The City makes no guarantee as to the accuracy of the features shown on this map.
Transit Routes
Frequent Transit Stops
City Limit
Neighborhood

Redmond's pedestrian system comprises 249 miles of sidewalks and paved trails. Of this, 226 miles are sidewalks. Redmond owns about 5,000 curb ramps on these sidewalks. While ramps were generally ADA compliant when constructed, approximately 80 percent are not compliant with current ADA standards, including locations where there should be a ramp but there is not a ramp.

Redmond's bicycle system comprises 76 miles of bicycle facilities, including bicycle lanes (56 miles), shared lanes (1.6 miles), and shared paths (14.2 miles) that are also counted as part of the pedestrian system.



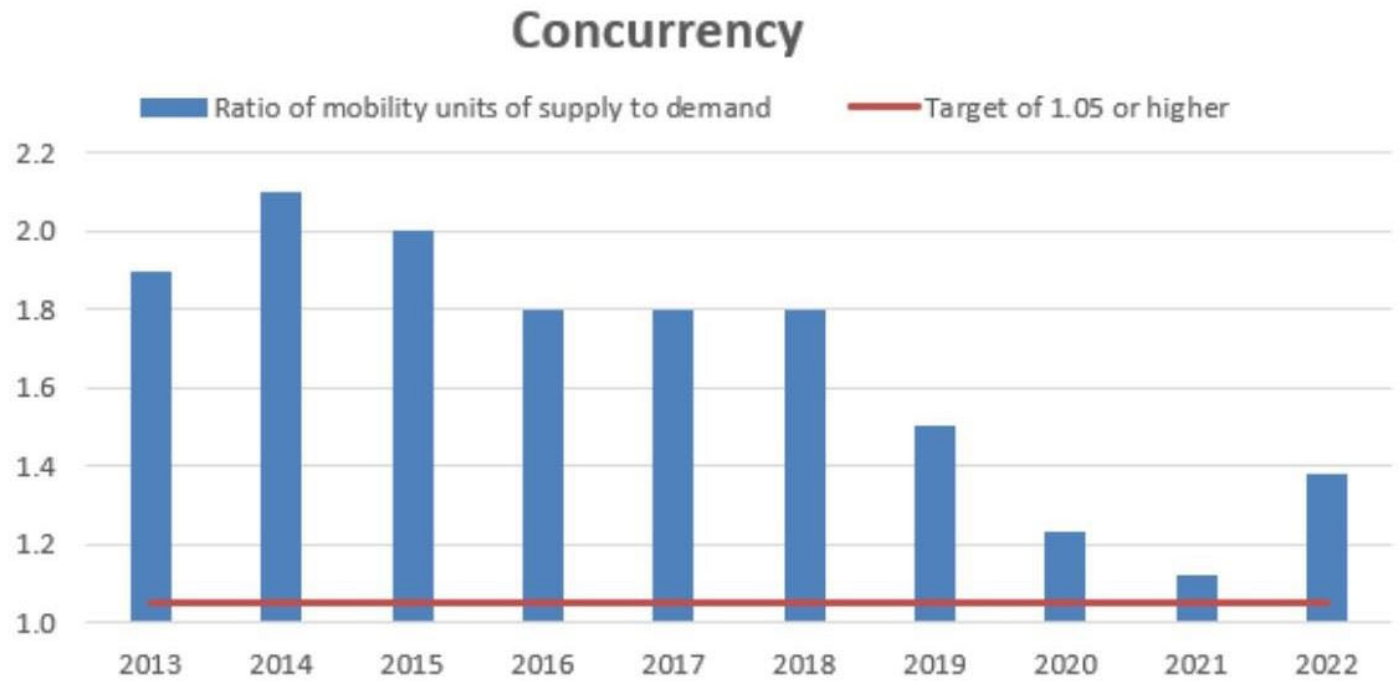


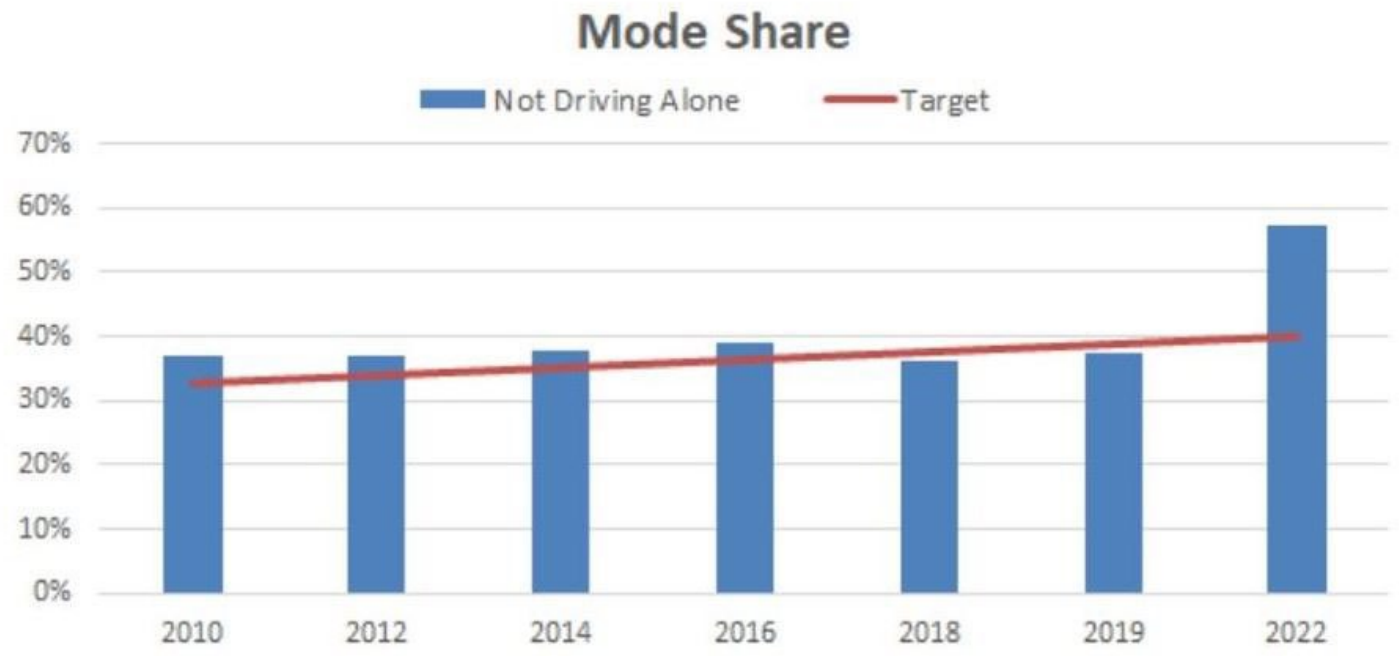
(Pedestrian)

Redmond maintains a 36-mile two-tier freight route system that includes “primary truck streets,” “truck access streets,” and the SR 520 freeway. Primary truck streets accommodate through truck traffic in Redmond. They are arterials that directly connect with regional roadways like SR 520 or that currently have high volumes of trucks and are predicted to have high volumes of trucks in the future. Truck access streets connect the major industrial and commercial area in the Southeast Redmond neighborhood with primary truck streets.

More detail about Redmond’s transportation system can be found in the Transportation Master Plan.

Other Selected Performance Measures





Policies

The policies below describe essential characteristics of Redmond's transportation system. The system must support the land use vision, it must be safe, and it must be flexible as conditions change.

FW-TR-1 Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.

TR-1 Ensure that all components of the transportation system serve to achieve the preferred land use pattern contained in the Land Use Element.

TR-2 Develop a Vision Zero Action Plan that incorporates a whole-City and whole-community approach to achieving zero deaths and serious injuries.

TR-3 Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption.

TR-4 Require consistency with the Parks, Arts, Recreation, Conservation, and Culture (PARCC) Plan and all modal plans in the Transportation Master Plan (TMP) in the review of development applications.

Maintain Transportation Infrastructure

Redmond's transportation infrastructure is aging, highlighting the importance of maintenance and lifecycle planning. The City must proactively assess, plan and budget maintenance and repair needs so that infrastructure can be maintained at or returned to acceptable condition.

In addition to existing facilities, Redmond is also building new types of facilities to achieve its vision, that have new and different maintenance requirements. As new facility types are constructed, the City must plan and account for their maintenance needs and costs so that they can be kept in good repair.

FW-TR-2 Maintain the transportation system in a state of good repair for all users.

- **TR-5** Design and build a transportation system that can be efficiently operated and maintained.
- **TR-6** Identify level-of-service standards for transportation infrastructure and fund maintenance, repair, and replacement costs to meet them. Proactively manage and maintain transportation assets in a way that minimizes lifecycle costs and results in replacement or renovation in advance of need.
- **TR-7** Maximize the safety benefits of transportation system maintenance.
- **TR-8** Design and build a resilient transportation system. Develop and update incident and disaster prevention and recovery strategies and coordinate them with local and regional partners.
- **TR-9** Manage public right-of-way to maintain multimodal mobility while recognizing the need for occasional closures for maintenance, construction or special events. Discourage interruptions to comfortable and convenient walking, bicycling, and transit use.

Improve Travel Choices and Mobility

Transportation systems exist to provide mobility for people, goods, and services. Advancing equity and inclusion, sustainability, and resiliency requires redoubling our efforts to improve mobility for those who get around primarily without a personal vehicle. To that end, this section of the Transportation Element contains policies for the different transportation modes that provide mobility, such as walking, bicycling, and riding transit. It also includes policies for roadways, recognizing that automobiles remain an important way of providing mobility. The policies in this section are implemented through projects and programs that are described in the Transportation Master Plan, as well as through standards and regulations in the Redmond Zoning Code.

FW-TR-3 Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.

Equity in Mobility

VISION 2050 describes an equitable transportation system as one that is effective, affordable, and provides access to opportunity especially for those who do not drive (see box). Those who do not drive are disproportionately people with low incomes, people of color, people with disabilities, and both the young and elderly. Though incorporated in 1912, Redmond was developed mainly as a car-oriented post-World War II suburb, solidifying dependence on private vehicles for most mobility. Thus, advancing equity means investing in travel modes that improve mobility for those who do not drive.

> *An equitable transportation system supports broad mobility and connectivity, prioritizes an effective and affordable public transportation network that supports transit-dependent communities, and provides access to core services and amenities, including employment, education, and health and social services. It includes providing access to transportation choices for all, ensuring that travel times to key destinations are reasonable for all people, and requires assessing how the region can better connect places that have low access to opportunity to places that have more opportunity. (VISION 2050)*

Black, Indigenous, and People of Color have been disproportionately harmed by decisions made about the transportation system. Across the United States, BIPOC neighborhoods have been disproportionately negatively affected by transportation infrastructure siting decisions, such as where interstate highways were built. BIPOC communities are also disproportionately impacted by pollution from transportation activities since those communities were historically

excluded from locating in neighborhoods less affected by such pollution. To advance equity and inclusion, Redmond must especially consider the impacts of transportation decisions on communities who have been disproportionately harmed by past decisions.

TR-10 Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.

TR-11 Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.

TR-12 Implement transportation programs, projects, and services that prevent and mitigate the displacement of communities that have been disproportionately harmed by past transportation siting decisions, as well as those at high risk of displacement.

TR-13 Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.

TR-14 Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

Accessible and Active Transportation

People who cannot or prefer not to drive should have comfortable and efficient transportation choices. Roadway, sidewalks, trails, designated bicycle areas, and other areas of public circulation should be designed to provide the highest level of safety for the protection of human life and to ensure that there are transportation choices for people of all ages and abilities. An integrated, safety-oriented, accessible and active transportation system advances equity and inclusion, sustainability, and resiliency. It increases independent mobility, reduces reliance on single-occupant vehicles, provides convenient access to schools, centers, transit, parks, and other recreation areas, and encourages regular physical activity to enhance health and wellness.

TR-15 Adopt and implement a plan for active and accessible transportation and an ADA Transition Plan as part of the Transportation Master Plan that results in connected neighborhoods with safe, comfortable, and convenient access to opportunity in Redmond and the region.

TR-16 Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.

TR-17 Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

Transit: Organize Around Light Rail

Transit plays a critical key role in providing local and regional mobility. King County Metro and Sound Transit operate public transit service in Redmond. Locally, transit connects homes, jobs, goods, and services in and around Redmond. Regionally, VISION 2050 and the King County Countywide Planning Policies call for channeling growth into regional growth centers and linking of these centers with light rail and other forms of transit. Redmond's Comprehensive Plan designates centers in Downtown, Overlake, and Marymoor Village that warrant investment in light rail transit to provide both local and regional connections.

TR-18 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.

TR-19 Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.

TR-20 Work with transit providers and community members to address:

- Placement of shelters and lighting at bus stops, including accessibility for people using mobility assistance devices; and
- Student access to and from school and school-related activities.

TR-21 Use transit to support equitable, inclusive, sustainable, and resilient transit-oriented communities, especially in Downtown, Overlake, and Marymoor Village.

TR-22 Integrate transit facilities and services and non-motorized infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments. Consider opportunities for public arts and culture amenities in these areas.

Streets

Redmond's streets collectively serve all modes of travel including passenger vehicles, trucks, transit, bicycles, and pedestrians. To accomplish that, the policies below call for classifying streets by function, establishing design standards for streets, and ensuring that Redmond's streets are "complete streets".

Streets also impact the character of a place. Wide streets with fast moving traffic are loud, contain higher levels of pollutants, and are generally inhospitable to people. Narrow streets with slower-moving vehicle traffic and comfortable places to walk and bike contribute to public health, social wellbeing, and the appeal of a place. Implementing finer street grids, especially in Redmond's centers, offers opportunities for individual streets to be built with fewer – or no – vehicle lanes. This is because there are more choices for turning and access.

TR-23 Adopt and implement a street plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region. Require that all streets be complete streets, built to accommodate travel modes as defined in the Transportation Master Plan, and be no wider than necessary.

TR-24 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.

TR-25 Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address modal plans; context-sensitive design; environmental protection; property access; continuity of the street pattern; block size; access management; curb lane use; utilities placement; parking for cars, bicycles, buses, and other vehicles; and the comfort and safety of all users.

TR-26 Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.

TR-27 Maintain a traffic control program based on the fundamentals of education, enforcement and engineering for evaluating and responding to traffic safety and operational 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.

Enhancing Freight and Service Delivery

The movement of goods and services is a critical component of Redmond's transportation system. Southeast Redmond is an Eastside freight hub, where long-haul trucks arrive with goods that are then sent to destinations across the Eastside in smaller vehicles. Meanwhile, small businesses and customers throughout Redmond depend on the reliable movement of goods and services to thrive. Between long-haul arrivals and short-haul deliveries, Redmond's entire street system is used in the movement of goods and services. Between 2017 and 2050, the Puget Sound Regional Council forecasts that freight transported within Washington state will increase by more than 40%, and that imports and exports will grow by more than 50%.

TR-28 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. Consider the needs of freight operators, businesses, residents, and consumers.

TR-29 Monitor freight and service delivery patterns and adjust transportation system operations if warranted.

Transportation Demand Management

Transportation Demand Management (TDM) encompasses the range of actions and strategies that offer alternatives to driving alone. TDM focuses on more effectively using existing and planned transportation capacity, helps accommodate growth consistent with land use objectives, and serves to better meet mobility needs.

TR-30 Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate future growth.

TR-31 Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.

School- and youth-related trips put pressure on the transportation system in specific locations at specific times of day: for example, around schools when they start and end. This is a result of a large share of students being driven to or from school and other activities, causing localized congestion and creating safety hazards for those walking and bicycling. Shifting these kinds of trips to other modes is multifaceted. It involves land use and many aspects of transportation, including pedestrian, bicycle, and transit, which are addressed elsewhere in this element. A special focus is warranted here because the acute issue is too many cars in one place at the same time. This is what TDM strategies are designed to address.

TR-32 Develop TDM strategies specific to school- and youth-based trips with the goals of reducing acute congestion, improving safety and system operations, and shifting trips to other modes.

Parking

Research has demonstrated that actively managing parking supply, such as through time limits and pricing, influences travel behavior and enhances the market for transit and other mobility options. Required minimum parking leads to underused parking lots with negative financial and environmental impacts. Excessive parking is also contrary to goals such as maximizing transit-oriented development opportunities and developing complete neighborhoods.

TR-33 Adopt and implement a parking plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.

TR-34 Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

TR-35 Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

Environmental Sustainability

In 2017, the transportation sector accounted for 26% of the Redmond community's greenhouse gas emissions. This includes emissions from all vehicles when operating in Redmond. Transportation was the second-largest contributor to greenhouse gas emissions after commercial electricity (42%). Vehicles that burn fossil fuels contribute to air pollution by emitting particulates, carbon monoxide, and nitrogen oxides. Nitrogen dioxide reacts with oxygen to produce ozone. These emissions degrade the air and harm human health.

Oil, chemicals, and metals from vehicles pollute surface water. In 2021, 70% of Redmond's streets did not have basic water quality treatment and so pollutants flow into local waterways, harming fish and wildlife. In parts of Downtown and

Southeast Redmond, under which an aquifer supplying about 40% of Redmond's drinking water lies, water from pollution-generating surfaces like streets cannot be infiltrated into the ground because doing so would pollute the groundwater. The more pollution-generating impervious surfaces exist above the aquifer, the less rainfall can be infiltrated into the aquifer. Pedestrian and bicycle paths that drain separate from roadways are considered clean and stormwater from these surfaces can be safely infiltrated.

FW-TR-4 Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles.

TR-36 Implement transportation programs, projects, and services to achieve a 71 percent reduction in greenhouse gas emissions from the transportation sector from 2011 to 2050.

TR-37 Account for fleet electrification and the need for publicly-accessible electric vehicle charging infrastructure in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.

TR-38 Implement transportation programs, projects, and services to meet air quality standards established in state and federal clean air laws, including the Commute Trip Reduction Law (RCW 70.94.521), and requirements of Chapter 173-420 Washington Administrative Code (WAC): "Conformity of Transportation Activities to Air Quality Implementation Plans."

TR-39 Improve surface and groundwater quality by reducing stormwater runoff, minimizing impervious surface area from transportation facilities, providing water quality treatment for transportation facilities, and removing fish barriers.

Regional Transportation

A significant amount of travel that occurs in Redmond is regional in nature. Trips that are made through Redmond have their origin, destination, or both, outside city limits. Working with partners in the region, the City can significantly influence regional travel and the impacts of local travel within Redmond and between Redmond and neighboring communities.

FW-TR-5 Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.

TR-40 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, improving system resiliency, implementing state highway corridor plans, connecting the region to national and world markets, and managing and mitigating cross-jurisdictional impacts of growth.

TR-41 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.

TR-42 Work with WSDOT and other stakeholders to ensure that SR 520 operates efficiently and that future improvements to SR 520:

- Support the operation of city arterials for all modes
- 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 only shoulder lanes and variable speed zones; and
- Avoid new and reduce existing adverse impacts from noise, light, and motor vehicle pollution associated with such projects.

Concurrency and Level of Service

Transportation concurrency and level-of-service (LOS) standards are requirements of the Washington State Growth Management Act (GMA). The City is required to ensure that transportation programs, projects and services needed to serve growth are in place either when growth occurs or within six years. Regulations implementing concurrency and LOS standards are contained in the Redmond Zoning Code. The City's policies on transportation concurrency and level of service seek to promote Redmond's land use and community character goals, expand travel choices, and ensure efficiency and accountability in managing the transportation system.

TR-43 Use a multimodal "Plan-Based" approach for Redmond's transportation concurrency management system that:

- 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 active transportation and transit.

TR-44 Adopt and implement a citywide multimodal 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.

TR-45 Take one or more of the following actions if the City is unable to fund the programs, projects and services identified in the Transportation Facilities Plan portion of the Transportation Master Plan (not in priority order):

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

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

Transportation Revenue

The Transportation Facilities Plan (TFP) is the part of the Transportation Master Plan (TMP) that describes the transportation investments that the City will make between 2022 and 2050 to support growth. The TFP financial program contains details of transportation revenue sources that the City can reasonably expect to receive during the life of the TFP. Revenue sources contained in the financial program vary widely in terms of the amounts available and the types of projects for which they may be used. In most cases, individual transportation projects are funded by a combination of funding sources, reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries.

TR-46 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.

TR-47 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.

TR-48 Ensure that new development contributes its fair share of the cost of transportation facilities, programs and services needed to mitigate growth-related transportation impacts.

Transportation Master Plan

The primary purpose of the transportation system is to support the City's goals, vision and policies and to shape the form of urban development in Redmond. To further that purpose, the Transportation Master Plan (TMP) is a functional plan that implements Transportation Element policies through programs, projects and services.

TR-49 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. Include education and communication as core components of transportation programs, projects, and services.

TR-50 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.

TR-51 Ensure that all transportation planning and investment decisions:

- Support the preferred land use pattern contained in the Land Use Element
- Advance equity and inclusion, sustainability, resiliency, and safety
- Advance the strategies of organizing around light rail, maintaining transportation infrastructure, improving travel choices and mobility, and enhancing freight and service mobility; and
- Leverage funding

TR-52 Establish and report on targets and performance measures to assess progress toward transportation policy objectives, including:

- Traffic safety
- Mode split,
- Infrastructure condition
- Proactive maintenance and operations,
- Carbon emissions,
- TFP project and program delivery,
- Concurrency, and
- Other specific targets and measures identified in the Transportation Master Plan.

Table of Contents for Appendices

Appendix A: Inventory of Transportation Facilities and Services

Appendix B: Multimodal Level-of-Service Standards

Appendix C: Estimated Multimodal Level-of-Service Impacts to State-Owned Facilities

Appendix D: Multimodal Travel Demand Forecast

Appendix E: Impacts to Neighboring Jurisdictions

Appendix F: Demand Management Strategies

Appendix G: Transportation Facilities Plan with Financing Plan (System Needs)

Appendix H: Active Transportation Networks

Natural Environment Element

Vision Statement

Redmond in 2050 has maintained and enhanced its natural environment as it has developed into a more urban community. The City has protected and stewarded its critical habitats and ensures, through strategic programing and projects, that community members have walkable access to urban green and blue spaces that improve quality of life.

The city is framed within a beautiful natural setting, with parks, natural areas, and an abundance of trees continuing to define Redmond's physical appearance, including forested hillsides that flank the Sammamish Valley, Lake Sammamish, and Bear Creek.

A system of interconnected green spaces and urban forests provides habitat for a variety of wildlife. The community prides itself on its environmental stewardship, including an emphasis on sustainable land use and development patterns, landscaping that requires little watering, and other techniques to protect and conserve the natural environment, while flourishing as a successful urban community. People continue to enjoy Lake Sammamish and the Sammamish River for boating, swimming, and other types of recreation. Bear and Evans Creeks provide regionally significant habitat for wild salmon spawning and rearing. Other streams have also been restored and enhanced. Through many cooperative efforts, such as through watershed management planning, improved water quality is demonstrated annually in a productive aquatic ecosystem. The rich cultural and ecological heritage of the area, significant to local tribal communities, is recognized, and the City works with tribes to incorporate indigenous knowledge into its planning processes.

Other efforts have also increased the health and safety of the community, through increased air and water quality, reductions in noise and light pollution, limiting development in hazardous areas such as floodplains and steep slopes, and reducing the risk of wildfires.

Comprehensive Plan requirements:

A Natural Environment element is not a requirement under the Growth Management Act. It does require that the Land Use element provide for protection of the quality and quantity of groundwater used for public water supplies and shall review drainage, flooding, and stormwater runoff in the area and nearby jurisdictions, and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

Policies supporting this requirement are included in the Natural Environment element.

Additionally, policies supporting the Shoreline Master Program are found in the Natural Environment element.

Combined with other city programs and operations, the City is also resilient to the impacts of climate change.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity and inclusion, resiliency, sustainability.

Equity and Inclusion	Resiliency	Sustainability
• FW-NE-1, • FW-NE-3, • NE-2, NE-4, • NE-7, NE-8, • NE-17, NE-56, • NE-70, NE-89	• NE-1, NE-11, • NE-22, NE-23, • NE-27, NE-32, • NE-39, NE-45, • NE-56,NE-60, • NE-63, NE-78	• FW-NE-1, • FW-NE-3, • NE-3, NE-5, • NE-7, NE-8, • NE-72, NE-79, • NE-90, NE-98

Existing Conditions

Background

The Natural Environment Element implements the vision of Redmond as a city enriched with valued natural features that enhance the quality of life for the community and support the Redmond 2050 vision of equity and inclusion, sustainability, and resilience. This element provides policies to maintain key natural processes and functions that provide the natural physical foundation for the community while acknowledging the need to accommodate growth.

Local tribal communities were and continue to be, stewards of the land and work to maintain a harmonious relationship with the land and waters of the Salish Sea basin. Continuing that legacy and relationship, it is important to be responsible stewards of natural resources so that future generations enjoy and benefit from them as we do today. It is equally important to recognize that resources exist for the benefit of not only humans, but also for other living creatures and plants as well. The "green infrastructure" of the city provides the backbone on which physical development occurs.

Key strategies to maintaining the city's environmental assets are summarized below:

- Work actively to address informational gaps in the environmental network;

- Use a science-based approach to ensure no net loss of critical areas' significant ecological functions;
- Incorporate Indigenous Knowledge into environmental stewardship;
- Maintain and strive to enhance a healthy natural ecosystem;
- Monitor and report on the effectiveness of Redmond's environmental protection programs, policies, and regulations;
- Foster a high quality of life by retaining trees, promoting clean air, ensuring high water quality, and limiting noise and light pollution.
- Strive towards becoming an equitable, resilient, and sustainable community; and
- Promote the economic vitality of the community.

Future needs

The City's vision, policies, plans, codes, and regulations will continue to be implemented, and updated as needed, to ensure that the City's continued growth and development supports and enhances the natural environment.

Policies

The policies identified in the following sections provide the framework for the city to fulfill its natural environment vision and needs while improving the quality of life in the natural and built environment.

Policy Table of Contents

A. Environmental Stewardship
B. Environmentally Critical Areas

Enhancing Redmond's Quality of Life

C. Tree Preservation and Canopy Enhancement
D. Air Quality
E. Noise
F. Light Pollution

A. Environmental Stewardship

FW-NE-1 Emphasize Redmond's role as an environmental steward by conducting City business in a manner that:

- Increases community understanding of the natural environment through education and involvement programs to promote active participation in addressing environmental challenges and solutions;
- Promotes sustainable land use patterns and low-impact development practices;
- Leads by example in the conservation of natural resources, such as energy, water, and habitat; and
- Avoids adverse environmental impacts.

The environmental stewardship policies address the need to consider the long-range implications of City policies on the environment, to conduct City operations in a manner that protects the environment, provide education on how the City, its businesses, and community members can improve the quality of the environment through conservation and sustainable practices, while also ensuring equitable access to a clean, healthy, and safe natural environment.

NE-1 Incorporate a whole-system approach into policy, regulatory, and service decisions, recognizing the interrelationships among people, nature, and the economy. Consider broader implications and look for ways to accomplish multiple goals.

NE-2 Maintain and strengthen efforts to improve air quality, water quality, soil quality, and ecosystem function to ensure the health and well-being of people, animals, and natural systems.

NE- 3 Encourage the judicious use of renewable natural resources and conserve nonrenewable resources to protect and sustain the natural environment.

- Adopt these principles in municipal service provision.
- Promote sustainable consumption strategies and zero waste of resources.

NE- 4 Promote and lead education and involvement programs to raise public understanding of environmental issues and encourage environmental stewardship.

NE- 5 Support sustainable development and strive towards becoming a sustainable community. For example, advance construction practices that minimize natural resource use, reduce waste, advance net zero energy, and leverage low impact development strategies.

NE-6 Encourage projects that utilize alternative technologies, engineering, and designs that emphasize low-impact development strategies through incentives and flexibility in meeting regulatory requirements.

NE-7 Collaborate with public, tribal, non-profit, and private sector organizations to advance sustainability and conservation goals to protect and enhance the environment.

NE- 8 Ensure that the planning and implementation of environmental sustainability and hazard mitigation projects are equitable and do not disproportionally impact vulnerable populations.

B. Environmentally Critical Areas

FW-NE -2 Protect, enhance, and restore habitat and natural ecosystems, including shorelines, to functional levels that provide resilience and adaptability, reduce impacts from natural hazards, and support biological imperatives for clean water and air.

The environmentally critical areas policies provide for the protection of designated critical areas identified in the Growth Management Act. This includes Fish and Wildlife Habitat Conservation Areas, Wetlands, Frequently Flooded Areas, Critical Aquifer Recharge Areas, and Geologically Hazardous Areas. The policies in this section are also adopted as part of the Shoreline Master Program (SMP).

Environmentally critical areas are important contributors to Redmond's high quality of life. Some critical areas are protected to preserve and maintain their ecological functions and values, and the quality of life and livability for humans. Others that present public health and safety hazards are protected to prevent loss of property and human life caused by inappropriate development in these areas.

Science plays a central role in delineating critical areas, identifying functions and values, and identifying protection strategies. The State's Best Available Science (BAS) rule requires the integration of science into the establishment and update of critical areas regulations.

NE-9 Use Best Available Science to preserve and enhance the functions and values of critical areas through policies, regulations, programs, and incentives. Periodically update through adaptive management to reflect scientific advances and changes in local circumstances.

NE-10 Use the precautionary principle when there is an absence of, or incomplete, valid scientific information accompanying a development application. Use rigorous analysis to appropriately limit development and land use activities until the uncertainty is sufficiently resolved.

NE-11 Conserve and protect environmentally critical areas from loss or degradation. Maintain these areas in native growth protection tracts.

NE-12 Allow modification of critical areas when it is scientifically documented they have relatively low ecological value, and the functions and values will be fully replaced and provide an ecological lift. Avoid land uses and developments that are incompatible with environmentally critical areas.

NE-13 Avoid the creation of new parcels with building sites entirely within wetlands, streams, steep slopes, frequently flooded areas, and their associated buffers. Configure future parcels to have a building site outside of these areas.

NE-14 Encourage use of creative and appropriate site design and housing types to balance environmental protection and achievable density.

NE-15 Require buffers adjacent to critical areas to protect the ecological functions integral to healthy critical areas ecosystems and/or avoid risk to human life and safety.

NE-16 Require a building setback from critical areas buffers to protect the critical area buffer from temporal loss during project construction and to provide useable yard areas for both residential and commercial developments.

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

NE-17 Ensure critical area regulations provide reasonable economic use for all property within Redmond when taking into account the entire property.

While local variations need to be accommodated, consistency between King County jurisdictions can help community members and the development community work more efficiently with critical areas regulations.

NE-18 Work cooperatively with other jurisdictions in King County to develop and implement critical area regulations, designations, and education programs that meet the goals of the Redmond community and provide for optimal consistency among jurisdictions.

Geologically Hazardous Areas

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

NE-19 Avoid or minimize potential impacts to life and property from geologic hazards such that the site is rendered as safe as one not containing such hazard. Support this using geotechnical studies and analysis that reflect sound engineering principles.

NE-20 Strictly limit disturbance in Landslide Hazard Areas.

NE-21 Manage development in Geologically Hazardous Areas using Best Management Practices (BMPs) to promote soil stability, maximize tree retention, follow natural

drainage patterns, minimize erosion, and avoid potential landslides during construction and use.

NE-22 Require site-specific seismic hazard preparedness studies for essential public facilities and utility services.

Critical Aquifer Recharge Areas

Critical Aquifer Recharge Areas (CARAs) are areas with a critical recharging effect on aquifers used for potable water. Redmond's CARA is highly susceptible and vulnerable to contamination from surface activities due to the shallow depth to groundwater.

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

The risk of groundwater contamination depends on two main sets of conditions. One set of conditions relates to the ground itself and how easy it is for water to pass through to groundwater. This is what is meant by hydrologic susceptibility. The other set of conditions relate to how likely it is for potential contaminants to reach groundwater. This is known as contaminant loading potential or source loading. Vulnerability is the combined effect of these two conditions.

NE-23 Protect the quality of groundwater used for public water supplies to ensure adequate sources of potable water for Redmond and the region. Ensure that the level of protection provided corresponds with the potential for contaminating the municipal water supply aquifer.

NE-24 Ensure degradation of groundwater quality does not occur. Prohibit the infiltration of runoff from pollution generating surfaces in areas having stormwater management options in addition to infiltration. Prohibit infiltration into contaminated soil in all areas.

NE-25 Prohibit discharge of wastewater and potentially contaminated stormwater to groundwater. Prohibit reclaimed water and greywater from infiltrating in the critical aquifer recharge area to preserve drinking water quality.

For water to be pumped on a sustainable basis, new water must enter the aquifer. The best available data indicates the aquifer is recharged by rainwater infiltrating into the ground through permeable soils and by recharge from rivers, streams and lakes. Wetlands and natural areawide landscape depressions with standing water likely aid in groundwater infiltration by

slowing runoff and allowing it to seep into the ground when located in suitable areas. Impervious surfaces and wetland fill associated with development decreases aquifer recharge.

NE-26 Retain aquifer recharge capacity by requiring infiltration of clean runoff citywide to recharge the drinking water aquifer where feasible and limiting the impacts of temporary construction dewatering on groundwater quantity.

In urbanized areas, maintaining open space, areas of natural vegetation, and wetlands also can help recharge aquifers. By siting these areas on lands with the highest potential for groundwater recharge, they can provide both aesthetic and recreational functions and groundwater recharge.

NE-27 Encourage retention of open spaces, tree protection areas, and other areas of protected native vegetation with a high potential for groundwater recharge.

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

NE-28 Clean up contaminated sites within critical aquifer recharge areas that may affect Redmond's groundwater supplies to such a standard that the sites will not present a risk to drinking water supplies.

NE-29 Encourage cleanup of contaminated sites outside of critical aquifer recharge areas. To encourage such cleanups, ensure regulations and standards are performance based, do not duplicate state and federal requirements, and provide for expeditious approval where local review is required.

Frequently Flooded Areas

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

The Federal Emergency Management Agency (FEMA) delineates flood hazards along major river and stream corridors, such as the Sammamish River, Bear Creek, and Evans Creek, to

identify areas at risk from floodwater. This information is used for both floodplain management and insurance rating.

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

As an environmental asset, floodplains provide critical functions for fish species. They provide important areas of riparian habitat, habitat formation, connectivity to wetlands, store and convey stormwater and floodwater, and recharge groundwater.

NE-30 Employ no net impact floodplain management to avoid impacts to both upstream and downstream properties.

NE-31 Achieve no net loss of the structure, value, and functions of natural systems constituting Frequently Flooded Areas.

NE-32 Regulate development in the 100-year floodplain to avoid substantial risk and damage to public and private property and loss of life. Ensure these regulations, as a minimum, comply with state and federal requirements for floodplain regulations.

NE-33 Locate public facilities outside of the 100-year floodplain unless needed to serve development within areas characterized by urban development or because efficiencies from locating near existing public facilities already within the 100-year floodplain would clearly outweigh the risk of damage to the facility.

NE-34 Cooperate with flood hazard reduction planning carried out by King County and update policies and development regulations to incorporate appropriate recommendations from these studies.

NE-35 Require compensatory floodplain storage for all projects constructed within the 100-year floodplain.

As a watershed develops the amount of impervious surfaces increase, increasing runoff and consequently flood depths. One way of anticipating and responding to these changes as well as impacts from climate change, is to identify the future-conditions floodplain. The future-conditions floodplain is the area that will be inundated by a 100-year flood when the watershed is fully developed. FEMA flood hazard maps are based on current and historic conditions, not build-out. Additional work is needed to identify the future-conditions floodplain.

NE-36 Include flood flow estimates anticipating climate change and representing build-out conditions into the City's floodplain regulations as it becomes available.

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

NE-37 Mimic natural systems by limiting impervious surfaces and increasing infiltration where appropriate.

NE-38 Explore new methods to limit effective impervious surface to protect environmental resources such as streams and allow for groundwater recharge, allow for efficient land use, reduce potential for flooding, and accommodate the level of development intensity planned for the area.

Wetlands

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

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

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

NE-39 Preserve wetlands to achieve no net loss of functions and values. Strive to maintain wetlands acreage over the long term.

NE-40 Use federal mitigation sequencing guidelines when reviewing projects impacting wetlands. This involves, in the following order:

- Avoiding the impact altogether by not taking a certain action or parts of actions;

- Minimizing the impact by limiting the degree or magnitude of the action and its implementation;
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- Compensating for the impact by replacing or providing substitute resources or environments.

NE-41 Ensure the amount of mitigation required reflects the values and functions of wetlands affected by development, the temporal loss of these functions and values, the risk that the mitigation may fail, the spatial locations of the mitigation, and the difficulty of replacing many wetlands functions and values. For these reasons, require in general a significantly larger area of mitigation than the area of wetlands impacted.

NE-42 Pursue opportunities to enhance and restore degraded wetlands.

NE-43 Support the use of mitigation banks located in the City for capital improvement projects that are linear, such as road and utility projects.

Water Quality and Basin Planning

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

Redmond is located in Water Resources Inventory Area (WRIA) 8, which represents the salmon recovery planning area of the Lake Washington/Cedar/Sammamish watershed. Chinook salmon are listed as threatened under the Endangered Species Act (ESA). In WRIA 8, residents, scientists, businesses, environmentalists, and governments are cooperating on protection and restoration projects and on developing a science-based plan to conserve salmon today and for future generations. Funding for the salmon conservation plan is provided by the 29 local governments, including Redmond, in the watershed.

NE-44 Maintain surface water quality necessary to support the protection of native fish and wildlife meeting state and federal standards over the long term.

NE-45 Restore, protect, and support the biological health and diversity of Water Resource Inventory Area (WRIA) 8 within the city and those natural systems that underpin watershed health and hydrological integrity.

NE-46 Control the flow of nutrients (especially phosphorus), heavy metals, and other emerging pollutants (such as 6PPD-quinone) into streams, rivers, Lake Sammamish and

other area lakes, and natural wetlands. Require treatment measures where development results in discharges to surface or groundwaters.

The City uses watershed management planning to address water impairments and reduce impacts to water resources caused by urbanization, as supported by the Washington State Department of Ecology (DOE) and the U.S. Environmental Protection Agency (EPA).

NE-47 Cooperate regionally with state agencies in developing and implementing watershed management plans, water quality management plans, and monitoring programs.

NE-48 Complete and maintain watershed management plans for all areas in the city. Address water quality, habitat, stormwater runoff, and flooding issues. Review each plan for effectiveness at least once each five years.

NE-49 Use recommendations of watershed management plans to inform Comprehensive Plan policies, development regulations, and capital facility plans.

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

NE-50 Protect, enhance, and restore rivers, streams and lakes, including riparian and shoreline habitat, to protect water quality, reduce public costs, protect fish and wildlife habitat, and prevent environmental degradation. Protect both perennial and intermittent streams to preserve natural hydraulic and ecological functions, fish and wildlife habitat, recreational resources, and aesthetics.

NE-51 Maintain natural hydrological functions within the city's ecosystems and watersheds and encourage their restoration to a more natural state.

NE-52 Protect and restore the near shore habitat of Lake Sammamish to encourage green shorelines by avoiding bulkheads within the 100-year floodplain elevation.

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

NE-53 Avoid development impacts to riparian corridors.

- Protect riparian vegetation within stream buffers to maintain ecological functions.
- Enhance and rehabilitate these areas if they are impacted by development and encourage this when development takes place on adjacent uplands.

- Establish stream buffers to protect riparian ecological functions that contribute to healthy stream systems.

Channelization and urbanization have impacted the Sammamish River and city streams. Restoring rivers and streams to their original conditions can improve fish and wildlife habitat, environmental functions, recreational uses and aesthetics, and reduce flood damage.

NE-54 Reroute Evans Creek from its current degraded position in a highly industrialized setting to an area to the north that allows for improved conditions, floodplain and wetland connectivity, and ample buffer widths.

NE-55 Encourage improvements such as removal of fish barriers when abutting properties are developed.

Public education is an important component in efforts to protect surface and groundwater. Individual choices can either protect or adversely impact surface water and groundwater. Education can help residents and businesses choose options that meet their needs and desires while protecting surface and groundwater quality.

NE-56 Support public education to protect and improve surface and groundwater resources by:

- Increasing the public's awareness of potential impacts on water bodies and water quality and what they can do to help and get involved in their community;
- Encouraging the use of safer, less toxic lawn, gardening and farming practices, including environmentally appropriate fertilizers, chemicals, and natural yard care;
- Encouraging proper use, recycling, and disposal of chemicals;
- Educating businesses on surface and groundwater protection Best Management Practices in cooperation with other government agencies and other organizations; and
- Educating the public and businesses on identifying and using less toxic chemicals and eliminating or reducing pollution generating practices and activities.

Natural drainage courses can function to lessen flood damages. Properly functioning natural streams and drainage ways include pools and overflow areas that slow stormwater runoff. Retaining natural drainage courses also helps to accommodate stormwater flows from upstream properties.

NE-57 Avoid alteration of riparian stream corridors to the maximum extent possible.

- Whenever possible, avoid reduction in the capacity of natural drainage courses and minimize enclosures of natural drainage ways.

- Discourage stream relocation except for City-approved relocation to provide improved ecological lift due to current development encroachment and poor existing ecological lift.
- Replace and enhance the flood control and habitat values of drainage courses when relocation or alteration is necessary for public benefit.
- Require enhancement when alteration of a stream to increase the usability of a site is permitted.

NE-58 Use bridges as the preferred method of crossing a watercourse that has habitat suitable for fish use or may be rehabilitated for fish use in the future. Design these bridges to allow small animal migration. Consider allowing fish passable culverts that provide stream beds similar to natural channels where there is no loss of habitat and the cost of a bridge does not justify its benefits to fish passage, flood control, wildlife passage or other resources.

NE-59 Prohibit creation of fish barriers and remove existing fish barriers.

NE-60 Stabilize stream banks and shorelines, as necessary, by bioengineering techniques except where infeasible.

NE-61 Daylight natural drainage channels that have been placed within culverts and have had their capacity or habitat value reduced as development or redevelopment occurs. Allow retention of existing culverts for stream crossings where they do not result in a fish barrier in streams that contain or have the potential to contain fish habitat.

Fish and Wildlife Habitat

The Growth Management Act defines Fish and Wildlife Habitat Conservation Areas. These lands primarily include areas with which endangered, threatened, sensitive, candidate, and priority species have a primary association. They also include aquatic areas and lands critical for habitat connectivity.

Fish and wildlife enhance the quality of life in a community. Salmon and steelhead are enduring symbols of the Northwest. Birds are valued for their songs and appearance. Other wildlife is attractive and helps maintain the valued character of the area. Wildlife diversity is often an indicator of environmental health.

Native American tribes in the region retain strong spiritual and cultural ties to aquatic species based on thousands of years of use for tribal religious/cultural ceremonies, subsistence, and commerce. In particular, these species include salmon and steelhead.

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

NE-62 Maintain a rich ecosystem supporting a variety of wildlife, as well as opportunities for education and appreciation of native habitats.

NE-63 Preserve and restore regional biodiversity with a focus on promoting native species and preventing and eliminating invasive species.

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

Core Preservation Areas form the backbone of the habitat areas within the city. These areas are already protected through other regulatory mechanisms.

Quality Habitat Areas provide significant wildlife value by virtue of their characteristics.

NE-64 Protect, restore, and enhance Core Preservation Areas within the city.

NE-65 Pursue opportunities to preserve Quality Habitat Areas and ensure all development, parks, and recreation areas minimize impacts to, and retain the character of, these areas.

Species protection is identified and accomplished during a site-specific study. Development is regulated through a series of management recommendations as established by state and federal agencies.

NE-66 Protect natural resources having a primary association with Species of Concern, Priority Species, and Species of Local Importance.

NE-67 Modify City plans, programs, and policies, such as public projects, private development standards, maintenance standards, and utility practices, to be consistent with Endangered Species Act (ESA) policies and requirements.

NE-68 Give special consideration to conservation and protection measures to preserve and enhance anadromous fisheries.

Habitat fragmentation occurs when wildlife habitats become separated from each other due to urbanization. In part, this is a natural consequence of the development of urban areas Where sections of critical habitat are linked, populations can move between the habitat areas.

NE-69 Minimize habitat fragmentation caused by public and private development by linking wildlife habitats via corridors.

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

NE-70 Coordinate land use planning and management of fish and wildlife resources with other local governments within the region, affected state and federal agencies, and affected tribal communities.

Monitoring and managing urban wildlife habitats are critical to maintaining their integrity against numerous outside influences and managed landscapes surrounding them. A management strategy is needed for the maintenance of wildlife habitat.

NE-71 Develop a wildlife habitat management strategy and well-defined goals to monitor and maintain wildlife habitat, with mechanisms for City and volunteer support.

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

NE-72 Encourage conservation and sustainability throughout the city by minimizing impacts to wildlife and water quality through practices, such as limiting the use of toxic pesticides and fertilizers, incorporating alternative pest management methods, and providing public education about such practices.

Noxious weeds are a problem because they replace native plant species and provide little to no value in terms of forage, cover, or nest sites for the wildlife community. These weeds spread quickly from one area to another and already adversely affect most native habitats.

NE-73 Use native or Northwest adaptive vegetation on City capital projects, preventing the continued spread of invasive and noxious weeds to habitat areas through implementation of Integrated Pest Management practices.

NE-74 Use a majority of native or Northwest adaptive vegetation that is supportive of wildlife for new developments, including City capital projects, adjacent to wildlife habitats.

NE-75 Ensure management of noxious weeds and invasive species are an integral part of landscape plans for new development. Work with King County and Washington State to target the management of noxious weeds.

Non-regulatory measures are a key component of a comprehensive wildlife habitat management strategy. Additionally, education is integral to fostering an appreciation for wildlife habitat management. City certification as a Community Wildlife Habitat involves the entire community. This designation may include certified backyard sites, certified school sites, a public demonstration garden, participation by the business community, and related projects, such as wildlife surveys, sensitive areas mapping, and creation of wildlife corridors.

NE-76 Support urban wildlife habitat management through education, City actions, and demonstration projects.

NE-77 Employ wildlife habitat-friendly practices in designing and maintaining city parks.

Enhancing Redmond's Quality of Life

The following sections contain additional policies that the City will utilize to enhance its quality of life through an improved natural and built environment, including an increased tree canopy, as well as reduced impacts and nuisances from air, noise, and light pollution. These policies, when implemented, provide added benefits from better stormwater management, improved water quality, and reduced risks from wildfire.

FW-NE-3 - Enhance Redmond's quality of life through tree preservation, improved air quality, and reduced impacts from noise and light pollution.

C. Tree Preservation and Canopy Enhancement

The tree preservation and canopy enhancement policies address the value of protecting trees and enhancing the placement of trees within the city. A healthy tree canopy supports stormwater management and provides water quality improvements in receiving waters, as well as helps resists the spread of wildfire during drier months. In addition, the preservation of trees is important for the cultural and ecological heritage of the region. Culturally Modified Trees, or CMTs, are trees that were modified in some way by past or current Indigenous People. CMTs are cultural resources and are non-renewable. The City will work with local tribal communities to identify and preserve CMTs.

The City maintains and regularly updates a Tree Canopy Strategic Plan to implement the policies found in this section.

NE-78 Enhance green space, tree canopy, habitat quality, and natural drainage systems.

NE-79 Increase Redmond's tree canopy to 40% of city's land area by 2050.

NE-80 Maximize tree retention and a treed appearance when development occurs through the following:

- Require the retention of viable tree clusters, forested slopes, treed gullies, and specimen trees that are of species that are long-lived, not dangerous, well-shaped to shield wind, and located so that they can survive within a development without other nearby trees.
- Design and construct developments to retain trees.
- Identify and protect trees during land divisions and site development.
- Allow some tree removal in Centers when required to allow development of climate-friendly higher-density and transit-oriented development.
- Allow removal of nonsignificant trees to provide for project construction.
- Plant replacement trees on appropriate areas of the site or off-site locations to replace significant trees removed during construction.
- Encourage appropriate tree pruning, avoiding topping.
- Identify possible Culturally Modified Trees (CMTs) and take appropriate action to protect them in consultation with tribal communities.

NE-81 Design and construct City capital projects to maximize tree canopy by:

- Identifying and protecting trees during site development.
- Allowing removal and replacement of trees that are impacting critical infrastructure.
- Planting replacement trees on appropriate areas of the site or off-site locations to replace significant trees removed during construction.
- Encouraging appropriate tree pruning, avoiding topping.

Trees for water quality improvement

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

NE-82 Preserve trees within streams, wetlands, and their associated buffers, including building setbacks from said streams, wetlands, and associated buffers.

NE-83 Plant suitable native and Northwest adaptive trees and vegetation within degraded stream, wetlands, and lake buffers. Encourage planting suitable native and Northwest adaptive trees and vegetation within steep slopes.

Street Trees

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

NE-84 Require street trees along all arterial streets and along local streets designated in neighborhood policies. Select, place, and install street trees to maximize tree life, provide shade to sidewalk users, and reduce safety hazards.

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

NE-85 Provide resources and incentives to residents and property owners that encourage them to plant trees on their properties.

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

NE-86 Maintain and enhance a street tree maintenance program on arterial streets and City-owned trees.

NE-87 Establish private maintenance provisions for trees that will be retained within developments.

D. Air Quality

Clean outdoor air quality supports human health and well-being, together with the health of the natural environment. Clean air helps to keep the mountains, Lake Sammamish,

Sammamish River, and other areas visible from many areas in Redmond. These are views that the community values. Continued federal funding for transportation improvements is dependent on complying with federal air quality standards. While other agencies regulate air quality, Redmond and other cities have an important role to play in maintaining high air quality. This includes transportation planning to reduce emissions and land use planning to internalize trips and reduce emissions.

More recently, smoke from wildfires has been the primary contributor to degraded air quality in Redmond, especially during the summer. Redmond maintains policies in its Climate Resilience and Sustainability Element to help mitigate the negative impacts of wildfire smoke. The City also maintains regulations to reduce the impacts of wildfire and smoke, and has programs and initiatives to support those most vulnerable to wildfire-related smoke.

NE-88 Promote compliance with federal and state air pollution control laws and improvements to regional air quality in collaboration with the Puget Sound Clean Air Agency.

NE-89 Achieve criteria air pollutant reductions in both municipal operations and the community at large, with attention given to social equity.

NE-90 Maintain high air quality through land use and transportation planning and management.

NE-91 Reduce airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other innovative methods.

E. Noise

Noise is a pollutant that can have significant negative impacts on human health. Excessive noise also makes neighborhoods less desirable places to live and can contribute to deterioration of those areas. The Washington State Department of Ecology has adopted noise standards, but does not enforce them; therefore, the City should continue to enforce noise regulations.

In addition to the policies identified here, other City goals and policies will contribute to the reduction of excessive noise, such as reduced reliance on personal vehicles as well as the electrification of trucks, machinery, and tools such as leaf blowers.

NE-92 Maintain noise regulations to limit noise to levels that protect the public health and that allow residential, commercial and manufacturing areas to be used for their intended purposes. Provide flexibility in the regulations to allow construction at night when

necessary to protect worker safety and minimize service disruptions, while maintaining the tranquility of the city.

NE-93 Provide noise reduction and mitigation measures to reduce the noise and visual impacts of freeways and arterials on residential areas. Ensure the Washington State Department of Transportation provides appropriate levels of noise suppression when expanding or improving state highways.

NE-94 Require buffering or other noise reduction and mitigation measures to reduce noise impacts from Manufacturing Park, Business Park, and Industrial zones on residential areas.

F. Light Pollution

Light Pollution policies address the protection of the community from excessive glare and promote the concept of "dark skies." Glare is strong, steady light that shines away from the area that is meant to be illuminated. Glare interferes with views and, in extreme cases, may interfere with the normal use of nearby properties. Inappropriate overhead lighting along the city's river and streams can interfere with the rearing, migration and spawning activities of salmon and trout. Night lighting is an important safety feature and should be allowed, but lighting should be designed and directed to minimize glare.

NE- 95 Minimize and manage ambient light levels to protect the integrity of ecological systems and public health without compromising public safety and cultural expression.

NE-96 Design and construct night lighting to minimize excessive glare and to avoid spillover onto nearby properties.

NE-97 Encourage the use of low-intensity lights that are located and shielded to prevent light from reaching the water surface of Lake Sammamish or the city's various streams. Encourage the use of pedestrian level or shaded lighting when providing lighting along trails and walkways in natural areas.

The "dark skies" policy seeks to reduce glare and maintain views of stars and planets. Redmond recognizes that night lighting is needed, but seeks to minimize artificial light spillage into the sky.

NE-98 Encourage dark night skies in Redmond's residential neighborhoods, in the Sammamish Valley, in the Bear Creek Valley, and over Lake Sammamish through development regulations, design standards, and development review.

Climate Resilience and Sustainability Element

Vision Statement

In 2050 Redmond will be a place where all community members and the environment can thrive, are resilient to the impacts of climate change, and City operations and the community have achieved carbon neutrality.

Redmond will be known as a community that develops sustainability programs with equity at the core; prioritizing the needs of community members most vulnerable to climate change, and those with disproportionate exposure to environmental injustice. By doing so, Redmond produces climate solutions that meet the needs of everyone in the community and it has dismantled disparities that were once common.

Redmond will be powered by clean, renewable electricity. Solar panels will provide clean distributed energy for community members and heat pumps will be in every home, providing sustainable heating and cooling for all.

Redmond will be a healthy and vibrant community with walkable neighborhoods, an integrated and electrified transportation system, and bikes and mobility devices serving all community members. Any cars on the road will be quiet and clean zero emissions vehicles, powered by renewable electricity from the grid.

Redmond will be a city leading by example, demonstrating climate and environmental solutions within City operations to showcase the benefits and lessons learned from early and meaningful action.

Comprehensive Plan requirements:

RCW 36.70A.070 (9) requires a climate change and resiliency element that is designed to result in reductions in overall greenhouse gas emissions and that must enhance resiliency to and avoid the adverse impacts of climate change.

Requirements include:

A greenhouse gas emissions reduction sub-element that:

(A) Results in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state;

(B) Results in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state; and

(C) Prioritizes reductions that benefit overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice.

A resiliency sub-element that

(A) Identifies, protects, and enhances natural areas to foster resiliency to climate impacts, as well as areas of vital habitat for safe passage and species migration;

(B) Identifies, protects, and enhances community resiliency to climate change impacts, including social, economic, and built environment factors, that support adaptation to climate impacts consistent with environment justice.

(C) Address natural hazards created or aggravated by climate change, including sea level rise, landslides, **flooding, drought, heat, smoke, wildfire**, and other effects of changes to temperature and precipitation patterns.

This work will be done in close partnership with the community, non-profit organizations, other jurisdictions, businesses, and partners. Redmond will be known as a collaborator and innovator.

The solutions to meet our environmental and sustainability goals are here, and Redmond is taking rapid action to reduce emissions to net zero, increase resiliency, expand tree canopy and habitat, and support community members at risk for environmental and climate change impacts. Together, our efforts help create a healthy and thriving environment for all generations.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity and inclusion, resiliency, sustainability.

Equity and Inclusion	Resiliency	Sustainability
• FW-CR-1 • CR-2 • CR-3 • CR-6 • CR-7 • CR-9 • CR-13	• Section B - Resilience Sub-element	•CR-4 •CR-5 •CR-8 •CR-10 •Section C - Greenhouse Gas Reduction Sub-element

Existing Conditions

Background

Preserving and protecting the environment is a top priority in Redmond. Residents and community members have volunteered thousands of hours to plant trees and enhance natural spaces, leaders in Redmond's business community are working to achieve bold clean energy and climate commitments, and the City has reduced energy use and preserved natural resources. Against this backdrop, our climate is rapidly changing, and the science is clearer than ever: now is the time for bold climate action.

In 2014, Redmond developed the Climate Action Implementation Plan, the City's first strategic plan to reduce community greenhouse gas emissions and integrate sustainability practices into City operations. Redmond built on this work with the adoption of the 2020 Environmental Sustainability Action Plan (ESAP) to unify the City's various strategic planning efforts and create a cohesive sustainability strategy. The ESAP is Redmond's functional plan and roadmap to preserve its natural resources and create a healthy, equitable, and resilient community for all.

Current Conditions

While community greenhouse gas (GHG) emissions have declined over time on a per-capita basis, total community emissions have increased and are projected to increase further due to a growing population. According to Redmond's 2022 greenhouse gas inventory, 81% of Redmond's GHG emissions stem from three sources: residential energy use, commercial energy use, and transportation. In 2017, Redmond's GHG emissions footprint was the second highest since Redmond began calculating emissions, but has since declined. Emissions in 2022 were more than 10% below the 2011 baseline, putting Redmond on track to meet its 2030 targets.

Future Projections

Under the business-as-usual scenario, Redmond can expect to see more cars on the road, more energy used by buildings, and more waste in our landfills. These future climate impacts will adversely affect the region's economies, cultural heritage, infrastructure, and public health. Addressing these risks will require urgent and significant investments in resilience and sustainability strategies that enhance local adaptive capacity.

The Environmental Sustainability Action Plan sets Redmond on a path to reduce emissions to net zero by 2050 and create a healthy, equitable and resilient Redmond for all. Focusing our efforts now on impactful and meaningful opportunities to address environmental impacts and foster resilience to future environmental changes will pay dividends as we work towards our goals.

Relationship to other Elements in the Comprehensive Plan

This element serves as the primary source of policies related to the City's comprehensive planning efforts to reduce greenhouse gas emissions over the next planning cycle as well provide a framework for climate resiliency efforts. In addition, other elements of the comprehensive plan also support and provide policy guidance on the city's efforts. These can be found in the following elements:

- Capital Facilities
- Utilities
- Land Use
- Transportation
- Parks, Arts, Recreation, Culture and Conservation (PARCC)
- Natural Environment

Policies

Redmond's resilience, greenhouse gas reduction, and general sustainability efforts are guided by the policies in the Climate Resilience and Sustainability Element. The element has the following basic functions:

- General policies to provide a framework for the City's sustainability and climate programming;
- A Resilience sub-element with policies to increase community resilience to climate change; and
- A Greenhouse Gas Reduction sub-element with policies to guide efforts to meet the City's GHG targets.

A. General Policies

The policies in this section provide a framework for the City's sustainability and climate programming.

FW-CR-1 Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.

CR-1 Maintain the Environmental Sustainability Action Plan to achieve a target of reducing greenhouse gas emissions, compared to a 2011 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time, as well as progress towards adopted goals, and re-align as needed to be consistent with the latest guidance by the Intergovernmental Panel on Climate Change (IPCC) that aims to limit the most severe impacts of climate change.

CR-2 Prioritize equitable City investments, policies, programs, and projects so vulnerable and underserved communities lead the clean energy transition and are resilient to climate change.

CR-3 Integrate climate action into City planning efforts to incorporate climate mitigation, adaptation, and climate equity into plans, processes, and procedures that reduce climate change vulnerabilities and increase climate resilience.

CR-4 Ensure that climate resiliency and sustainability policies and growth and development pattern policies are mutually re-enforcing, with a long-range focus on equity.

CR-5 Align budget and procurement decisions in support of climate and sustainability goals.

CR-6 Partner with regional organizations and underserved communities to equitably advance programs and policies to achieve net zero greenhouse gas emissions and resilient communities.

CR-7 Conduct inclusive outreach and engagement to ensure diverse perspectives that reflects the impacts, needs, and climate solutions of the Redmond community.

CR-8 Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

B. Resilience Sub-element policies

The policies in this sub-element provide a framework for the City's efforts to increase community resilience to climate change. The policies are organized to align with the findings of the 2022 Climate Vulnerability Assessment and Strategy.

FW-CR-2 Ensure City services, infrastructure, and community members are resilient to climate impacts.

General Policies

CR-9 Periodically update the Redmond Climate Vulnerability and Risk Assessment. Support enhanced data collection for hazards and vulnerable populations to provide a refined understanding of Redmond's risks.

CR-10 Account for climate change impacts when planning, siting, designing, specifying building materials, and operating capital facility, utility, and infrastructure projects.

CR-11 Integrate local climate impact risk assessment findings and climate projections into hazard mitigation planning and other strategic plans.

CR-12 Factor climate impacts into the planning of operations and coordination of preparedness, response, and recovery activities.

Extreme Heat

CR-13 Develop and implement an urban heat resilience strategy in collaboration with regional partners that includes heat mitigation and management actions to prepare for and respond to chronic and acute heat and humidity risk in the community. The strategy should be informed by urban heat island mapping and may include coordinated efforts such as cooling centers, early warning systems, development regulations, and energy grid resilience.

CR-14 Provide community education and outreach on extreme heat, humidity, and air quality risks. Identify communities disproportionately impacted by extreme heat events and

develop and prioritize equitable distribution of resources for the community to stay safe during extreme heat, humidity, and poor air quality events.

CR-15 Review and update development regulations to encourage the use of passive cooling approaches to reduce urban heat island effects. Advance energy efficient cooling technologies, reflective or vegetated roofs, and the integration of trees, landscaping, and green space to help reduce the health effects of extreme heat on vulnerable populations.

Wildfire and Smoke

CR-16 Develop and maintain a wildfire protection plan consistent with the most current Washington State Wildland Fire Protection 10-Year Strategic Plan and King County Wildlife Risk Reduction Strategy.

CR-17 Provide community education and outreach on wildfire smoke mitigation best management practices. Ensure outreach is accessible and prioritizes vulnerable communities, including those who work outside.

CR-18 Work with community partners and overburdened communities to establish resilience hubs that can serve as clean air shelters for use by the public during wildfire smoke events.

CR-19 Support forest health improvements to reduce wildfire risk and expand public awareness campaigns on wildfires by providing community education and outreach on wildfire mitigation and expand household-level wildfire mitigation assistance.

Extreme Precipitation

CR-20 Work with community partners to identify and address the impacts of climate change on the city's ground, stormwater, and surface water systems.

CR-21 Retrofit undersized stormwater infrastructure and install infrastructure in areas with uncontrolled runoff to improve flow control and water quality. Prioritize locations that provide the most benefit and are most vulnerable to extreme precipitation climate impacts.

CR-22 Protect, enhance, and restore flood storage and conveyance, and the ecological functions and values of floodplains, wetlands, and riparian corridors.

CR-23 Update development regulations in response to climate change for stormwater facility sizing, low-impact development, adopt nature-based solutions, and minimize impervious surface areas in private development and city capital improvements.

Drought

CR-24 Proactively manage water resources sustainably in the face of climate change through conservation and regional collaboration to ensure a resilient water system.

CR-25 Develop and implement a comprehensive water resilience and water use reduction strategy that factors in projected climate impacts to proactively protect and preserve water quality and quantity from drought, extreme heat, and other hazards exacerbated by climate change.

CR-26 Coordinate and support public education by utility providers that raises awareness of the need for water conservation and empowers individuals across diverse audience segments to take action.

C. Greenhouse Gas Reduction Sub-element policies

The policies in this section provide a framework for the City's efforts to reduce greenhouse gas emissions. The policies are organized to align with the strategies and actions identified in the Environmental Sustainability Action Plan.

FW-CR-3 Accelerate actions to eliminate greenhouse gas emissions and reduce per capita vehicle miles traveled (VMT).

Transportation and Land Use

Transportation and land use are critical elements of a sustainable, livable, equitable, and accessible Redmond. Transportation contributed to approximately 23% of Redmond's community 2022 GHG emissions. This section identifies policies that promote and support alternative transportation, improve land use planning, and encourage use of clean and energy-efficient vehicles.

CR-27 Transition the City's fleet away from fossil fuels to clean alternatives such as electric vehicles.

CR-28 Achieve a 50% reduction in per capita vehicle miles traveled (VMT) from 2017 levels by 2050.

CR-29 Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the city, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.

CR-30 Promote dense, mixed-use, and transit-oriented developments (TOD) through incentives or requirements for transportation demand management (TDM) measures,

including minimizing parking structures in favor of transit, rideshare, walking, and biking.

CR-31 Implement and enforce commute trip reduction programs and partner with transit agencies to expand, maintain, and enhance multimodal transit services and related facilities, including better first mile/last mile access to transit. Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (such as bike share, scooter share, or car share) and maintain affordability of services.

Buildings and Energy

Buildings and energy represent the largest source of GHG emissions in Redmond—accounting for about 65% of total 2022 emissions. The largest sources within this sector are from commercial electricity and residential natural gas consumption, largely used for heating, cooling, and powering appliances and equipment. The large contributions from this sector reveal an opportunity for renewable energy and energy efficiency measures to dramatically reduce Redmond's community GHG emissions. Renewable energy sources are clean, inexhaustible, and increasingly cost competitive. Investing in solar, wind, and other advanced forms of energy generation can also create local jobs, support economic development, and reduce air pollution.

CR-32 Achieve net-zero energy buildings for new construction.

CR-33 Reduce existing building energy use and improve energy resilience by advancing residential, commercial, and municipal energy efficiency efforts. Prioritize programming for low-income and traditionally marginalized communities.

CR-34 Support, develop, and implement building and energy codes and policies that reduce energy waste, reduce the embodied carbon of materials, reduce stormwater runoff, phase out natural gas use, and expand clean energy.

CR-35 Support the transition of utility energy fuel mixes to renewable sources to achieve 100% renewable energy for the community.

CR-36 Expand local onsite renewable energy production and storage on public and private properties across the city through policy, incentive programs, partnerships, and installations at municipal facilities.

CR-37 Promote, support, and increase the use of clean, renewable energy technologies through state policy advocacy; supporting the development and use of innovative technologies such as battery storage and on-site renewable energy; and providing incentives for development that incorporate clean energy technologies.

CR-38 Advocate for increased grid reliability through utility regulatory rulemaking, legislation, and technologies that support demand response, storage, and other clean technologies that reduce peak load and provide grid flexibility.

CR-39 Implement the City of Redmond Operations Zero Carbon Strategy to decarbonize and achieve carbon neutrality for city facilities, operations, and services.

CR-40 Work with Puget Sound Energy, its successor, and other energy providers, to expand grid storage and peak pricing solutions to increase grid resilience.

Natural Environment/ Sequestration

Sustainability priorities within the city's natural systems include protection and enhancement of native habitats and tree canopy and improvements to water quality, natural drainage systems, habitat quality, and green spaces. Increased urbanization paired with climate change will continue to threaten Redmond's natural systems by impacting their ability to provide water, stormwater treatment, recreation, and carbon sequestration.

CR-41 Encourage the use of natural systems to store and sequester carbon through policies and programs in the Land Use, Natural Environment, and PARCC Elements that protect, restore, and enhance open space, forests, wetlands, and farmland.

Materials Management and Waste

Although the disposal of solid waste only contributes approximately 2% of Redmond's community GHG emissions, the upstream impacts of goods and services we consume as a society can be significant. Because the City cannot directly influence how goods are produced outside of Redmond, diverting more waste away from the landfill is one of the most direct strategies Redmond can focus on to reduce the environmental impacts of the city's consumption. Furthermore, without current state and federal policies in place to incentivize waste reduction, action at the local level is especially impactful. Strategies and actions in this sector focus on managing and reducing waste generation, increasing waste diversion, and encouraging recycling and composting activities.

CR-42 Update municipal solid waste policies and programs to encourage waste prevention and take-back programs, maximize diversion and material reuse, ensure efficient collection routes, and promote hybrid and electric vehicles to transport and collect waste.

CR-43 Develop, implement, and enforce construction and demolition (C&D) recycling and deconstruction policies and programs.

CR-44 Support extended producer responsibility (EPR) related policies and actions that require companies that make consumer products to fund the residential recycling

system and that ensure that packaging and paper products are minimized and recycled.

CR-45 Collaborate with other jurisdictions and organizations to deepen waste prevention and reduction strategies that keep valuable materials in use and out of the landfill.

Capital Facilities Element

Vision Statement

In 2050 Redmond's infrastructure and services meet the needs of a growing population and promote a safe, equitable and sustainable community. Redmond provides high-quality public safety services and well-maintained and dependable public facilities.

The City's capital planning efforts, with a focus on resiliency and sustainability, have resulted in a community that continues to enjoy excellent fire and emergency response times, professional police services, beautiful parks, clean drinking water, and effective wastewater and stormwater management. An efficient multimodal transportation system has taken shape and is continually improved. Redmond residents also embrace and support the high-quality educational, cultural, and recreational facilities in the community.

The cost of providing and maintaining Redmond's quality services and facilities is borne equitably, balancing the needs of the community with those of the individual.

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

Comprehensive Plan requirements:

RCW 36.70A.070 (3) requires planning for capital facilities, including park and recreational facilities.

Requirements include:

(a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
(b) forecast of the future needs for such capital facilities;
(c) the proposed locations and capacities of expanded or new capital facilities;
(d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
(e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.

Policies in Redmond's Capital Facilities element provide a process for requirements (a) – (d) to be met in the respective functional plans, such as the City's Water System Plan, Wastewater Plan and PARCC Plan.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity and inclusion, resiliency, sustainability.

Equity and Inclusion	Resiliency	Sustainability
• FW-CF-1 • CF-6 • CF-8 • CF-11 • CF-13 • CF-15	• FW-CF-1 • CF-2 • CF-8 • CF-12	• FW-CF-1 • CF-2 • CF-6 • CF-8 • CF-11 • CF-13

Existing Conditions

Background

The Capital Facilities Element establishes policies to direct the development of the City's capital investment program in support of the community's vision for the future. It guides the actions of public agencies, as well as private decisions related to individual developments. The Capital Facilities Element helps achieve Redmond's vision by:

- Providing a clear definition of the role and purpose of the City's capital investment program, which refers to all planning and budget documents that guide Redmond's capital investments;
- Assuring that capital facility investments are prioritized to support growth in the locations targeted in the Land Use Element;
- Identifying service standards for capital facilities to meet community expectations for equitable municipal service delivery;
- Requiring that adequate long-term financial capacity exists to provide capital facilities needed to support expected growth, while maintaining adopted service level standards;
- Improving the reliability and resiliency of Redmond's facilities so that, in the event of a natural disaster, impacts to essential services are mitigated.
- Furthering Redmond's sustainability principles by minimizing environmental impacts of capital facilities when possible and mitigating unavoidable impacts; and
- Anticipating needs and costs for capital asset preservation and replacement.

Capital Facilities Inventory

The City provides services through capital facilities such as parks, community centers, and police and fire stations; transportation systems including streets, trails, and bikeways; and utility infrastructure, including water, wastewater, stormwater, and surface water systems. This section summarizes existing publicly-owned capital facilities that support services to Redmond community members. The descriptions are intentionally brief; the documents listed at the end of this element contain detailed information on existing and planned capital facilities in Redmond. City owned facilities, including fire stations, are shown in Map CF-1.

General Government Facilities

The City owns, leases, and operates numerous facilities (buildings) that serve many purposes, enabling the City to provide administrative, maintenance, and critical services to the community, including public safety, parks, human services, public works, planning and development, and city government administration. City facilities are managed by the Parks and Recreation Department. The City's inventory includes 27 core facilities located on 13 sites, totaling over 500,000 square feet. Most of these buildings were constructed between 1952 and 2005. Facilities include City Hall, the Public Safety Building, fire stations, community and recreation centers, parking garages, and maintenance buildings.

Public Works and Parks Operations are based at the 8.6-acre Maintenance and Operations Center (MOC) in Southeast Redmond. The MOC has fourteen major and minor structures, including administrative offices, crew support spaces, shops, a decant facility, and storage for vehicles and materials.

Parks and Recreation Facilities

Redmond parks and recreation facilities include 47 city parks, three community centers, including the new Senior & Community Center, a historic farm park, and the Redmond Pool.

The park and recreation system comprises over 1,350 acres of land and 39 miles of trails.

Six historic landmark properties are managed by the Parks and Recreation Department, along with several older buildings and farmsteads on park properties that have intrinsic historic value. Additionally, the Bear Creek Archeological Site is on the National Register of Historic Places.

Nearby parks not part of the City's park system include King County's Marymoor Park and Sixty Acres Park.

Fire and Emergency Medical Response

The Redmond Fire Department serves those within city limits and people within King County Fire District 34 boundaries, providing a full range of fire suppression and emergency medical

response services. The Fire Department operates a total of nine facilities, seven of which are fire stations. There is also a fleet maintenance building and an office annex building used to coordinate the Mobile Integrated Health program and provide storage for the Emergency Management program. The Fire Department's stations are within a 45-square mile service area.

The Department's mission is to *"compassionately, proactively, and professionally protect life, property, and the environment."* The Department also provides emergency medical services at the "Basic Life Support" level and is the lead agency for Northeast King County Medic One to deliver "Advanced Life Support."

Police Facilities

The Redmond Police Department provides public safety services, community outreach, and plans for capital facility improvements and equipment needs required to ensure quality public safety. Policing is carried out in partnership with the community, through long-term problem solving, crime prevention and law enforcement, and Redmond Police provides backup for surrounding jurisdictions. The Police Department's primary capital facility is its operations center located in the Public Safety Building on the Municipal Campus.

Water Facilities

Water facilities serving Redmond and the Novelty Hill Service Area are developed and maintained by the City's water utility. Water is supplied through a combination of City-owned wells and water purchased from Cascade Water Alliance. Redmond's water system consists of five wells, 10 water storage reservoirs, and 330 miles of water pipe, serving residential and business customers through approximately 19,600 individual metered service connections. The City also owns approximately 90 monitoring wells in the wellhead protection areas. Several facilities are jointly owned with the Cities of Bellevue or Kirkland.

Wastewater Facilities

The City of Redmond through its wastewater (sewer) utility is the sole provider of sewer service within the Redmond city limits and the Novelty Hill Service Area. The Redmond wastewater system consists of a network of conveyance pipes and pumping facilities, over 236 miles of pipe ranging from 8 to 36 inches in diameter, 15 miles of easements, 7,335 manholes, and 22 lift stations.

The system works primarily on a gravity feed basis with some assistance from pumping stations. Larger transmission mains carry waste to King County interceptors, with wastewater ultimately transported and treated at King County's Brightwater Treatment Plant for most of the city. Wastewater collected from the Overlake area flows to Bellevue and is treated at the King County South Treatment Plant in Renton. As of 2024, approximately 453 parcels in Redmond are served by private septic systems.

Stormwater and Surface Water Facilities

The City of Redmond stormwater utility manages drainage systems, stormwater facilities, and surface water systems for the city.

Through a state-issued municipal stormwater permit (NPDES permit), the City is responsible for ensuring proper maintenance and operation of all public and private stormwater systems within city limits. These include approximately 363 miles of pipes, 23,500 catch basins and manholes, 940 vaults, 304 bioswales, 68 miles of streams, and 328 ponds throughout the City.

Stormwater Utility goals include:

- Ensure that public and private stormwater systems are planned, developed and maintained to prevent flooding, protect water quality, and preserve natural stormwater systems.
- Monitor water quality and provide leadership and focus for community efforts working toward improved stormwater management.
- Identify needed capital improvement to stormwater systems including streams and habitat; prioritize, select, and construct those improvements.
- Ensure that City construction and maintenance projects are planned and implemented to minimize short-term and long-term harm to the environment.

Transportation Facilities

Redmond is served by a multimodal transportation system designed to move people and goods, and support Redmond's planned land use. The transportation system is designed to support travel by pedestrians, bicyclists, transit riders, motorists and for moving goods, as well as those using micromobility options. As of 2023, the City's transportation system consists of:

- 197 centerline miles of roadway,
- 56 miles of bicycle lanes,
- 241 miles of sidewalk,
- 20 bridges, 111 traffic signals,
- 2,010 streetlights. and
- 13,000 street and traffic control signs.

The City also owns about 5,390 curb ramps, many of which were built to older standards. These will be upgraded over time to meet current Americans with Disabilities Act (ADA) standards and community needs.

Public transportation services and facilities are operated by King County Metro and Sound Transit. The Washington State Department of Transportation is responsible for the development and maintenance of the State Route 520 corridor and has limited maintenance and development responsibilities associated with State Route 202 in Redmond.

Public Educational Facilities

The Lake Washington School District (LWSD) provides public primary and secondary education to most of Redmond. The locations of existing LWSD facilities are shown in Map CF-2. The Bellevue School District serves portions of Redmond in the Idylwood and Overlake neighborhoods. The Northshore School District serves the English Hill neighborhood, which is part of Redmond's Potential Annexation Area north of NE 128th Street.

Future needs

Growth will increase demand for capital facilities. The City will need to upgrade existing, or build new facilities, to help the City mitigate the impacts of climate change, reduce vehicle miles traveled, and reduce greenhouse gas emissions.

The City will ensure that as it builds new facilities, or upgrades existing facilities, the needs of underserved and overburdened communities are met, and that additional facilities do not have disproportionately negative impacts on those communities.

Major capital facility needs over the next 20 years include:

- A new Maintenance and Operations Center (MOC) for public works and parks operations,
- New, upgraded, and appropriately located fire stations and public safety facilities
- additional community centers serving the City's centers,
- a water system storage project in order to meet level-of-service standards,
- new wastewater and stormwater facilities, including regional stormwater facilities in Downtown and Overlake, and
- improvements to create a multimodal transportation network, including new trails.

More detail about future facilities and needs can found in the respective functional plans for each system.

The City of Redmond strives to conduct effective asset management, by meeting a required level of service in the most cost-effective way through the planning, acquisition, operation, maintenance, rehabilitation, and disposal of assets to provide for present and future community members.

Policies

The policies identified in the following sections provide the framework for the City to fulfill its capital facilities vision and needs.

FW-CF-1 Plan, finance, build, rehabilitate and maintain capital facilities and services consistent with the following principles:

- Provide facilities and services that support the City's vision and Land Use Plan as articulated in the Redmond Comprehensive Plan;
- Ensure that capital facilities are resilient, sustainable, well designed, attractive and safe;
- Provide facilities and services that protect public health and safety;
- Ensure equitable and adequate provision of needed infrastructure and services;
- Allocate infrastructure funding responsibilities fairly;
- Ensure that the costs of capital facility improvements are borne in proportion to the benefit received;
- Optimize strategic actions and investments over near-, mid-, and long-term portions of the Comprehensive Plan's 2050 planning horizon while recognizing the need to retain flexibility to leverage opportunities and respond to changing conditions; and
- Provide reasonable certainty that needed facility and service improvements are completed in a timely manner.

Capital Facilities Planning

Capital Facilities and Functional Plans

Successfully planning for the development of major capital facilities requires a disciplined and comprehensive process. The City of Redmond accomplishes that objective through the development of functional plans consistent with policies in the Capital Facilities Element and requirements for capital facility planning set forth by the Growth Management Act. The City of Redmond Water System Plan and Transportation Master Plan are examples of such functional plans.

Together, the policies in the Capital Facilities Element, the City's functional plans, its capital budget, the Capital Investment Strategy, and the long-range financial strategy for capital investments comprise Redmond's Capital Facilities Program (CFP). This comprehensive planning and budgeting framework is used to assess the capital facility needs of the City based on service standards, the cost of obtaining and maintaining facilities over the long term, and financing strategies. Functional plans are core components of the CFP and provide opportunity for a detailed, professional assessment of background information, current and future needs, and alternative strategies for meeting those needs. Development of some of these documents also incorporates significant public involvement.

CF-1 Develop and regularly update functional plans that assess capital facility needs and strategies for addressing such needs. Provide opportunities for public involvement appropriate to the nature of the update. Use functional plans to guide the

development of capital priorities and investment decisions within the following functional areas:

- Fire protection and response, including the city and other contracted service areas;
- Police services;
- Stormwater and surface water management;
- Water and wastewater systems;
- Parks, arts, recreation, culture, and conservation (PARCC);
- Transportation;
- Emergency preparedness and management;
- General government facilities; and
- Other functional areas as identified.

CF-2 Include in functional plans and supporting documents, at a minimum, the following components necessary to maintain an accurate account of long-term capital facility needs and associated costs to the City, and consistency with the Comprehensive Plan and applicable provisions of the Zoning Code:

- A description of the current capital facility infrastructure, including green infrastructure, and the scope and cost of its operation and maintenance;
- A description of current capital facility deficiencies and appropriate strategies to remedy these deficiencies;
- An analysis of capital facilities needed through the year 2050, and preliminary cost estimates to meet those needs;
- An analysis specifying how capital facilities will be financed and maintained;
- A description of the functional plan's public outreach, participation and review process;
- Criteria to be used to prioritize projects and inform the Capital Investment Strategy;
- An analysis of how proposed investments impact underserved communities and geographies;
- A description of how the plan addresses emergency preparedness and resilience to natural hazards, including climate change impacts;
- A description of how the functional plan and supporting documents fulfill Growth Management Act requirements; and

- An analysis indicating that the functional plan, including any subsequent revisions or modifications, is consistent with Comprehensive Plan policies, Zoning Code regulations, and applicable state and federal laws.

CF-3 Adopt functional plans or portions of functional plans into the Comprehensive Plan when they are used to fulfill Growth Management Act requirements.

CF-4 Require that new functional plans and updates to existing functional plans that are adopted as part of the Comprehensive Plan adhere to the following review processes:

- Administratively review changes that are consistent with and do not impede the implementation of the Comprehensive Plan.
- For major updates and new functional plans, use the Comprehensive Plan amendment review process to ensure consistency with the Comprehensive Plan. A major update is characterized by any of the following:
    - Amendments representing more than clarification of existing language or intent;
    - Significant changes to anticipated service provision based on new analyses, assumptions or implementation strategies;
    - Changes proposed by private parties that are inconsistent with or may impede implementation of the Comprehensive Plan.

CF-5 Require that properties, when they develop or redevelop, construct or contribute to improvements as identified in adopted plans. Ensure growth pays for its legal share of growth-related impacts or the cost incurred to mitigate for them.

Level-of-Service Standards

Service standards represent a yardstick against which to measure the safe and reliable performance of capital facilities. Service standards may be defined in law, as is the case with water and sewer systems and facilities; be recommended by professional associations, as is the case for parks; or may be locally defined based on community preferences, such as policing standards. Once service standards are established for capital facilities, they become a requirement that guides what type and level of investment must be made to maintain the standards. Increased population and employment may require increased levels of capital investment to maintain service standards.

CF-6 Establish capital facility level-of-service standards that help determine long-term capital facility and funding requirements.

Water system:	A flow volume that meets instantaneous demand together with projected fire flows.
Stormwater and surface water facilities:	• A level that permits flood and erosion control for the appropriate rainfall duration and intensity to ensure the safety, welfare, and convenience of people and property in developed areas. • A level of stormwater treatment and detention that adequately protects surface and groundwater quality and is protective of habitat for fish and wildlife, including fish passage through all fish-bearing streams. • A stormwater system that is designed and maintained to meet NPDES permit requirements.
Wastewater system:	A level that allows collection of peak wastewater discharge plus infiltration and inflow.
Transportation facilities:	Improvements to the transportation system occur concurrently, proportionately, and in parallel with growth. See Transportation Element for details.
Parks and recreational facilities:	Provide recreational opportunities for all residents through sufficient and equitably distributed parks, trails, and recreational facilities. • Percent of households within a ½ mile of developed city park. • Percent of households within a ½ mile of trail access. • Acreage of parkland per capita. • Recreation and Conservation Office (RCO) Level of Service Metrics.
General government facilities:	• Facilities that are safe and meet all applicable health, safety, and accessibility standards. • Facilities that are properly sized, designed for their intended purpose, and evolve to meet future demands, such as population growth, expanded infrastructure, and changes in regulatory requirements. • Critical facilities are built or upgraded to standards that increase the likelihood that vital services continue in the event of a disaster. • Constructed to support the equitable provision and use of facilities for all users.
Fire protection:	Travel time of six minutes or less for 90 percent of emergency fire and medical calls in the city.
Police services:	• Police capital facility needs are associated with police services, general operations, special operations and support services. The service standard is to have facilities and equipment sufficient to meet the demand for police services and to meet needs of staff assigned to service delivery. • Ensure emergency response times meet community expectations and call response types.

Capital Investment Strategy

Plan-Level Financial Balance

The Capital Investment Strategy describes the capital investments, costs, sequence, forecasted revenues, and strategic actions needed to deliver Redmond's long-term vision. Fulfilling Redmond's vision for the future is highly dependent on the City's ability to provide and maintain adequate capital facilities. The City must be able to demonstrate that it can afford to construct the facilities that are needed to support growth anticipated in the Land Use Element, both to preserve the high quality of life offered by Redmond, as well as to meet Growth Management Act requirements. The success of the Comprehensive Plan hinges on "plan-level financial balance." This means the financial capability to operate programs and construct adequate facilities at the time they are required, in support of growth anticipated by the adopted Land Use Element through 2050. This does not require that the details or timing of every capital project be identified in advance. Rather, it calls for general comparison of anticipated capital improvements to be made against reasonably expected revenues to ensure that they are in balance.

CF-7 Develop and maintain a capital investment strategy for implementing capital projects in support of the City's land use vision as described by the Comprehensive Plan. The intent of the plan is to:

- Guide the City's investment decisions in the near, middle and long term through 2050;
- Further strengthen the City's readiness for grant applications and partnerships;
- Help the City to strategically leverage capital investment opportunities working in partnership with others when consistent with City priorities;
- Ensure effective use of public funds;
- Develop strategic and innovative infrastructure funding approaches that are consistent with adopted City financial policies; and
- Inform the community of the overall strategy.

CF-8 Ensure that the Capital Investment Strategy:

- Is consistent with the Comprehensive Plan;
- Supports the growth of Redmond's centers consistent with the future land use plan;
- Reflects estimated project costs based on a standard approach;
- Uses functional plans, strategic plans, and asset management data as the primary sources of planned capital investments, and efforts are aligned to achieve consistency when planning and prioritizing projects;

- Summarizes the revenue and expense components of the City's functional plans;
- Includes financial data for capital spending in support of growth anticipated by the adopted Comprehensive Plan through the planning period to 2050 and the 20-year capital investment period;
- Identifies key strategic actions and investments needed to carry out the Comprehensive Plan vision;
- Summarizes planned capital facility improvements, sequencing and costs over a 20-year period;
- Prioritizes planned six-year CIP projects;
- Takes into account staff resources and funding availability to implement planned CIP projects;
- Includes all functional areas;
- Addresses service deficiencies;
- Addresses ongoing operating costs, capital maintenance, preservation, and replacement;
- Explores options to address identified funding gap;
- Develops funding strategies;
- Identifies follow-up work for future CIS efforts; and
- Describes how implementation progress will be monitored and reported.

CF-9 Define "plan-level financial balance" as the financial capability to construct and operate adequate capital facilities at the time that they are required, in support of growth anticipated by the adopted Comprehensive Plan through the planning period to 2050 and the 20-year capital investment period.

CF-10 Evaluate the City's ability to achieve "plan-level financial balance" every two years. Take one or more of the following actions if the financial capacity to provide necessary capital facilities for all or part of the city is found to be insufficient:

- Reassess planned land use and adjust the capacity for growth;
- Institute mechanisms for phasing or deferring growth;
- Reassess service standards for capital facilities; or
- Identify new revenue sources.

CF-11 Adopt the City's Six-Year Capital Improvement Program (CIP) as the short-term budgetary process for implementing the long-term Capital Investment Strategy. Ensure that project priorities, funding allocations, and financing strategies

incorporated in the CIP are substantially consistent with the CIS. Allow flexibility to amend the CIP for time sensitive or critical needs.

Redmond's Revenue Sources

Unrestricted Capital Revenue

A portion of revenues available for capital investment within the Six-Year CIP are unrestricted revenues and are allocated to support projects in the CIS.

CF-12 Prepare a long-range revenue forecast to promote consistency and stability in capital planning and programming, as well as to inform the budgeting process and Capital Investment Strategy. Allocate unrestricted funds to functional areas that support CIS projects and fulfill the City's long-term vision.

Developer and Other Restricted Funding

Restricted revenues include those collected through taxes and fees. Impact fees are a type of restricted revenue that allows new growth to assume an equitable share of the costs associated with growth. To promote orderly growth and ensure that adequate facilities are available to serve it, the Growth Management Act (GMA) provides the City with the authority to collect impact fees for:

(a) public streets, roads, and bicycle and pedestrian facilities that were designed with multimodal commuting as an intended use;
(b) parks, recreational facilities and open space;
(c) school facilities; and
(d) certain fire protection facilities.

State law also allows for the "pooling" of impact fees, whereby fees are allocated to projects that will be completed within the ten-year fee collection window. The City's policies for establishing and maintaining impact fees are provided below. For Redmond, impact fees allow growth to occur while ensuring quality capital facilities for the long term.

CF-13 Follow the principle that growth shall pay for the growth-related portion of capital facilities. When imposing impact fees on new development:

- Impose fees only for system improvements that are reasonably related to growth;
- Structure the impact fee system so that impact fees do not exceed the proportionate share of the costs of system improvements attributable to growth and are reasonably related to the new development;
- Balance impact fee revenues with other public revenue sources to finance system improvements that serve new development;

- Use fee proceeds for system improvements that will reasonably benefit the new development;
- Prohibit the use of impact fee proceeds for correcting existing capital facility deficiencies;
- Maintain an annual adjustment to impact fees based on an appropriate capital cost index and other relevant local construction data, subject to annual City Council approval;
- Review the impact fees and the indices used periodically to ensure that the fees reflect the cost of planned system improvements related to growth; and
- Pool fees to more efficiently fund capital facilities resulting from new growth.

Outside funding and impact fee exemptions

Many opportunities arise for the City to obtain funding for capital facilities from outside sources, such as state and federal grants. Securing this funding usually requires supplying local matching funds. Using local funds as a match allows the City to leverage its financial resources more efficiently. In addition, other financing strategies are available to the City to further support the capital program. Presenting these options in tandem with capital plans allows decision makers and the public to consider implications of alternative financing.

CF-14 Pursue funding from other levels of government, nonprofit, and private agencies to accomplish Redmond's CIS, while optimizing use of City resources. As appropriate, pursue alternative financing strategies such as public-private partnerships to further support the capital program.

CF-15 Consider exempting from payment of impact fees certain developments that have broad public purpose.

School Facilities

Upon the formulation of a school Capital Facility Plan and at the request of the responsible school district, the City of Redmond has the authority to impose impact fees to pay for new school facilities that support future growth. The City must exercise diligence in assuring that the facility plans developed by the school district are consistent with the amount and location of growth envisioned in the Redmond Comprehensive Plan. Similarly, the City must determine that the school service standards used by the school district in development of the school facility plan are consistent with community expectations and values.

CF-16 Require school districts that propose to have the City of Redmond impose impact fees for them to prepare capital facility plans that include:

- Plans for capital improvements and construction over a 20-year horizon,
- A demonstration of how facility and service needs are determined,

- An annually updated six-year (or longer) finance plan that demonstrates how capital needs are to be funded,
- Population and demographic projections consistent with those used in developing the City's Comprehensive Plan, and
- An assessment and comparison of the condition and functional characteristics of school facilities across the entire district.

Lands Useful for Public Purposes

To ensure that adequate lands are available for public uses, the GMA requires local governments to identify lands useful for public purposes, including land for governmental functions, such as parks and recreation areas, streets, trails, transit, fire stations, other government buildings and utilities. Redmond's primary strategy for identifying lands useful for public purposes is to identify them in functional plans. Many of these sites are also identified in general terms in the various elements of the Comprehensive Plan. As the City acquires these properties, they may be identified more specifically in functional plans; or, if they are large, they may be identified on the Future Land Use Map.

CF-17 Identify lands useful for public purposes in functional plans and in the appropriate elements of the Comprehensive Plan. Identify alternative sites or lands more generally where acquisition is not immediate. Identify lands specifically when acquired and used for public purposes on the Future Land Use Map, or in the appropriate elements of the Comprehensive Plan where not otherwise identified by City or other governmental agency functional plans.

In addition to identifying lands useful for public purposes, the GMA also requires the local governments in a county to cooperatively develop a prioritized list of lands required for public facilities that serve more than one jurisdiction. These "shared needs" public facilities may include joint-use facilities or facilities that serve a region or the whole county. Local capital acquisition budgets must be consistent with this prioritized list.

CF-18 Identify shared capital needs and the lands that may be used to meet these needs with nearby cities, King County, neighboring counties, the State of Washington, the Puget Sound Regional Council, school districts, special purpose districts and other government agencies. Maintain a capital acquisition budget and schedule that reflects the jointly agreed upon priorities.

Capital Planning References

Functional plans are often adopted by the City as part of the Comprehensive Plan to fulfill Growth Management Act requirements for comprehensive plan elements, such as capital facilities, utilities, transportation, and parks, and for the City's Capital Investment Strategy.

Facility and management plans may also be used to inform and implement the City's Comprehensive Plan goals and strategies, as well as capital planning.

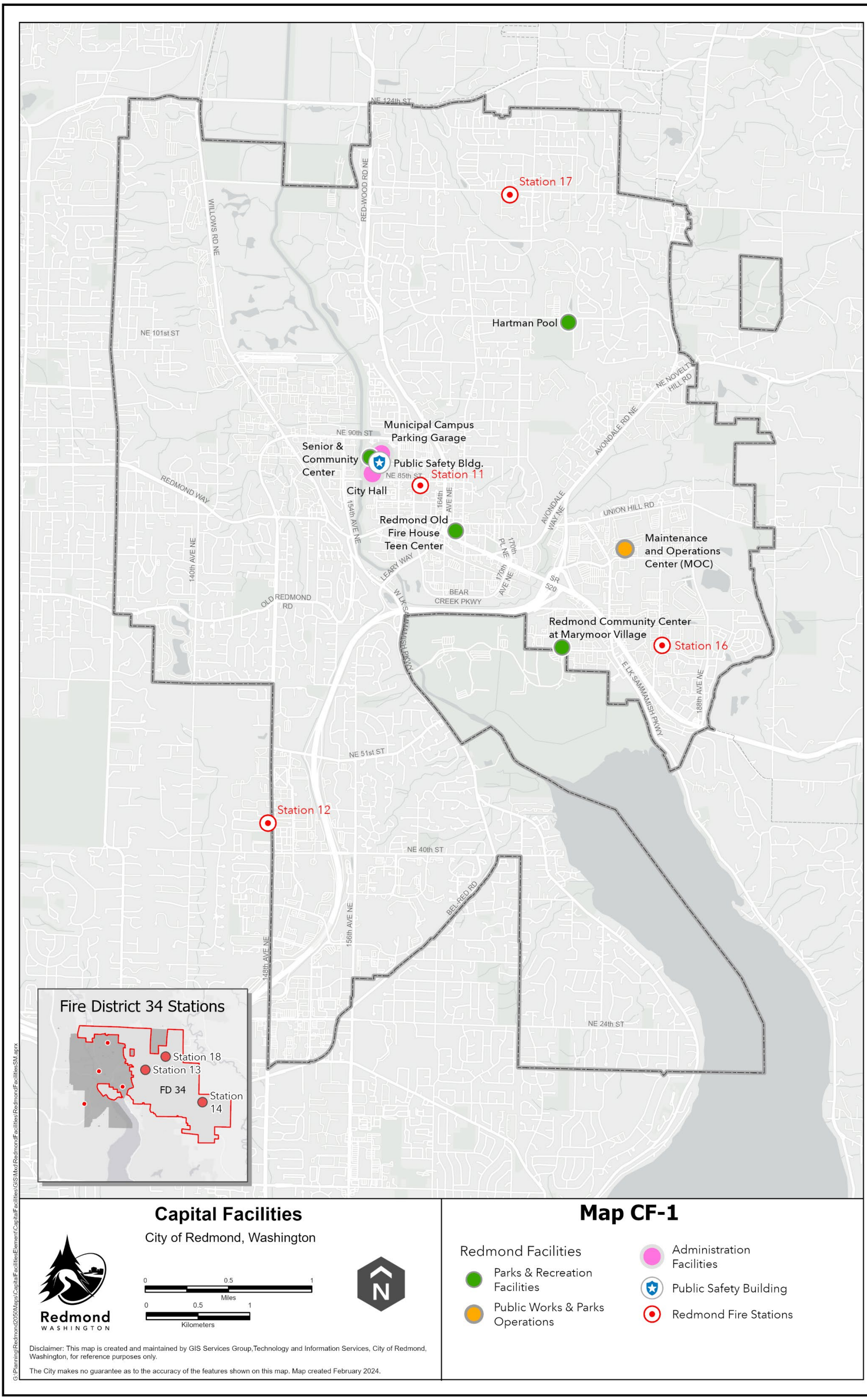
These functional, facility, and management plans are listed below and should be consulted and used for more detailed information on existing and proposed facilities, level-of-service standards, and capital facility planning.

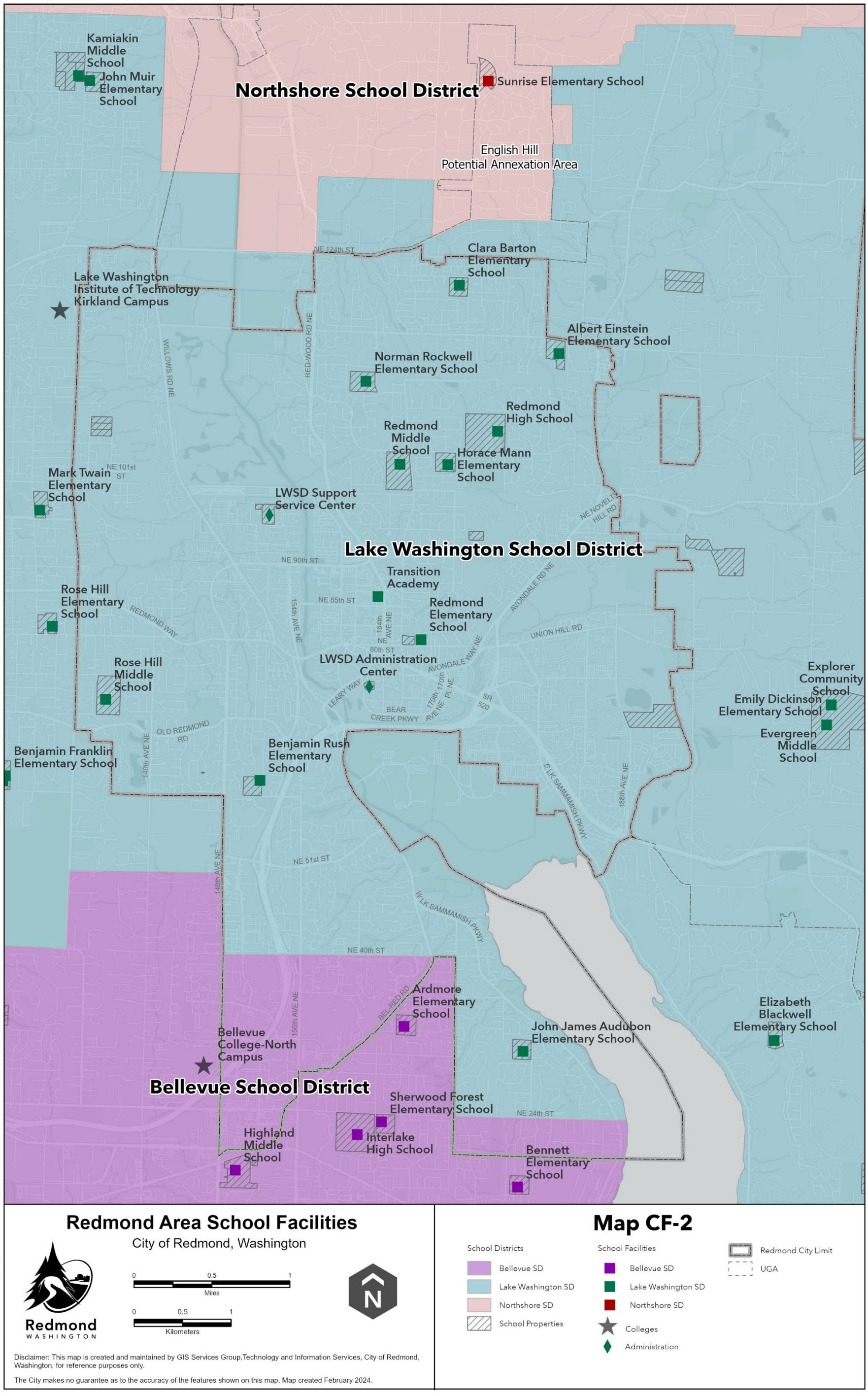
Plans adopted as part of the Redmond Comprehensive Plan to meet GMA requirements for Capital Facilities

- Redmond Capital Facilities Plan 2025-30 – Adopted by Ord. ####, November 19, 2024
- City of Redmond, Parks, Arts, Recreation, Culture and Conservation Plan, 2023-2035. Adopted by Ordinance 3132, November 6, 2023.
- City of Redmond, Transportation Master Plan, 2013-2030. Adopted by Ord. 2703, August 20, 2013.
- City of Redmond, General Wastewater Plan. Adopted by Ord. 3061, October 5, 2021; Amended by Ord ####, November 19, 2024.
- City of Redmond, Water System Plan, Adopted by Ord. ####, November 19, 2024
- Redmond Stormwater and Surface Water System Plan, 2025 – UNDER DEVELOPMENT.
- Lake Washington School District, Six-Year Capital Facility Plan, updated and adopted annually.

Other reference documents used to identify capital facility needs

- City of Redmond, Stormwater Management Program (SWMP) Plan, updated annually.
- City of Redmond, 2013 Watershed Management Plan, updated 2022.
- City of Redmond Utilities Strategic Plan, 2021.
- Redmond Fire Department 2022-2027 Strategic Plan.
- Redmond Fire Department 2022 – 2027 Standards of Cover Plan.
- Redmond Police Department Functional Plan 2022-2040, approved 2022.
- King County, Final 2019 Comprehensive Solid Waste Management Plan. Adopted by Resolution 1522, July 2, 2019.
- King County, 2021 Hazardous Waste Management Program Plan. Adopted 2001. Updated 2021.


NE 124th ST
RED-WOOD RD NE
WILLOWS RD NE
Station 17
Hartman Pool
NE 101st ST
NE NOVELTY HILL RD
AVONDALE RD NE
NE 90th ST
Municipal Campus Parking Garage
Senior & Community Center
Public Safety Bldg.
NE 85th ST
Station 11
City Hall
REDMOND WAY
154th AVE NE
164th AVE NE
Redmond Old Fire House Teen Center
AVONDALE WAY NE
UNION HILL RD
Maintenance and Operations Center (MOC)
140th AVE NE
LEARY WAY
170th PL NE
178th AVE NE
SR 520
OLD REDMOND RD
BEAR CREEK PKWY
W LK SAMMAMISH PKWY
Redmond Community Center at Marymoor Village
Station 16
E LK SAMMAMISH PKWY
188th AVE NE
NE 51st ST
Station 12
NE 40th ST
BEL-RED RD
156th AVE NE
148th AVE NE
NE 24th ST
Fire District 34 Stations
Station 18
Station 13
FD 34
Station 14
Capital Facilities
City of Redmond, Washington
Redmond WASHINGTON
0 0.5 1
Miles
0 0.5 1
Kilometers
N
Disclaimer: This map is created and maintained by GIS Services Group,Technology and Information Services, City of Redmond, Washington, for reference purposes only.
The City makes no guarantee as to the accuracy of the features shown on this map. Map created February 2024.
Map CF-1
Redmond Facilities
Parks & Recreation Facilities
Public Works & Parks Operations
Administration Facilities
Public Safety Building
Redmond Fire Stations
G:\Planning\Redmond2050\Maps\CapitalFacilitiesElement\CapitalFacilities\GIS\Mxd\RedmondFacilities\RedmondFacilitiesSM.aprx


Kamiakin Middle School
John Muir Elementary School
Northshore School District
Sunrise Elementary School
English Hill Potential Annexation Area
NE 124th ST
Clara Barton Elementary School
Lake Washington Institute of Technology Kirkland Campus
WILLOWS RD NE
RED-WOOD RD NE
Albert Einstein Elementary School
Norman Rockwell Elementary School
Redmond High School
Redmond Middle School
Horace Mann Elementary School
NE 101st ST
Mark Twain Elementary School
LWSD Support Service Center
NE NOVELTY HILL RD
Lake Washington School District
NE 90th ST
Transition Academy
NE 85th ST
Redmond Elementary School
AVONDALE RD NE
154th AVE NE
164th AVE NE
NE 80th ST
UNION HILL RD
Rose Hill Elementary School
REDMOND WAY
Rose Hill Middle School
LWSD Administration Center
AVONDALE WAY NE
LEARY WAY
170th PL NE
170th AVE NE
BEAR CREEK PKWY
SR 520
Explorer Community School
Emily Dickinson Elementary School
Evergreen Middle School
OLD REDMOND RD
140th AVE NE
Benjamin Franklin Elementary School
Benjamin Rush Elementary School
E LK SAMMAMISH PKWY
188th AVE NE
NE 51st ST
148th AVE NE
W LK SAMMAMISH PKWY
NE 40th ST
BEL-RED RD
Ardmore Elementary School
156th AVE NE
Bellevue College-North Campus
Bellevue School District
John James Audubon Elementary School
Elizabeth Blackwell Elementary School
Sherwood Forest Elementary School
NE 24th ST
Highland Middle School
Interlake High School
Bennett Elementary School
Redmond Area School Facilities
City of Redmond, Washington
0 0.5 1
Miles
0 0.5 1
Kilometers
Redmond WASHINGTON
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The City makes no guarantee as to the accuracy of the features shown on this map. Map created February 2024.
Map CF-2
School Districts
Bellevue SD
Lake Washington SD
Northshore SD
School Properties
School Facilities
Bellevue SD
Lake Washington SD
Northshore SD
Colleges
Administration
Redmond City Limit
UGA
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Utilities Element

Vision Statement

In 2050, the planning and placement of utilities in Redmond has supported the community's vision for the location and amount of growth. Through its policies and programs, the City has helped ensure the equitable, safe, and resilient provision of public and private utility services for all community members. For those utilities provided by private companies, the City has ensured sufficient area is available to locate such facilities and provided a reasonable regulatory climate.

The City has worked with, and supported, energy providers as well as partners locally, regionally, and federally, to transition to 100% renewable energy, including the phase out of natural gas.

Comprehensive Plan requirements:

RCW 36.70A.070 requires a utilities element consisting of

- the general location,
- proposed location, and
- capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.

Utility planning has contributed to a high quality of life for Redmond community members by ensuring efficient utility delivery. Telecommunications facilities have kept up with rapid changes in technology. Conservation and protection of existing resources has ensured a continued supply of clean water and energy.

Proper utility planning has also protected and enhanced Redmond's natural environment and resources. Upgrades to the sanitary sewer system have eliminated most septic systems, thereby reducing contaminants released into the environment. The City has protected the natural environment with planning, design, and construction of stormwater systems that reduce negative impacts from stormwater runoff pollutants and flows while encouraging conservation and implementing low-impact development practices.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity and inclusion, resiliency, sustainability.

Equity and Inclusion	Resiliency	Sustainability
• FW-UT-1 • FW-UT-2 • UT-7 • UT-8	• FW-UT-1 • FW-UT-2 • UT-3 • UT-13	• FW-UT-1 • FW-UT-2 • UT-1 • UT-6 • UT-12

Existing Conditions

Background

The City of Redmond provides utility services for water, wastewater, solid waste and recycling, and stormwater. The City also provides water and wastewater services in the Redmond Ridge and Trilogy Urban Planned Developments in the Novelty Hill area of unincorporated King County.

Private utilities for gas, electric, and telecommunications – which include both wired and wireless services for internet, television, and phone – serve Redmond community members under franchise or other agreements.

More information about City-owned utilities can be found in the Capital Facilities element, as well as related functional, strategic, and operations plans.

Future needs

The City will continue to maintain its utility-related service levels as the City grows, while fulfilling its Utilities Mission to *"provide the Redmond community with reliable, safe, and resilient utility services and programs that protect and sustain the natural environment and quality of life."*

Redmond's Utilities Strategic Plan identified six objectives to meets its utility service goals and needs by 2050:

- Safely and responsibly manage City utility assets.
- Protect and restore the natural environment.
- Provide outstanding customer support and equitable services.
- Be the employer of choice for Utility staff.
- Coordinate City programs and processes to prepare for the future.
- Demonstrate regional leadership.

Policies

General Utility Policies

FW-UT-1 Provide the Redmond community with reliable, equitable, safe, and resilient utility services and programs that protect and sustain the natural environment and quality of life.

Adequacy and Phasing of Facilities

Availability of utilities is an important factor considered by developers when deciding where, when and whether to build. Having adequate utilities is also very important to people who live or work in Redmond. Therefore, land use and utility policies work together to help achieve Redmond's vision for the future of the community. To encourage annexation, public utilities are generally not extended beyond city limits. However, City services will be allowed outside the city limits to address health and safety issues or to serve areas where previous agreements include the area in the Redmond service area. If service is extended to rural lands due to service agreements, design of the systems must be rural in nature to prevent urban sprawl.

UT-1 Ensure that adequate public utilities and facilities are planned for, located, extended, and sized consistent with the planned growth and service standards described in the Redmond Comprehensive Plan.

UT-2 Design and maintain public utility facilities to meet service standards identified in the Capital Facilities Element and corresponding functional plans.

UT-3 Encourage the use of innovative strategies to:

- Provide, maintain, and improve utility services;
- Reduce the negative impacts of additional utility service demands;
- Improve the resilience of the utility systems;
- Reduce, where appropriate, the overall demand on utility systems.

UT-4 Prevent extension of City-provided urban utilities to rural areas except to meet State Department of Health or other applicable health, safety and welfare codes. Design such extensions to rural standards and do not condition the extension with other urban development standards, such as street widening, sidewalks, or street lighting.

UT-5 If a utility extension to a potential annexation area becomes necessary and immediate annexation is not possible, condition extension with an agreement to annex in a timely manner and an agreement to design the extension to City development standards.

UT-6 Conduct City operations in a manner that leads by example through practices such as recycling, greenhouse gas reduction, water conservation, energy conservation, tree replacement and retention, and low-impact development.

Economic Considerations

In order to balance capital expenditures with revenues and maintain established service standards, new development will pay for the portion of facility improvements associated with its demand on the system. In this respect, both private and public funds have a role in building City utility infrastructure. There are cases where one development occurs prior to another and is not adjacent to existing infrastructure. The new development may extend transmission pipes across the frontage of undeveloped properties and incur the cost of that extension in order to develop their parcel. Redmond uses reimbursement agreements to employ equitable cost sharing for infrastructure improvements. These provide for a reimbursement of costs to the original developer associated with that portion of the line that is later used by another development.

In limited cases, public utilities may be extended outside city limits. However, it is more costly to provide long-term, low-density service. Public utilities presently fund improvements from revenues. If, in the future, general taxes were to be used to fund infrastructure, properties outside the city would benefit from the infrastructure without paying those taxes to fund it. Equity can be established through a differential rate structure or differential connection fees to ensure that Redmond residents are not subsidizing the extension of services outside city limits. Right-of-way acquisition and installation of facilities are also factors in the cost of utilities.

Coordination of facility planning can reduce those costs in several ways. For instance, if utilities are notified of roadway construction and repairs, they may be able to place or upgrade lines or pipes at the same time, or several utilities may be able to use the same trench. Right-of-way acquisition cost could be shared where such right-of-way would serve joint uses.

UT-7 Require development to pay for or construct the growth-related portion of infrastructure needs to the extent consistent with state and federal law.

UT-8 Ensure equitable financing of capital facilities between customers located in geographically and functionally distinct areas by managing the City and Novelty Hill Water and Wastewater Service Areas as independent utilities with capital and operational expenses separately assigned.

UT-9 Promote the efficiency of utility placement both in cost and timing through the following methods:

- Co-locate public and private utilities in shared trenches or utility corridors, provided that such joint use is consistent with limitations as may be prescribed by applicable legal and safety considerations;

- Coordinate facility planning so that utilities may locate in transportation corridors and other dedicated rights-of-way;
- Provide timely notice to utilities or coordinate with them when the construction or repair of existing and new roadway, bridges or sidewalks is anticipated;
- Provide a reasonable regulatory climate, recognizing that utilities provide a critical service to the community;
- Provide equitable permitting, recognizing that avoiding utility project delay can minimize service disruptions and associated costs for residents and businesses;
- Design new public infrastructure to allow for projected future utilities that may be placed within those facilities at a later time; and
- Encourage joint use of utility corridors for utilities, recreation and appropriate nonmotorized connections.

UT-10 Determine utility infrastructure necessary for a given development at the subdivision or entitlement phase of permit review.

Environmental Considerations

Redmond has many natural features, such as fish spawning creeks, open space and forested areas. Minimizing utility intrusion into these areas is a means of protecting these important assets by preventing destruction of habitat for installation. When utilities are allowed to build in wetlands, periodic maintenance will require intrusion and constructed access into sensitive areas and may disrupt wildlife during critical reproductive periods. Utility corridors often need to be free of vegetation for maintenance and safety purposes. Similarly, sewage or stormwater lines that are not carefully located, designed, and constructed can create undesirable environmental impacts. Placing utilities underground prevents the need to prune trees and shrubs, which can be detrimental to the plant and often result in oddly shaped vegetation.

Undergrounding also can be more aesthetically pleasing. Though undergrounded facilities may not be readily accessible for maintenance, they can reduce the incidence of power and telecommunications loss due to events, such as storms and collisions with utility poles caused by vehicle drivers, as well as protect the public from fallen lines.

Above-ground facilities can be designed to be compatible with or to enhance an area. Examples include Well No. 4, the King County York Pump Station at Willows and NE 124th Street, and the SE Redmond Water tank.

UT-12 Design, locate, and construct facilities to protect and minimize adverse impacts to the environment and to protect environmentally critical areas.

UT-13 Require underground installation of all new utility distribution lines, except where underground installation would cause greater environmental harm than alternatives.

UT-14 Ensure consistency with Washington Utilities and Transportation Commission tariff structure and state law regarding utility franchises.

UT-15 Promote the undergrounding of existing utility lines by means such as:

- Requiring undergrounding of utility distribution lines or provide for future undergrounding as a condition for development projects,
- Undergrounding utility distribution lines or providing for future undergrounding as street projects occur,
- Funding undergrounding through a capital improvement program or through formation of a local improvement district, and
- Requiring individual service lines to be undergrounded when significant site improvements are made.

UT-16 Require reasonable screening or architecturally compatible design of above ground utility facilities. Consider incorporating public art to accomplish this purpose.

Public Utilities

Water Utility

Sources of Supply

Redmond provides water service to most areas within city limits, the Novelty Hill Urban Area to the east, and some properties outside the city. The City's water supply comes from its wells and the Cascade Water Alliance (Cascade). Cascade supplies water from Seattle Public Utilities (SPU) through connections to SPU's Tolt pipeline No. 2, Tolt Pipeline, and the Tolt Eastside Supply Line. Redmond operates facilities jointly with the cities of Bellevue and Kirkland. Several water purveyors serve the areas surrounding the city, including Bellevue, Kirkland, Woodinville Water District, Northeast Sammamish Sewer and Water District, Union Hill Water Association, and Sammamish Plateau Water and Sewer District.

Future water supply demands will be met by the City through wholesale purchases from Cascade and from Redmond's wells. To meet the growing needs of its members, CWA will continue to pursue additional sources of water supply. Cascade has purchased Lake Tapps as a future water supply resource. Redmond's well system draws from a shallow aquifer and is susceptible to contamination, especially as urbanization of the Aquifer Recharge zone continues. It is imperative to maintain the water quality of the well source. Redmond's Wellhead Protection Program helps to preserve the resource. In addition, reducing water use through conservation measures lessens the demand for new supply. As the population grows

over the next 20 years additional storage reservoirs will need to be built to provide adequate storage for fire flows and other water demands.

The water service area is shown in the City's adopted Water System Plan, together with an inventory of water facilities.

UT-17 Utilize, protect, and sustain the Redmond well system to maximize the efficiency of the system. Ensure water is treated to meet state and federal drinking water regulations.

UT-18: Protect groundwater quality and quantity by maintaining and monitoring a Wellhead Protection Program that guides:

- Land use decisions,
- Development regulations,
- Stormwater facility requirements,
- Studies and operational changes related to climate impacts and groundwater quantity changes,
- Coordination with other agencies, and
- Other measures necessary to protect Redmond's well system.

UT-19 As a member of Cascade Water Alliance, actively participate in the decisions impacting long-term water viability made at Cascade Water Alliance Committee and Board meetings. Ensure Redmond has ample water supply to meet current and future needs in a cost-effective and environmentally sustainable manner.

Facilities

The City maintains design standards to ensure that utility systems are designed as an integrated whole. Well documented standards allow development and capital projects to produce designs that can be approved by the City and construct improvements that are compatible, have a reasonable economic life, are reliable to operate, and are resilient to operational challenges while continuing to meet the needs of the community. Adequate supply, water storage, integrated distribution, and inter-ties with neighboring water systems ensure reliability and resiliency for the system. These coordinated measures allow sharing of resources to reduce the need for larger and more expensive facilities.

UT-20 Design water delivery and storage systems to provide efficient and reliable service, to balance short- and long-term costs, and to comply with state and federal regulations.

UT-21 Require new development to construct water system improvements necessary to serve the development and to provide a reliable integrated distribution system.

UT-22 Maintain adequate water storage facilities to meet equalizing and fire demand volume and emergency supply.

UT-23 Ensure a resilient water system by pursuing the creation of emergency inter-ties with adjacent purveyors.

UT-24 Prohibit the creation of new water systems within city limits to ensure that Redmond is the primary provider of water service. Encourage the connection to City water for those properties on existing private well systems.

UT-25 Require connection to the City water system as the sole water source for all new development permitted by the City, and for existing uses when development, such as a short plat, subdivision or other significant land use action, occurs on that property.

Wastewater/Sewer System

Facilities

A majority of Redmond is served by a sanitary sewer. However, there are still a few areas which have onsite disposal systems such as septic tank systems. Some of the proposed annexation areas lack sewer. A proliferation of septic systems can reduce the health and safety of the community. Therefore, Redmond requires or encourages connection to the sanitary sewer. Redmond needs to ensure standardization of sewer facility design so that facilities will be compatible, less costly and have a reasonable economic life. Standards, including system designs such as gravity flow, result in systems that are less costly to maintain and more reliable and therefore should be used. Defining service standards offers a way of measuring performance against community standards. Standardization of design and level of service standards also assists the developer in design and cost calculations.

Regional treatment facilities have replaced local ones in King County for environmental reasons and economies of scale. Regional facilities have been able to ensure higher levels of treatment for sewage before release back into the environment. This system will likely be the system of choice for some time into the future. King County, which provides wastewater treatment facilities, currently has sufficient capacity to meet Redmond's present needs and capacity to serve future demand. The sewer service area is shown in the City's adopted General Wastewater Plan, together with an inventory of sewer facilities.

UT-26 Ensure that the City of Redmond is the primary provider of wastewater service within the city limits.

UT-27 Require connection to the City wastewater system for all new development and for existing uses when development, such as a short plat, subdivision, or other significant land use action occurs.

UT-28 Design wastewater systems to provide efficient and reliable service while balancing short-and long-term costs.

UT-29 Require development to construct sewer system improvements necessary to serve the development and to use design and construction standards for wastewater facilities that:

- Facilitate long-term operation and maintenance at the lowest reasonable cost,
- Meet or exceed the State Department of Ecology standards,
- Comply with state or federal regulations, and
- Provide a reliable integrated collection system.

UT-30 Support a regional approach to wastewater treatment by contracting with King County for transmission and treatment of Redmond's wastewater.

Septic systems policies

Some areas in Redmond are served by septic or other on-site wastewater disposal systems. As urbanization continues, these systems become less viable. Sometimes individuals do not properly pump and maintain their systems. To compensate for poor soil conditions, systems are increasingly incorporating mechanical pumps, which require periodic maintenance and flow regulation. Some systems are in Critical Aquifer Recharge Areas (CARA) and pose potential contamination issues to Redmond's groundwater supply. Generally, soil type and saturation levels in this area are not well suited to these systems. Others are close to a surface water body and pose a threat to surface water quality. It is necessary to prevent the proliferation of new systems and to convert the existing on-site systems to sewer in order to protect the public health and safety.

UT-31 Require existing development to connect to the City wastewater collection system when on-site systems have failed, sewer facilities are available, or when required by the King County Health Department.

UT-32 Encourage conversion from onsite wastewater disposal systems as sewer lines become available so that all septic systems in the city are eventually eliminated.

Stormwater

Redmond's stormwater management programs implement Western Washington Phase II Municipal Stormwater National Pollutant Discharge Elimination System (NPDES) Permit requirements established under the federal Clean Water Act.

These programs focus on stormwater runoff, groundwater recharge, surface waters, and riparian (water-related) habitat. Programs address basic conveyance of runoff, flood hazard

reduction, water quality issues, riparian habitat protection, and protection of groundwater quality. It is especially important that new development or significant redevelopment effectively manages stormwater with the appropriate facilities to ensure the protection and conservation of the City's natural resources.

In addition, proper and timely maintenance of stormwater facilities, both public and private, is essential to the overall functionality of the City's stormwater systems.

UT-33 Maintain and enforce minimum operation and maintenance standards for publicly and privately owned stormwater systems as set forth in the Redmond Stormwater Technical Notebook and the Municipal Code.

UT-34 Require development and capital projects to comply with stormwater design and construction standards that:

- Address rate of discharge, water quality and method of stormwater drainage;
- Incorporate best management practices;
- Address methods to control runoff during construction to limit erosion, siltation and stream channel scouring; and
- Minimize adverse impacts to natural watercourses.

UT-35 Utilize regional stormwater facilities as preferred infrastructure for stormwater management where stormwater can be effectively managed in such facilities to maximize development in urban centers.

UT-36 Ensure that the design of stormwater management facilities approximates predevelopment levels of infiltration and that they are designed to provide recharge in those areas where recharge is appropriate.

Stormwater facilities

Stormwater facilities can serve multiple purposes. They help protect natural waterways by providing basic treatment to stormwater runoff and by slowing high-energy flows that can scour stream beds and erode stream banks. They protect properties by conveying floodwater away from roads and buildings. They allow groundwater recharge and support plant life, and they can be incorporated into the landscaping design as an aesthetically pleasing element. They can provide a park amenity, comprise a part of a streetscape, and can reduce building temperatures when incorporated into roof gardens. Allowing stormwater facilities to fulfill some of the open space requirement increases the land available for development, reducing the burden on the developer, while still meeting the intent of open space requirements.

UT-37 Allow at-grade or above-ground stormwater retention/ detention facilities to qualify towards fulfilling open space requirements. Tie the percentage allowed to the intensity

of use and density: a smaller percentage for low-density residential graduating to a higher percentage for high-density residential and nonresidential.

UT-38 Encourage incorporation of natural systems into building designs to minimize runoff.

UT-39 Design public infrastructure to minimize runoff and impacts to surface water.

Planning

There are a number of mandates detailing actions the City must take to protect human health, prevent flooding, and conserve natural resources. Groundwater management is particularly important for Redmond because the City relies on groundwater for drinking water. Drainage basins often extend across city limits and as such require cooperation with other jurisdictions and governmental agencies to manage.

UT-40 Use the current Redmond Stormwater Technical Notebook when conditioning development or designing systems.

UT-41 Cooperate and participate in groundwater management and basin plans with surrounding jurisdictions and implement policies where local action is feasible.

Spill response

The City sets standards for storage, disposal, and accidental spillage of hazardous materials, and prepares for emergency responses to spills. Spill response involves police, fire, and transportation, as well as City maintenance or inspections crews. Pollutants intercepted before or from stormwater systems must be carefully managed.

UT-42 Develop and implement regulations and procedures concerning the storage and use of hazardous materials.

UT-43 Develop and implement an emergency response plan for responding to surface and groundwater contamination emergencies to protect public safety, Redmond's wells, and the natural environment.

UT-44 Establish and implement street waste and decant facility management standards.

Solid Waste and Recycling

Solid Waste Planning

Through an interlocal agreement, King County prepares comprehensive solid waste plans on behalf of the City to ensure that the community has access to safe, reliable, efficient and affordable solid waste handling and disposal. Garbage, recycling, and compost pickup and removal is provided by a private company under a contract with the City. These subscriptions

are voluntary for residential and commercial customers; however, the cost for residential curbside recycling and composting is included as part of the residential garbage fee.

Whether pickup is by private carrier, individual or is self-hauled by businesses, the waste stream portion is taken to a transfer station and then hauled to the King County Cedar Hills regional landfill. There is adequate landfill capacity until 2040.

Several factors make it difficult to predict future capacity for solid waste disposal: community members' changing behaviors with respect to waste; technologies of the solid waste industry; economic trends; state environmental, solid waste and hazardous waste laws; and the regional nature of landfill and recycling operations.

UT-45 Coordinate with King County on regional hazardous and solid waste issues.

Solid Waste Management

The Washington State Solid Waste Reduction Act and the Hazardous Waste Management Act include mandates on reduction of the waste stream, education and recycling. A decline in waste generation typically means that the amount of materials disposed, both garbage and recycling, has been reduced. Even with increased recycling and waste prevention, recent studies indicate that about 60 percent of materials disposed in the landfill could have been recycled.

UT-46 Provide solid waste, recycling, and organic waste collection services within the city and advance zero-waste practices that support sustainable consumption.

UT-47 Continue public education programs and behavior change focused outreach on solid waste management, recycling, waste reduction, composting, and the proper storage and disposal of hazardous wastes.

UT-48 Ensure adequate and conveniently located space for garbage, compost, and recycling collection containers is provided in multifamily and non-residential developments.

Programs and debris management

City offices can serve as a good example to the community in waste reduction by recycling and purchase of recycled goods. The City also sponsors recycling collection opportunities for items which are not easily hauled with curbside service but have recycle or reuse capability. King County also offers opportunities for the collection of hazardous substances.

The city is responsible for assisting with the management of the debris from natural hazards and disaster events.

UT-49 Support and implement city-focused efforts to reduce waste and increase recycling and composting to set a best practice model for the community.

UT-50 Consider implementing mandatory programs or adopting other mitigation measures that would further sustainability goals if solid waste reduction and recycling goals are not met.

UT-51 Maintain a Debris Management Plan that establishes procedures and guidelines for managing disaster-related debris in a coordinated, environmentally responsible, and cost-effective manner, and is coordinated with state and regional debris management planning.

Private Utilities and Services

FW-UT-2 Encourage private utilities to provide equitable, and resilient services using facilities that are innovative, safe, and minimize negative impacts on the Redmond community.

F. Energy

Service Overview

Electricity and natural gas are provided to Redmond and surrounding communities by Puget Sound Energy (PSE), a private utility. The City's role is to ensure that services are provided equitably to Redmond customers, and to work with PSE or its successor energy providers on facility plans so that future development in Redmond has reliable service. The City also supports service providers transitioning to 100 % clean energy.

Map UT-1 identifies energy facilities serving or located in Redmond, including the Olympic Pipeline.

UT-52 Work with energy service providers to ensure energy facility plans reflect and support Redmond's Land Use Plan and that energy resources are available to support the Land Use Plan.

UT-53 Work with energy service providers to support the transition to 100% renewable energy for the community.

UT-54 Coordinate and seek to cooperate with other jurisdictions when energy transmission facility additions or improvements cross jurisdictional boundaries. Include efforts to achieve consistency between jurisdictions in permit timing.

Electrical Energy and Facilities

Electric utility operation and rates are governed by the Washington Utilities and Transportation Commission. Redmond has several high-voltage transmission lines running east-west and north-south as well as numerous distribution substations. Main sources to the Redmond area include the bulk electric substations Sammamish with a 230/115 kV

transformer and Novelty Hill with a 230/115 kV transformer. Electricity is distributed to neighborhood substations throughout the area using 115 kV transmission lines.

Current and future projects

- Energize Eastside upgraded the Eastside Corridor to a 230 kV transmission line in 2024. The project ended at the Sammamish substation.
- The Sammamish-Juanita corridor project resulted in a new 115 kV line in 2024.
- A project for an additional distribution service bank at the Sterling Substation on Novelty Hill/Redmond Ridge is anticipated to be complete in 2026.

UT-55 Utilize the current Puget Sound Energy (or any successor) Electrical Facilities Plan for electrical utilities serving Redmond.

UT-56 Support initiatives to increase grid reliability, resiliency, and flexibility as a means to increase energy efficiency and reduce need for additional facilities.

UT-57 Allow electrical utility facilities as a permitted use where appropriate to ensure that land is available for the siting of electrical facilities.

UT-58 Coordinate with Puget Sound Energy (or any successor) when considering land use designations or new development in the vicinity of proposed facility locations that might affect the suitability of the designated areas for identified infrastructure need.

UT-59 Encourage and ensure the pruning of vegetation and proper choice and placement of plants to direct growth away from overhead utility lines.

Natural Gas Energy and Facilities

PSE purchases natural gas from several sources and transports it to the Redmond area via a high-pressure pipeline system operated by Williams Northwest Pipeline. PSE recently relocated a gas main in NE 70th St. in order to accommodate the Marymoor Village light rail station. PSE did not identify any future projects planned in Redmond.

As part of its climate goals to phase out fossil fuels and reduce greenhouse gas emissions, as well as for health and safety reasons, the City of Redmond is committed to phasing out the use of natural gas as an energy source.

UT-60 Move away from natural gas as an energy source while ensuring that existing natural gas facilities are maintained and improved for safety and efficiency.

Telecommunications

Telecommunications is a broad term applied to different types of services that provide and receive data/information to homes, businesses, and individuals, as well as public facilities and infrastructure, through wired and wireless networks. Examples include internet, cable

television, wired and wireless telephone services, as well as over-the-air (OTA) television, radio, and emergency communications.

The City's role is to provide adequate land, space, and a fair and consistent regulatory environment that allow telecommunication service providers to install, operate, and maintain facilities in a way that provides the opportunity for equitable service for all users in Redmond. The City will also ensure that its facilities are prioritized for its own use, especially for emergency communications.

The City uses a Telecommunications Master Permit Agreement process to identify service providers' current and future plans for facilities and service in Redmond, and to coordinate permitting and installation of facilities, such as in the right-of-way. This Permit Agreement also allows telecommunications providers to work in the city.

As of 2024, the City has identified the following telecommunications providers in Redmond where there are Master Permit Agreements being negotiated, in place or they are operating under old ROW Use Authorizations (the predecessor of the Master Permit Agreement). This list also contains entities that have infrastructure to support their operations, such as King County's I-Net.

In addition, Redmond owns fiber optic infrastructure and has partnerships where cables are shared with other public agencies such as the Lake Washington School District, WA Dept. of Transportation, and King County. The City also operates a radio broadcast on AM 1650 for emergency information.

Telecommunications Services/Infrastructure in Redmond (as of 2024)

Astound Broadband	Microsoft Corporation
AT&T (Wireline & Wireless)	Mobilitie
City of Redmond	Olympic Pipeline Company
Comcast Cable	SpaceX (Starlink)
Crown Castle	T-Mobile
Dish Network	Verizon Communications
Extenet	Viasat
Hughesnet	Windstream Communications
King County I-NET	Zayo Group
Lumen Communications	Ziply Fiber
Lake Washington School District	

UT-61 Negotiate mutually beneficial franchise contract conditions that support the delivery of cost-effective services desired by Redmond residents and businesses including to require undergrounding when above-ground electrical facilities are abandoned.

UT-62 Promote a wide range of telecommunications options, including use of City facilities, as well as regulatory flexibility, for new and emerging technologies and services to ensure reliable and universal access to telecommunications services for all.

UT-63 Prioritize City emergency and operating communications uses on City-owned facilities.

UT-64 Acknowledge the importance of citizen band and amateur radio services in potential emergency situations when considering regulatory changes that would affect the operational ability of such facilities.

UT-65 Limit the proliferation of telecommunications towers and reduce the visual impact of telecommunications equipment.

Hazardous Liquid Pipelines

Facilities, Inventory of Conditions and Future Needs

The Olympic Pipeline Company, operated by BP Pipelines, North America, operates a 400-mile-long petroleum pipeline system from Ferndale, Washington, to Portland, Oregon. Two parallel lines, 16-inch and 20-inch, pass through the west portion of Redmond generally along the Puget Sound Energy easement east of 132nd NE Ave and Rose Hill. The pipelines carry gasoline, diesel and aviation fuel. Delivery lines carry products from this mainline to bulk terminals at Sea-Tac International Airport; Seattle, Tacoma, Olympia and Vancouver, Washington; and Linnton and Portland, Oregon.

The pipelines are hazardous liquid pipelines, as defined by state law. Liquid pipelines transport petroleum products much more efficiently and safely than is possible by truck. Pipeline facilities, if ruptured or damaged, can pose a significant risk to public safety and the environment due to the high operating pressure and the highly flammable, explosive and toxic properties of the transported products.

The Federal Office of Pipeline Safety (OPS) is responsible for regulation of interstate pipeline facilities and addresses safety in design, construction, testing, operation, maintenance and emergency response for pipeline facilities. The Washington State Utilities and Transportation Commission (UTC) has authority to act as an agent for OPS.

In 2000, Redmond's Fire Department established a response plan in the event of a pipeline failure. The Olympic Pipeline Response Plan includes technical information about the pipeline, potential hazards, a guide to hazardous materials scene management, emergency response and evacuation plans, and contacts and other resources.

The policies below supplement existing state regulations and the City's risk management/response plan by focusing primarily on land use measures that help minimize

and prevent unnecessary risk to the public due to hazardous liquid pipelines, recognizing it is impossible to eliminate risk entirely.

Policies to Minimize Pipeline Damage

The corridor for the hazardous liquid pipeline system through Redmond varies, but is typically about 50 feet wide and contains the pipelines within rights-of-way or easements. The depth and location of the pipelines within the corridor also varies, although the lines are typically buried at a depth of less than five feet. The depth of cover over the pipelines may change over time due to erosion or other reasons. If not properly directed, on- or off-site stormwater discharge can erode soil cover over the pipelines, particularly where the pipeline is located in areas of steep slope, such as the Willows/Rose Hill Neighborhood.

Development of Construction Management and Access Plans in coordination with Olympic Pipeline's (or sucessor's) Damage Prevention Team outline specific actions developers can take to protect the pipelines from vehicle and equipment surcharge loads, excavation, and other activities in consideration of Olympic's general construction and right-of-way requirements and in consultation with Olympic on project design.

External forces, accounting for 31 percent of all accidents, are the leading cause of reported pipeline releases according to OPS statistics. Damage from external forces such as construction equipment can produce an immediate release or a scratch on a coated-steel pipeline can lead to accelerated corrosion and failure later. During development review and construction for projects in the vicinity of the pipelines, setting requirements for avoidance of damage and coordination between Redmond and the pipeline operator, Olympic Pipeline Company, or its successor, can help avoid problems. The following actions can reduce the chance of an incident:

- Identifying the location of the pipeline corridor on site plans, plats or other construction drawings;
- Using the one-call locator service, particularly during construction on adjacent properties;
- Physically verifying pipeline locations as needed to minimize the likelihood of damage;
- Establishing and maintaining setback requirements from the hazardous liquid pipelines for new or expanded structures and other significant land disturbance; and
- Monitoring land disturbance close to the pipeline by the pipeline operator or its representative.

UT-66 Require proposed developments, expansions of existing uses and construction projects, both public and private, located near hazardous liquid pipeline to develop

Construction Management and Access Plans in coordination with the pipeline operator's Damage Prevention Team. These plans typically incorporate the following:

- Show and field verify the location of the liquid pipeline corridors in relation to proposed structures, utilities, or clearing and grading activities;
- Use techniques prior to and during construction to minimize the potential for disturbing the pipeline;
- Identify and mitigate potential erosion over pipelines from stormwater discharge;
- Use setbacks and other site design techniques to minimize the potential hazard; and
- Develop emergency plans as appropriate.

UT-67 Coordinate with the pipeline operator when developments are proposed near a hazardous liquid pipeline corridor to reduce the potential for problems. Methods include but are not limited to:

- Notifying the pipeline operator of proposed development projects located within one-quarter mile of a pipeline corridor;
- Seeking the pipeline operator's participation in preconstruction meetings for projects located within 150 feet of a pipeline corridor;
- Requesting the pipeline operator to determine if additional measures above the normal locating process are necessary to physically verify pipeline locations before proceeding to develop;
- Arranging for pipeline operator representatives to be on site to monitor construction activities near the pipelines;
- Identifying demarcation and protection measures as recommended and required by the pipeline operator;
- Providing all necessary information for the pipeline operator to perform pipe stress calculations for equipment crossings and surface loads (surcharge loads). The calculations may warrant installing timber mats, steel plating, or temporary air bridging, or avoiding crossing certain areas; and
- Establishing settlement monitoring points, as necessary, when work occurs in close proximity to the pipelines.

Land Use Compatibility

Redmond can help reduce the risk of injury in the event of a pipeline failure by not allowing certain land uses to locate near hazardous liquid pipelines. Land uses with high-density on-site

populations that cannot be readily evacuated or protected in the event of a pipeline failure are considered "high consequence land uses." Examples are schools and multifamily housing exclusively for elderly or handicapped people. Uses such as these carry a relatively higher risk and have higher potential consequences in the event of a pipeline failure and therefore are not as appropriate as other uses near pipelines. Facilities that serve critical "lifeline" or emergency functions, such as fire and police facilities or utilities that provide regional service, are also considered "high consequence land uses.

UT-68 Prohibit new high consequence land uses from locating near a hazardous liquid pipeline corridor.

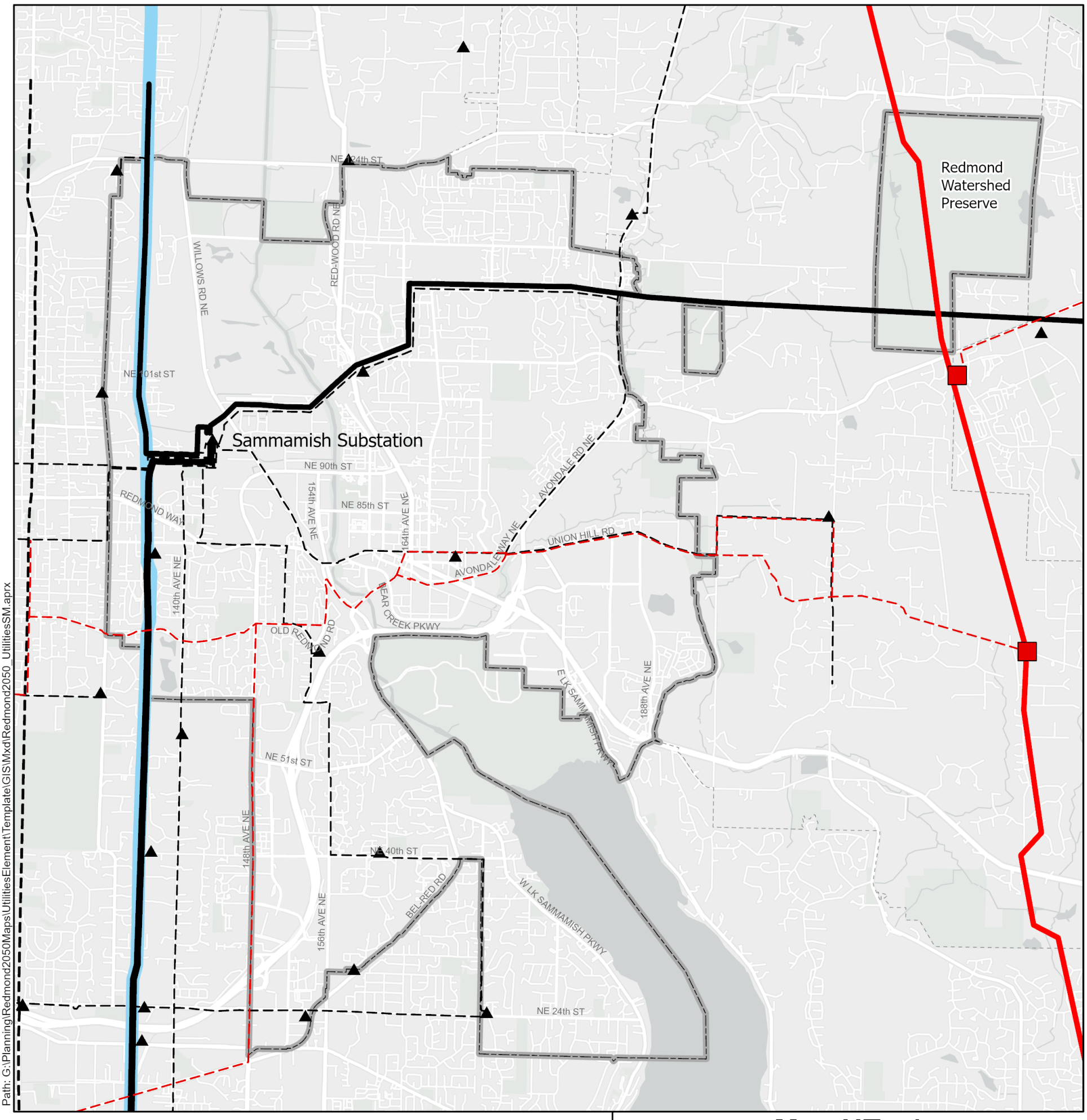
There are other developments, such as the businesses located along Willows Road and multifamily development in the Grass Lawn and Willows/Rose Hill Neighborhoods, that while not defined as high consequence land uses are located in the vicinity of the hazardous liquid pipelines. Because of this location, these developments warrant special consideration due to the number of occupants, characteristics of the development or other factors and should have in place appropriate emergency procedures, such as an emergency guide or plan. New or expanded developments can use measures such as site planning that reflect anticipated flow paths for leaking hazardous materials and emergency procedures.

UT-69 Require appropriate mitigation measures that help reduce adverse impacts in the event of a pipeline failure.

Pipeline Safety

People who live, own property or work near the pipelines can play an important part in avoiding pipeline damage and identifying potential problems early on. Redmond and the Olympic Pipeline Company or its successor can promote public safety through periodic neighborhood mailings and meetings.

UT-70 Maintain, in cooperation with pipeline operators, a pipeline safety education program with a focus on properties near hazardous liquid pipeline facilities.



Energy Facilities, including Pipelines

City of Redmond, Washington

Redmond
WASHINGTON

0 1
Miles
0 0.5 1
Kilometers

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Disclaimer: This map is created and maintained by GIS Services Group, Technology and Information Services, City of Redmond, Washington, for reference purposes only.

The City makes no guarantee as to the accuracy of the features shown on this map.

Gas and electric facility data provided by Puget Sound Energy.

Map created February 2024

Map UT - 1

PSE Electric Lines

Voltage
- 115 KV
- 230 KV
- Electric Substations
- City Limit
- UGA

- Olympic Pipeline
- Williams Northwest Gas Pipeline
- PSE High Pressure Gas Main
- Gas City Gate Station

Parks, Arts, Recreation, Culture, and Conservation (PARCC) Element

Vision Statement

In 2050, Redmond parks will be known regionally for attractive and well-maintained facilities where everyone can play.

Redmond community, neighborhood, and resource parks will be accessible within a short walk for all residents. The network of parks will feature a range of amenities that allow for everything from quiet reflection to active sports and play.

Redmond parks will be connected by an innovative trail network that locally creates a Frederick Law Olmsted-inspired "Emerald Necklace" that allows one to bike, run, walk, or roll around the city without using streets, while also smoothly connecting to regional trail networks and transit systems.

New and renovated community centers provide opportunities to build relationships across cultures, neighborhoods, and generations and make Redmond a highly desirable place to live, work, play, and invest. Flexible spaces inside the facilities help the City adapt to the changing social and recreation needs of users of all ages and abilities.

Innovative art and cultural events, such as public art spaces and performances, will attract artists from around the world and support the development of emerging local artists.

Comprehensive Plan requirements:

RCW 36.70A.070 (3) requires planning for capital facilities, including park and recreational facilities.

RCW 36.70A.070 (8) states that a city's comprehensive plan shall include a park and recreation element that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities.

The PARCC Plan is a functional plan that is used to fulfill the requirements for capital facilities, including parks planning, and includes detailed information and evaluation of

- Existing inventory,
- Future demand,
- Proposed new facilities,
- Finance plan, and
- Intergovernmental coordination.

The PARCC Plan is updated every 6 years to meet WA Recreation and Conservation Office (RCO) requirements for planning and is evaluated for consistency with Redmond Comprehensive Plan goals, policies, and requirements.

Partnerships will help meet increasing demand on parks and recreation. These partnerships with public, private, and non-profits provide an opportunity for innovative approaches in acquisition, development, programming, and joint maintenance of the Parks and Recreation system.

In addition, Redmond will continue to identify and acquire critical areas for preservation and passive recreation and work to expand tree canopy coverage citywide. Improving access to Redmond's waterways such as Lake Sammamish and the Sammamish River will support education, conservation, and recreational goals.

The city's park lands and natural areas are also an important legacy of the region's tribal communities. This is recognized throughout the system through the use of indigenous knowledge in planning, interpretive signage, and the use of native plants for restoration and park projects. The City consults with tribes on efforts to provide responsible recreation, while ensuring that natural areas are accessible for tribal uses, while remaining free of garbage and illegal trails and disturbances.

The City will continue to provide fun, challenging, and inspiring programs and classes for people of all ages, abilities, and backgrounds.

Taken together, Redmond's Parks and Recreation system will be both a destination and source of pride for the community.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity and inclusion, resiliency, sustainability.

Equity and Inclusion	Resiliency	Sustainability
• PR-2 • PR-4 • PR-5 • FW-PR-2 • PR-7 • PR-14	• FW-PR-1 • PR-3 • FW-PR-3 • PR12	• FW-PR-4 • PR-9 • PR-10

Existing Conditions

Background

Having places and opportunities for leisure, recreation and enrichment is vital to a community's well-being and quality of life.

Through the Parks, Arts, Recreation, Culture, and Conservation (PARCC) Element and its supporting functional plan, the Parks, Arts, Recreation, Culture, and Conservation (PARCC) Plan, the City of Redmond identifies goals, polices, and actions to implement a comprehensive vision for its park system. The City also supports the effort to identify future investments and provide funding mechanisms to do so. As suggested by the acronym, this entails much more than just park facilities. Rather it is a holistic approach that integrates parks and trails, arts and cultural enrichment, conservation of natural areas, and opportunities for active and passive recreation.

Redmond's park, recreation, arts and open space system, guided by the policies in the PARRC Element, has the following basic functions:

- Parks, Community Centers, and Trails: Protecting Redmond's natural beauty through a vibrant system of parks and trails that promote a healthy community. Parks and community centers provide space for community connections and both passive and active recreation.
- Arts and Culture: Recognizing the City's history and heritage, and celebrating the culture, customs, and creativity of our community members through public art, arts facilities, arts and music performances, events, programs, and classes.
- Recreation: Providing residents of all ages and abilities with diverse recreational and cultural opportunities in clean, safe, welcoming, and accessible facilities.
- Conservation: Protecting and enhancing sensitive environmental areas and wildlife habitat, preserving significant historical and cultural places, and developing parks using smart growth principles. Parks and conservation spaces are maintained and operated using best practices in sustainability.

The PARCC Element lays out the vision and policy framework to support the work needed to fulfill the vision of Redmond 2050, while providing flexibility to respond to rapidly changing needs and conditions.

Current Conditions

Redmond's first park, now known as Anderson Park, dates to 1938, when a Works Progress Administration (WPA) project built two log cabins and a picnic shelter on land acquired from the Redmond School District and the Sikes family. Since then, as the community has grown, so has its parks system. It has also grown to include arts, cultural and recreational programs and facilities.

As of 2024, Redmond's parks and recreation system and programs consist of:

- 47 City-owned parks totaling 1,351 acres
- 11 sports fields
- More than 59 miles of trails within city limits, of which 39 miles are owned by Redmond
- 5 community centers, with more than 20,000 hours of usage by community members & events
- More than 30 pieces of outdoor public art.
- Almost 200,000 yearly participants in programs and events.

Future projections

Redmond's future growth and diversity will increase demand for park facilities and recreational opportunities. Changing tastes in recreation, as well as the popularity of multiple types of mobility on trails, including the use of ebikes and escooters, will mean the City will need to be flexible in how it builds out its system.

The continued focus on growth in the Downtown, Overlake, and Marymoor centers will demand the continued investment and addition of amenities and facilities in those areas. At the same time, the City will prioritize equity: ensuring all parts of the city have safe and locally accessible parks and amenities to use and enjoy, and that park system amenities reflect Redmond's cultural diversity.

Another high priority for the City will be the need for more community spaces as the community grows. A focus will be to provide flexible and multi-use community center spaces in Overlake and Marymoor Village that support recreation and arts needs.

In the future, there will be even less opportunity to acquire land for parks, so the sound fiscal management and maintenance of existing parks and facilities will be important, as will exploring opportunities for partnerships with public and private partners.

Policies

The policies provide the framework for the city to fulfill its vision for its PARCC system:

- Expand access for all,
- Build strong communities,
- Protect the natural environment, and
- Innovate for Future.

FW-PR-1 Expand access for all by providing accessible and resilient parks, trails, and community centers that meet current and future community needs.

These policies will support Redmond's efforts to expand access to provide a diversity of recreational opportunities that are equitably distributed, accessible to all users, and guided by an engaged public.

PR-1 Develop distinctive parks and community centers that respond to the unique needs of the community it serves.

PR-2 Prioritize Parks and Recreation investments in underserved communities to improve equitable access to public amenities.

PR-3 Increase connectivity and resiliency by developing safe trails and pathways that are easily accessed by a variety of trail users.

PR-4 Expand access to parks and recreation opportunities through partnerships with public, private, and non-profits that will pursue innovative approaches in acquisition, development, programming, and joint maintenance.

PR-5 Encourage development of publicly accessible open space amenities within public and private developments in the mixed use centers.

FW-PR-2 Provide all community members with diverse recreational and cultural arts opportunities that reflect community needs.

These policies support efforts to provide an interconnected system of recreation facilities and programs that offers a wide variety of year-round opportunities and experiences which support inclusivity and enhance the City's cultural identity.

PR-6 Support the growth of Redmond's creative economy, create opportunities for the local arts and culture community, champion equitable access to the arts for all residents and a more vibrant city.

PR-7 Provide inclusive, comprehensive, and quality events, arts, enrichment activities, educational, and recreational programs that accommodate the needs and interests of all community members.

PR-8 Provide opportunities to improve physical and mental health by encouraging use of parks and recreation facilities and participation in recreational and enrichment programs.

FW-PR-3 Target investments that allow for affordable, fair, and equitable delivery of services that provide a safe, resilient, efficient, and functional system.

These policies will help Redmond prepare for and support future growth by proactively funding, building, and maintaining an accessible and resilient Parks & Recreation system that provides an essential public service and contributes to the City's vitality.

PR-9 Proactively manage and maintain park assets in a way that results in replacement or renovation in advance of need.

PR-10 Maintain and periodically update a PARCC functional plan that addresses WA Growth Management Act requirements for Parks and Parks capital facilities, as well as other state and federal requirements.

PR-11 Prepare, as part of the functional plan, a long-term financial strategy that funds capital projects for current and future needs of the parks and recreation system that is consistent with the Comprehensive Plan and complies with state and regional regulations.

PR-12 Develop and maintain level of service standards to monitor equitable access to opportunities that improve quality of life and address current and past inequities.

FW-PR-4 Maintain and promote a vibrant system of parks and trails that are sustainably designed, preserve and enhance various types of habitats, and protect the natural beauty of Redmond.

These policies help Redmond protect and enhance the natural beauty of the City by maintaining and promoting a vibrant system of parks, natural areas, green infrastructure, and trails that are sustainably designed, preserving and enhancing tree canopy, preserving various types of native habitat, and engaging the community as partners in stewardship.

PR-13 Preserve and enhance natural areas within parks to protect wildlife habitat and corridors, enhance urban tree canopy, and support climate action goals.

PR-14 Encourage the public's connection to the natural world by providing access to natural areas and waterways in ways that will not compromise the environmental integrity of the area.

PR-15 Preserve and enhance the historic and cultural resources within the park and recreation system.

Policies incorporated as part of the Shoreline Master Program

These are referenced in the 2009 SMP Ordinance 2486 and shall be maintained.

PR-16 Encourage the acquisition of property which will provide access to shorelines and local streams, with emphasis on areas where current and anticipated development patterns are unlikely to provide access or where there are significant access needs. Promote the creation of open space corridors along these water resources to provide for passive recreation and wildlife habitat. (SMP).

PR-17 As a complement to the citywide pedestrian pathway system, the City should develop a visual system for enhancing connections to the shoreline and identifying shoreline areas, considering such elements as street graphics, landscaping, street furniture or artwork. (SMP)

Economic Vitality

Vision Statement

In 2050, Redmond is regionally and nationally renowned as a city with a vibrant economy that is home to diverse and innovative businesses, from multinational corporations to small and local artisan, start-up, and legacy businesses.

People and businesses choose Redmond for its great amenities such as parks, regional trails, and community facilities, its vibrant centers, a healthy natural environment, highly regarded schools, and a well-educated and diverse workforce.

Comprehensive Plan requirement:

RCW 36.70A.070 (7) states that a city's Plan shall include:

An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life.

Redmond's city government pursues policies that support innovation, attract sustainable development, and foster a positive business climate.

Redmond is regarded for providing equity for its residents, workers, and visitors, whether for its city services, such as accessible parks and trails, programs for immigrants and those with disabilities to get job training and employment, or policies and initiatives that provide everyone the resources, tools, and opportunities to succeed.

Redmond is scaled for walkability and convenience, whether for neighborhood based, or resident-serving businesses, while also maintaining and promoting business districts that serve as regional attractions.

Whether one works in the technology, manufacturing, service industries, in public service, or is a small business owner, Redmond's housing options and amenities allow individuals and families to be self-sufficient and pursue the quality of life they desire.

Redmond is a resilient community – an effective city government with the policies, tools, and services in place to withstand and overcome the impacts from natural disasters, economic downturns, and other events.

With this vision, Redmond has prioritized three economic vitality goals, described in framework policies and supported by policies that further describe and implement these goals and objectives:

- A sustainable and resilient economy,
- A high quality of life, and
- A diverse workforce and business community.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 themes of equity and inclusion, resiliency, and sustainability.

Equity	Resiliency	Sustainability
• EV-7 • EV-10 • EV-13 • EV-17 • EV-23 • EV-25	• FW-EV-1 • EV-1 • EV 4 • EV-7 • EV-10 • EV-17	• FW-EV-1 • FW-EV-2 • EV-11 • EV-12 • EV-16 • EV-27

Existing Conditions

Background

Economic vitality can be thought of as the pulse of the community that allows it to thrive and be sustainable. The attraction of resources, whether natural or human, brings people and businesses to an area, which in turn create jobs, opportunities, and wealth. The wealth generated is used to create a community with attractive and desirable amenities that increases quality of life. That high quality of life in turn attracts people, businesses, and opportunities, creating a virtuous cycle of community vitality.

The goal of the Economic Vitality element is to support Redmond community's long-term health and well-being in a way that supports equity and inclusion, sustainability, and resiliency.

With an abundance of high-paying jobs, the cost of housing has dramatically increased in Redmond over the last decade. This has pushed out lower and middle wage income earners and has impacted the local businesses and services that those earners use. This, in the long-term, can stress or break the cycle of economic and community vitality.

The policies identified in this element, and throughout the Redmond 2050 Comprehensive Plan, recognize these concerns and will be used to respond to these issues and maintain Redmond on a path to implement the goals and vision for 2050.

Current Conditions & Future Projections

Redmond's economy continues to be dynamic. From its origins as a marshy yet abundant fishing and foraging location for indigenous peoples, Redmond's modern roots began as a local hub for farming and logging in the 19th century. The mid-20th century saw its transformation into a prototypical car-centric suburb with sprawling housing subdivisions,

retail shopping centers, and later, office parks catering to the technology services industries such as Microsoft. The 21st century ushered in Redmond's next phase of development into a dense urban area with light rail and frequent bus transit service, and its economy continues to evolve and adapt to changing conditions at the regional, national and international levels.

Snapshot of current economy

As of 2020, Redmond's economy continues to be dominated by the technology sector, most notably by the presence of Microsoft's main corporate campus in the Overlake neighborhood and other offices around Redmond. Nintendo of America is also located in Overlake. Other technology companies have also begun locating into Redmond, such as Meta/Facebook, with its campus on Willows Road, and Amazon, which has offices in Town Center and SE Redmond. Other major private employers including Eurest Dining Services, Terex/Genie, United Parcel Services as well as numerous IT consulting companies. Top public employers are the City of Redmond and the Lake Washington School District.

Businesses and jobs

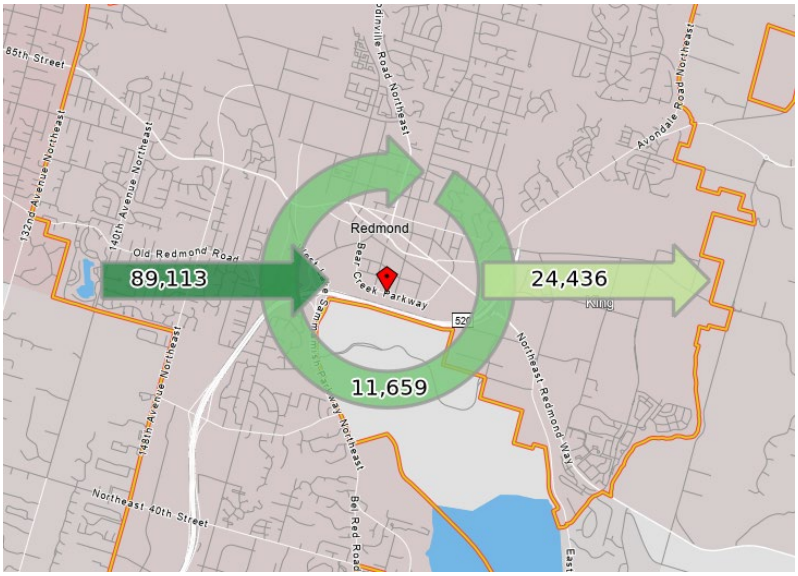
As of 2020, Redmond has almost 5,900 licensed businesses, providing approximately 100,000 jobs. Although only a few larger businesses provide most of the jobs in Redmond, more than 92% of businesses have less than 20 employees, and 64% have only one employee.

Job Inflow/outflow

One of the biggest challenges Redmond faces with its continued job growth is that almost 88% of workers come into the city from outside communities. Of the employed workers who do live in Redmond, 68% commute to locations outside of Redmond. This creates a burden on the transportation infrastructure, especially during peak commute times. Expanded transit options, such as the opening of four light rail stations that connect Redmond to Seattle, Bellevue, and the rest of central Puget Sound, as well as expanded multimodal options, including the Redmond Central Connector and Eastrail, are anticipated to help alleviate congestion and reduce commute times.

The availability of housing options for workers at all skill and income levels could increase the workforce both living and working in Redmond.

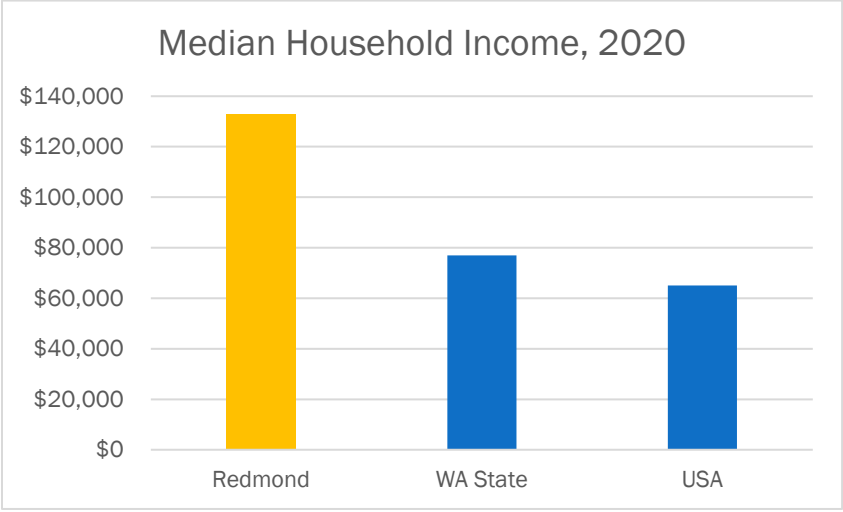
FIGURE 1 - REDMOND INFLOW/OUTFLOW JOB COUNTS, 2020



Income

Redmond's location as a hub of high paying tech-related jobs means that it has among the highest median household incomes (MHI) in the region and the United States. As of 2020, Redmond's MHI was $132,770. Redmond also has a small percentage of persons living in poverty, at 5.8% compares to the US average of 11.4%.

FIGURE 2 - COMPARISON OF MEDIAN HOUSEHOLD INCOMES

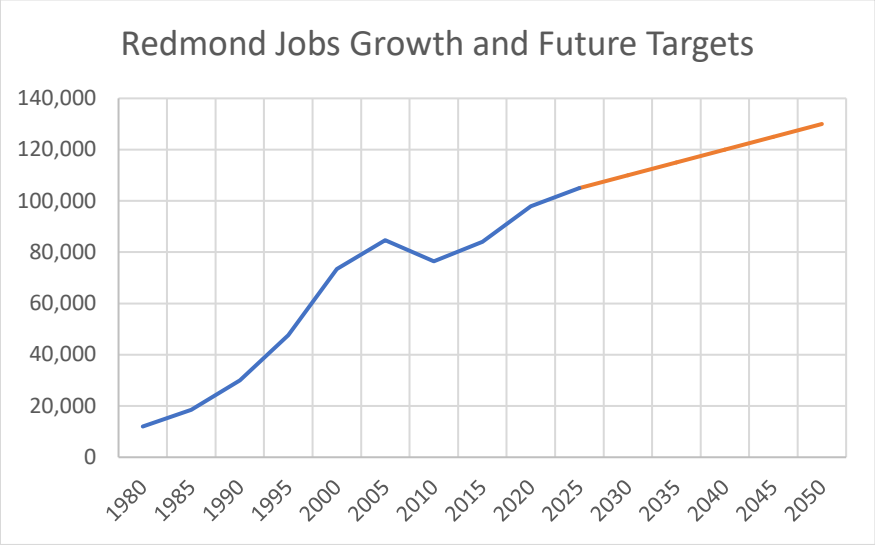


Future outlook – employment

Redmond's employment will continue to grow. Local established businesses, such as Microsoft, will maintain a significant presence, while other tech businesses, such as Amazon and Meta, will continue to expand their footprints in Redmond. Redmond must accommodate

nearly 30,000 additional jobs by 2050. Although this substantial growth is impressive, it is less than the rapid job growth experienced in the 1980s, 90s, and early 2000s.

FIGURE 3 - JOB GROWTH IN REDMOND 1980 - 2050



Policies

Sustainable and Resilient Economy

The following policies support Redmond's vision to have an equitable, sustainable, and resilient economy.

FW-EV-1 Support policies, regulations, services, programs, and infrastructure investments that strengthen an economically diverse, sustainable, and resilient economy.

EV-1 Develop and maintain a Redmond Economic Development Strategic Plan that implements the City's policies and is coordinated and consistent with VISION 2050 and the Regional Economic Strategy.

EV-2 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.

EV-3 Prioritize efficient use of land and infrastructure by directing economic development within existing retail, office, manufacturing, and mixed-use areas and in designated centers.

EV-4 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.

EV-5 Support industry clusters and subclusters that are integral components of the local and regional economy.

EV-6 Provide a consistent and predictable regulatory environment and customer-focused approach to permitting and development processes.

EV-7 Utilize tax and fee systems that are equitable and stable, are consistent with City goals, predictably and appropriately fund local services, and are able to maintain a competitive economic environment. Periodically review the City's tax and fee systems to ensure they remain consistent with the City's priorities.

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.

EV-9 Participate and coordinate with other government agencies, businesses, and non-profits in efforts to further the City's economic vitality.

EV-10 Ensure all businesses have access to proactive businesses assistance including disaster recovery resources through clear, timely, and supportive processes. Prioritize businesses that are small, local, historically lack capital, represent underserved and marginalized communities, and are at risk of displacement.

EV-11 Attract and support businesses that embrace Redmond's environmental sustainability and climate goals.

EV-12 Implement and promote smart-city technological initiatives that enhance the city's economic vitality while ensuring data privacy and security. Collaborate with other service providers to take similar actions.

Quality of Life

The following policies promote a high quality of life, an essential component of an economically vital community.

FW-EV-2 Support policies that contribute to a high quality of life in Redmond, such as career and education opportunities, housing, transportation, and recreation choices, as well as a healthy natural environment.

EV-13 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.

EV-14 Support and collaborate with educational institutions and non-governmental organizations to provide opportunities to advance knowledge and skills.

EV-15 Align workforce development efforts with the needs of underserved communities.

EV-16 Support and incentivize neighborhood-based business to achieve complete neighborhoods.

EV-17 Support and incentivize the preservation of resident-serving businesses that are important to Redmond residents.

EV-18 Foster the creation of business districts that help small businesses thrive and that are centers of local commerce, community, and culture.

EV-19 Enhance local arts, culture, recreation, nightlife, and social amenities that promote Redmond as an attractive place to work and live.

EV-20 Encourage a mix of housing types and options that allows workers at different wage levels to live and work in Redmond.

EV-21 Invest in a well-connected, safe, accessible, and efficient multi-modal transportation network that is responsive to innovations and changing demands.

EV-22 Support Redmond's growth as a tourism destination and foster tourism-related initiatives that bring investment and economic benefit.

EV-23 Allow for the equitable and multi-purpose use of public spaces and rights-of-way, including commercial uses such as outdoor dining, food/merchant kiosks, food trucks, and event and performance spaces.

EV-24 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.

Business and Job Diversity

The following policies promote a diverse economy.

FW-EV-3 Cultivate a diverse workforce and business community that reflects Redmond's commitment to opportunity, equity, self-sufficiency, and the importance of both legacy and new businesses.

EV-25 Adopt and maintain development regulations and incentives that prioritize flexibility in size, location, uses, and design to create affordable commercial spaces that allow small, locally owned, and culturally diverse businesses to thrive.

EV-26 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 and innovative neighborhood shops.

EV-27 Recognize the importance and value of historically disadvantaged and marginalized communities. Implement actions that would eliminate and correct for on-going disparities and provide opportunity.

EV-28 Encourage home-based businesses that are compatible with residential uses.

EV-29 Foster retention of existing businesses as development occurs through incentives, development regulations, and programmatic support such as funding and grant opportunities.

EV-30 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.

EV-31 Support policies that lead to income self-sufficiency for both workers and business owners in Redmond at a range of skill and educational levels.

EV-32 Support the availability of affordable and accessible supportive services, such as high-quality childcare and long-term care, to ensure that all community members can participate and thrive in the workforce.

Annexation and Regional Planning

Vision Statement

In 2050, Redmond has reached its ultimate land area of 18.117 square miles, having annexed all remaining territory in its Potential Annexation Areas so that residents may receive a full range of urban services. Accommodating growth within King County's designated urban growth area has protected rural and agricultural areas outside of Redmond and urban King County. New neighborhoods have been seamlessly interwoven with existing neighborhoods. Annexation has allowed residents to enjoy high-quality facilities and services.

In 2050, Redmond is an integral member of the regional planning community. The city continues to work cooperatively in regional planning with sovereign tribes, neighboring jurisdictions, King County, neighboring counties, state agencies and others. Redmond is an active member of regional planning organizations where it simultaneously advances the interests of the Redmond community and works toward regional goals.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity, resiliency, and sustainability.

Equity	Resiliency	Sustainability
		• AR-1 thru AR-15

Existing Conditions

Background

In 1990 Washington State enacted the Growth Management Act (GMA) in response to rapid population growth and concerns with suburban sprawl, environmental protection, quality of life and related issues. The GMA requires the establishment and maintenance of urban growth areas (UGAs). Land within UGAs is

designated for urban uses while land outside UGAs is set aside for rural or resource uses. This division makes the provision of public facilities and services more efficient by providing for contiguous and compact urban lands, while protecting rural resources, such as agricultural and forest lands and fish and wildlife habitats.

Redmond expects to annex areas adjacent to the city that are within the UGA yet remain in unincorporated King County. The King County Countywide Planning Policies (CPPs) designate these areas, also known as Potential Annexation Areas (PAA). These PAAs were affiliated to adjacent cities to ensure they do not overlap or leave urban unincorporated areas between cities. The City of Redmond can only annex territory in these designated PAAs. This element guides their annexation to the city, resulting in neighborhoods that receive a full range of urban services and that enjoy a high quality of life.

Together with the Utilities Element, this element addresses facilities and service provision, including how to handle facility and service issues within the PAA, as called for in the King County Countywide Planning Policies (CPPs).

To annex to a city, state law generally requires that the property within the proposed annexation be contiguous to the city and in a PAA. There are multiple annexation methods specified in state law, and their applicability to a PAA varies depending on area size, city classification, parcel ownership, and more. State law also provides residents and property owners with the authority to initiate the annexation process. In addition, cooperation between cities is important to provide for efficient service delivery and to prevent duplication of services and public facilities.

Current Conditions & Future Projections

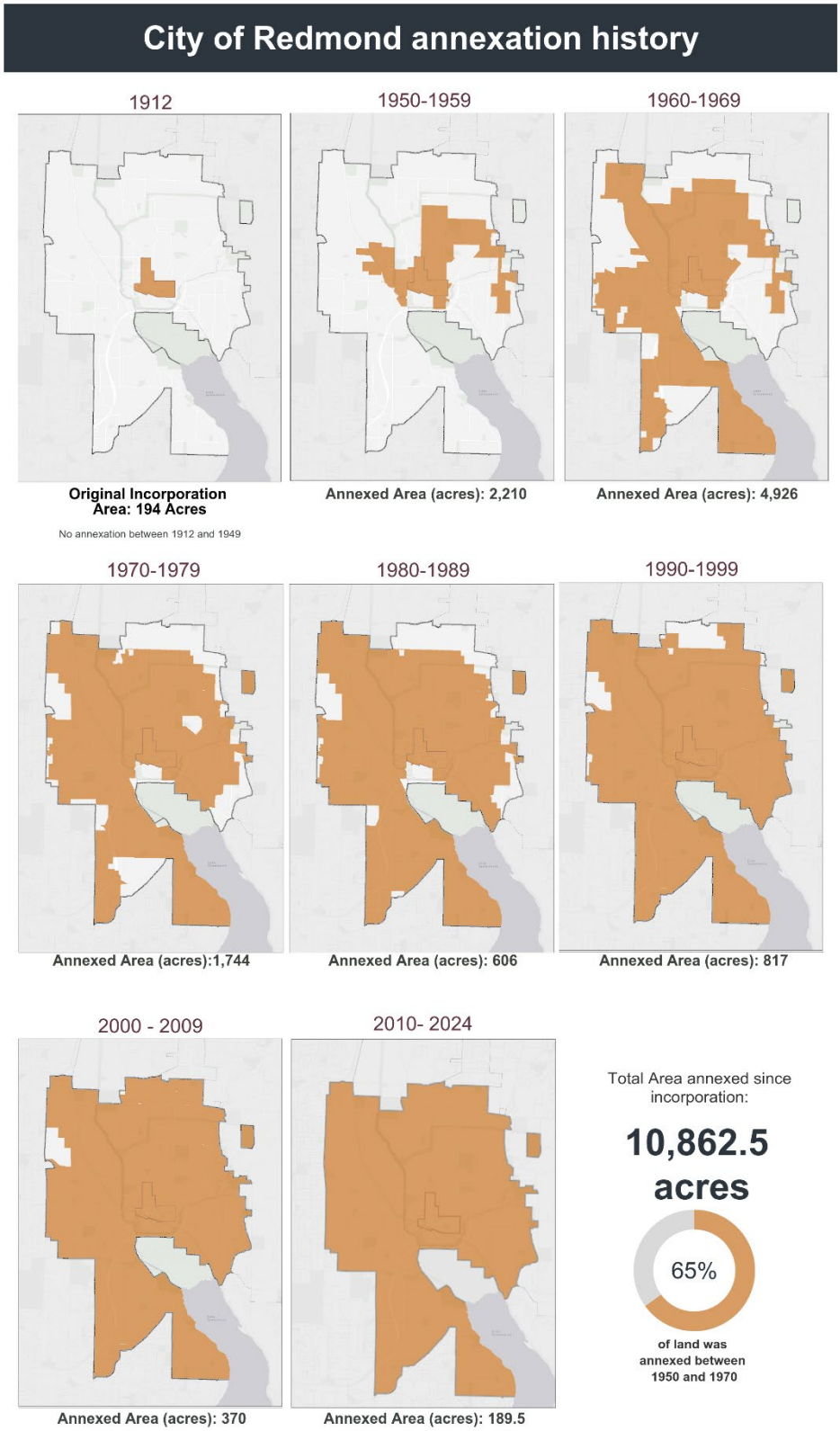
More than 60 percent of all the city's land was annexed between 1950 and 1970, with annexation activity slowing after that. Recent annexations have been in the Willows/Rose Hill and North Redmond neighborhoods. The City of Redmond occupies 17.25 square miles (around 11,000 acres). There is relatively little unincorporated land contiguous to the city available to annex. There are three remaining Potential Annexation Areas (See Figure X-X Map of Potential Annexation Areas):

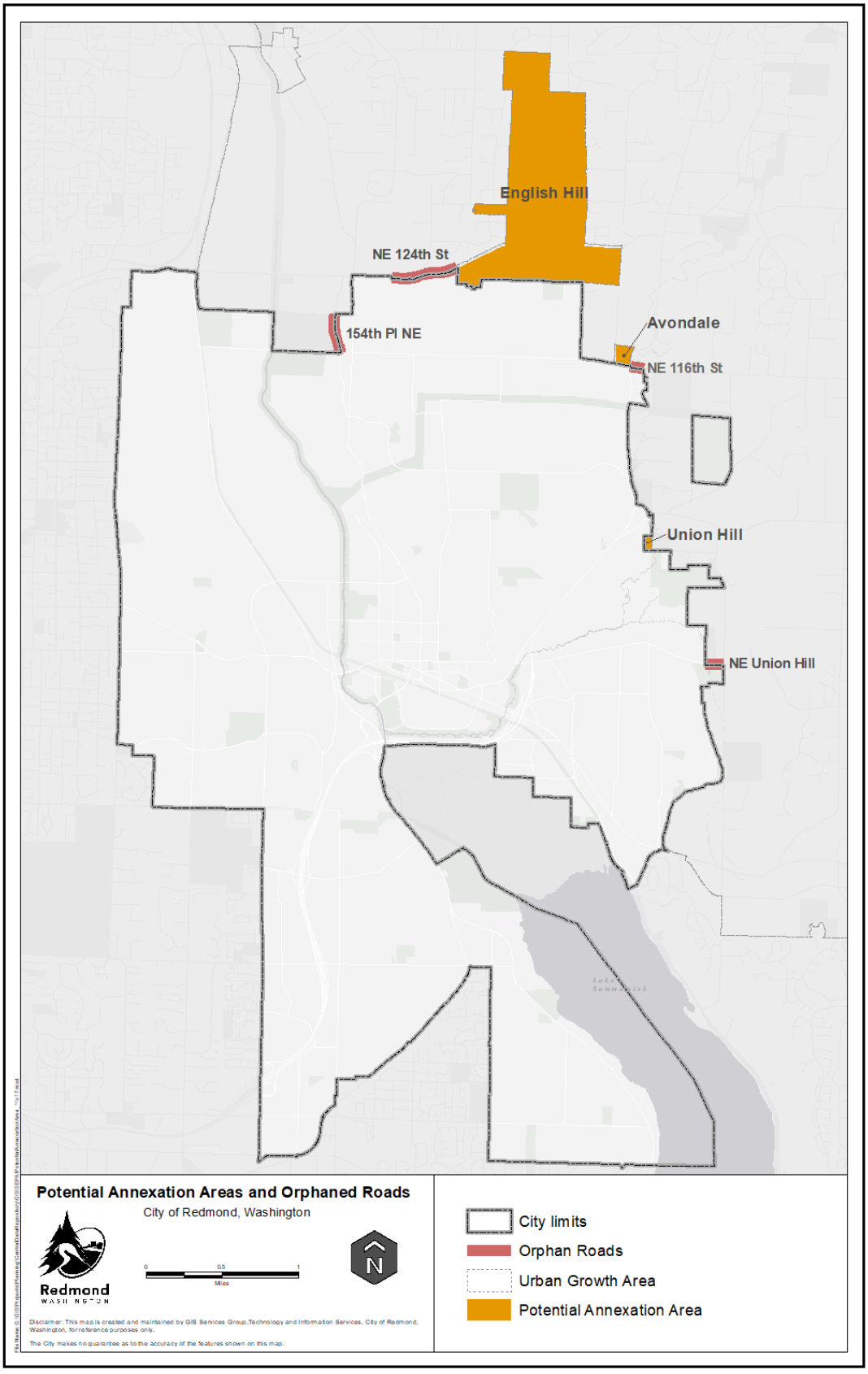
1. Union Hill, 3 acres
2. Avondale, 8 acres
3. English Hill, 530 acres

In 2018, these PAAs were home to approximately 2,836 residents, and about 507 jobs. There are approximately 991housing units in these areas in a total area of 541.5 acres. Most of the available areas are small islands except for English Hill. English Hill is 100% residential and largely developed with single-family homes. It has around 2,700 residents, 950 housing units and approximately 500 jobs. While there has been some annexation interest from residents in portions of English Hill, there has not been sufficient support for annexation. For the rest of the PAAs there have been sporadic inquiries for many years

There are also four "orphaned roads" and rights-of-way that the City could annex. Orphaned roads are King County roads rights-of-way that include half-streets, parts or entire roads surrounded by cities, and small segments of road located on or within the UGA, but that have not been transferred from county responsibility to a city as part of past annexation or incorporation. The four orphaned roads that could be annexed by the City of Redmond are:

- NE Union Hill Road
- 154th Place NE
- NE 124th Street, and
- NE 116th Street


City of Redmond annexation history
1912
Original Incorporation Area: 194 Acres
No annexation between 1912 and 1949
1950-1959
Annexed Area (acres): 2,210
1960-1969
Annexed Area (acres): 4,926
1970-1979
Annexed Area (acres):1,744
1980-1989
Annexed Area (acres): 606
1990-1999
Annexed Area (acres): 817
2000 - 2009
Annexed Area (acres): 370
2010- 2024
Annexed Area (acres): 189.5
Total Area annexed since incorporation:
10,862.5 acres
65%
of land was annexed between 1950 and 1970


English Hill
NE 124th St
154th Pl NE
Avondale
NE 116th St
Union Hill
NE Union Hill
Potential Annexation Areas and Orphaned Roads
City of Redmond, Washington
Redmond
WASHINGTON
0
0.5
1
Miles
N
Disclaimer: This map is created and maintained by GIS Services Group,Technology and Information Services, City of Redmond, Washington, for reference purposes only.
The City makes no guarantee as to the accuracy of the features shown on this map.
City limits
Orphan Roads
Urban Growth Area
Potential Annexation Area

Policies

The policies in this element support Redmond's vision of an intercultural city that is equitable, resilient, and sustainable: offering a wide range of services, opportunities, and amenities without compromising the ability of future Redmond residents and businesses to enjoy the same. They also identify ways to coordinate planning with neighboring jurisdictions and regional bodies, guide annexations, and preserve the UGA boundary near Redmond.

Regional Planning

The City of Redmond works with other jurisdictions, including sovereign tribes, to plan for land uses and infrastructure in areas surrounding the city. Conversely, King County and adjacent cities' plans, regulations, and development affect Redmond. Redmond has directly participated in regional plans and the regional planning processes, such as VISION 2050. Maintaining a view of this larger context enables Redmond to relate plans within city limits to broader regional policies and issues.

Projects outside of Redmond's PAAs also have the potential to affect Redmond. This area is defined by the issue and its scope rather than a particular geographic boundary. Areas most likely to fall under this sphere include nearby areas of Kirkland, Bellevue, Woodinville, Sammamish, the unincorporated Sammamish Valley, and the watersheds of the Sammamish River, Bear Creek, and Lake Sammamish.

FW-AR-1 Develop and support regional policies, strategies, and investments that reflect the vision and policies of the Redmond Comprehensive Plan. Achieve local goals and values by promoting the implementation of the Growth Management Act, VISION 2050, and the King County Countywide Planning Policies.

A-1 **Work cooperatively in the region to implement the Redmond Comprehensive Plan. Support the Puget Sound Regional Council, the Growth Management Planning Council, and other regional bodies to ensure that Redmond's interests in long-term regional planning are represented.**

FW-AR-2 Collaborate with jurisdictions, agencies, and organizations to develop and implement a coordinated, regional approach for meeting the needs of Eastside communities.

A-2 Develop interlocal agreements where development within a Potential Annexation Area will require Redmond public facilities or services.

A-3 Pursue with King County, through interlocal agreements or other means, upgrades to deficient roads and bridges that will become the City's responsibility upon annexation. Establish timeframes for annexation of roadways and shared streets that are still under King County's jurisdiction.

A-4 Establish with King County pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.

A-5 Monitor proposed development that will result in impacts to the City of Redmond and collaborate with other jurisdictions to develop conditions for approval.

A-6 Coordinate with nearby jurisdictions in developing consistent comprehensive plans as well as capital improvement programs and studies addressing multi-jurisdictional issues.

A-7 Participate in the review of major plans and projects of nearby jurisdictions or agencies that have potential to affect Redmond. Provide others the same opportunities to participate in the review of Redmond plans or programs.

Annexation

There is relatively little unincorporated land contiguous to the City of Redmond remaining. The intent of the city is to annex these lands expeditiously. Some areas of the PAA are already served by another utility district, reducing the likelihood of and the need for immediate annexation. As residents seek greater local control of land use and capital improvements or as the needs for public facilities arise, Redmond should encourage annexation. Additionally, as annexation occurs, the city is required by the Growth Management Act to ensure that zoning is consistent with the Comprehensive Plan. All the Potential Annexation Areas have adopted a pre-annexation zoning to expedite annexations and to ensure consistency.

Requests for public facility extensions often immediately follow annexation and can be the main reason property owners annex. Annexations should be designed and timed to result in efficient and cost- effective provision of City services.

State law allows cities to decide whether new residents should help pay for bonds currently being paid for by existing residents. Often such bonds fund facilities that already are being used by people outside the city; in other cases, annexation may increase use of these facilities. Requiring the assumption of the City's bonded indebtedness is a method of ensuring fairness.

FW-AR-3 Work cooperatively with residents and property owners to annex land within Redmond's Potential Annexation Area.

A-8 Pursue the annexation of all land within the Potential Annexation Area (PAA) by providing property owners and residents with the necessary support. Concurrently adjust growth targets between the City and King County.

A-9 Require annexation prior to extending utility service to unincorporated areas except for the following cases:

- Where Redmond is required to serve due to preexisting service agreements; or
- Where an individual well or septic failure occurs, immediate annexation is not possible or expedient, and the property owner is willing to sign an agreement to annex the property in a timely manner.

A-10 Require that individual annexation proposals have logical boundaries, strive to maintain neighborhood integrity, and avoid creating islands of unincorporated land.

A-11 Review right-of-way issues prior to defining boundaries of individual annexations to determine logical inclusions or exclusions, including review of the following issues:

- Whether the right-of-way will be needed for eventual provision of utilities or transportation links.
- Whether there are preexisting utilities from a particular district or jurisdiction already in a right-of-way.
- Whether streets or bridges are in a safe condition.
- Whether assumption of a section of a regional arterial will produce an unfair burden for maintenance and expansion on the city.

A-12 For newly annexed areas, require developers to construct or fund public facilities to serve the development and require owners to construct or pay for health and safety improvements related to their property to the extent permitted by state law.

A-13 Ensure that newly annexed territory accepts its equitable share of the City's bonded indebtedness.

Urban Growth Area

Urban Growth Areas are intended to achieve several important objectives. Designation of UGAs identifies lands that will be developed for urban uses, allowing landowners and government agencies to plan and invest in urban uses. Most land within the UGA will be developed for urban uses except for limited constrained or resource land, making the provision of public facilities and services more efficient by providing for contiguous and compact urban lands.

Designation of UGAs also protects rural areas, resource lands such as farms and forests, public parks and large areas of fish and wildlife habitats. These areas are generally excluded from the UGA. Property owners know they can continue rural and natural resource uses without worrying about nearby urban uses.

A-14 **Support preservation of the existing Urban Growth Area (UGA) near Redmond except for changes supporting the annexation of municipally owned facilities such as parks. Participate and collaborate with King County and the other cities on UGA issues.**

A-15 **Support permanent protection of designated rural and resource lands outside of the Urban Growth Area.**

Human Services

Vision Statement

In 2050, Redmond's human services network continues to foster equity, inclusivity, and intercultural understanding and respect. Redmond is flexible, sensitive, and responsive to the needs of all diverse identities, abilities, and lived experiences. Redmond is regionally and nationally renowned as a community committed to social justice, where historical and systemic inequities are eradicated, and all individuals have equitable access to opportunities and resources such as, but not limited to, medical care, mental health services, childcare, food security, and quality education.

In 2050, equity-centered community engagement is the cornerstone of the City's work, with strong standards for meaningfully involving communities in decision-making processes and empowering them to shape their own futures. Redmond collaborates with other government agencies, non-profit organizations, libraries, schools, faith-based organizations, minority and women-owned small businesses, and community members to co-create equitable solutions that are responsive to local needs.

In 2050, Redmond's human services network is resilient. Effective process improvements and strengthened partnerships have resulted in strong regional collaboration. The lasting relationships, municipal organizational culture, and active partnership with the community contribute to a human services network which is adaptable and can operate effectively even in tough conditions.

In 2050, Redmond's human services network is socially, economically, and environmentally sustainable. Sound operational approaches to service delivery will be designed with these considerations in mind. The human services network plans for and adapts to expected and unexpected changes, while remaining committed to balancing the needs of people and the planet.

With this vision, Redmond has prioritized four overarching framework policies.

Framework Policies for Element (Objectives)

FW-HS-1 Pursue social justice, equity, and access in human services policies, regulations, and programs.

FW-HS-2 Identify and pursue opportunities to increase funding and resources.

FW-HS-3 Increase human services capacity and continually improve programs.

FW-HS-4 Strengthen existing, and pursue new, partnerships and collaborations to improve human services related outcomes.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity and inclusion, resiliency, and sustainability.

Equity and Inclusion	Resiliency	Sustainability
• HS-1 through HS-11 • HS-16 through HS-21	• HS-1 • HS-2 • HS-4 • HS-6 through HS-15 • HS-18 • HS-21	• HS-13 through HS-15 • HS-18 • HS-21

Existing Conditions

Background

The Human Services element establishes the City's role in planning, funding, coordinating, and improving human services delivery to achieve a more sustainable, resilient, and equitable community. The element also sets policy direction for how the City will allocate its resources to meet community needs. Redmond's population has grown in number and in diversity since the last comprehensive plan. Combined with changes to public transportation systems, local economies, and other significant events, there is more need than ever for effective human services.

In 2022, the City released its newest Human Services Strategic Plan, a process that is typically conducted every five years. Led by the principles of community engagement, equity and inclusion, resiliency, sustainability in tandem with values of integrity and relationship building, , this plan outlines a set of strategies and actions for the next five years. The plan affirmed the City's commitment to ensure that community members can meet their basic needs such as food, shelter, and medical care. The plan also affirmed the City's commitment to ensure that community members have access to opportunities that support them in reaching their full potential. Progress can be made to fulfill these lofty commitments by allocating resources to:

- Plan for and respond to emerging and emergency needs.
- Invest in an array of services and programs that support community needs, prioritizing marginalized communities such as (but not limited to): Black, Indigenous, and People of Color (BIPOC); immigrants; LGBTQIA2S+; and people with disabilities.
- Convene and collaborate with partners to identify and implement solutions to complex community challenges across the Eastside.
- Connect community partners toward shared goals and solutions.
- Increase access to services, with a particular focus on addressing language and cultural barriers.
- Support unhoused and unstably housed community members through coordination with City departments, non-profit partners, businesses, and the broader community.

Current Conditions

In 2022, Redmond published a Human Services Needs Assessment, which summarizes results from analysis of quantitative data, including census data and local reports and studies, describing Redmond's demographics and relevant community-level trends. The assessment also included outreach with community members and partners to gain a better understanding of existing conditions in Redmond. Combined with other engagement efforts and planning analyses, current conditions indicates that:

- There are barriers to, and inequities in, accessing services.
- Racially disparate impacts occur in many different facets of life such as housing, healthcare, economic conditions, the COVID-19 pandemic, and more.
- The increasingly culturally diverse community highlights need for multilingual communication.
- Proactive community engagement is vital to help inform community members on how to access human services and how to find out if they are eligible for support.
- Barriers to, and inequities in, accessing services exist. Black, Indigenous and People of Color, low income, and people with Limited English Proficiency, experience more challenges to accessing the services they need.
- While the median income in Redmond (over $147,000 per year) is significantly higher than the King County average, income disparities exist in which households struggle to meet their basic needs. In 2021, 6% of Redmond community members (~4,300 individuals) were living below the Federal Poverty Line, including:
    - Nearly 600 children under the age of 18.
    - Roughly 651 seniors over the age of 65.
- Mental health is a challenge for many community members, which is made worse due to the lack of accessible mental health services. Disparate impacts of mental distress are found with:
    - LGBTQIA2S+ community members.
    - Black, Indigenous and People of Color community members.
    - Redmond youth.
- The non-profit sector across King County is struggling to retain qualified staff due to stagnant wages in a very high cost of living area.
- Opportunities exist to build strong partnerships to support people with intellectual or developmental disabilities, including supportive employment programs.
- Housing insecurity and homelessness are pressing challenges for some community members.

Human Services Systems and Partnerships, Commission, and Non-Profit Sector

Human Service Systems and Partnerships

Human services are coordinated through a network of County and City entities, non-profit organizations, foundations, corporations, public health, and community advocates who work together to create a seamless system for addressing complex social issues. The primary purpose of a human services system is to enhance the well-being and quality of life for individuals and families by protecting the health of all people and their communities.

Partnerships may span multiple sectors such as healthcare, education, faith communities, non-profits, and law enforcement. This cross-sector collaboration recognizes that many social issues are interconnected and addressing them requires a comprehensive approach. The Redmond Community

Court is an alternative, problem-solving court that differs from traditional courts by seeking to identify and address the underlying challenges of court participants that may have through comprehensive services offered at the co-located Community Resource Center. This is a model partnership between the City of Redmond, King County District Court, and the Redmond Library.

Human Services Commission

The City of Redmond Human Services Commission is a vital component of the City's service operations. The City's first Human Services Commission was established in 2009 as a seven-member volunteer board whose oversight includes:

- Reviewing funding requests to provide specific funding recommendations every two years as part of the City's budget process.
- Advising the Mayor and Council on general issues related to human services.
- Helping carry out recommendations of the City's Human Services Strategic Plan, including strategies that increase the knowledge of and engage the community in addressing human services needs and issues in Redmond.

Non-Profit Sector

The City of Redmond funds and partners with local human service provider organizations. Non-profit providers are often the primary agency responsible for serving individuals and families who are seeking assistance. Providers have experienced challenges in responding to the increased demand for services, while navigating a patchwork of funding to support their work. Recruiting and retaining qualified staff has been particularly difficult as costs have continued to rise, and wages, which were already low, have failed to keep pace. A 2023 report by the University of Washington School of Social Work's Wage Equity Study Team found that non-profit human services workers are paid 37% less than those in other industries. In Redmond, that disparity is even greater as the median income and cost of living are higher than in other parts of the county.

Household Income Segments

Human services efforts often focus on specific household income segments of the community. The definitions for these income level segments are codified in RCW 36.70A.030. For context, income limits and rent limits were taken from A Regional Coalition for Housing's (ARCH's) annual standards which are calculated from HUD data.

Table HS-1: Household Income Segments

Household Income Segment	Income Relative to Area Median Income (AMI)	ARCH 2022 Income Limit 1 Person Household	ARCH 2022 Rent Limit 1 Person Household
Extremely Low-Income	0-30% of AMI	$28,266	$808
Very Low-Income	>30-50% of AMI	$47,110	$1,346
Low-Income	>50%-80% of AMI	$75,376	$2,154
Moderate Income	>80-120% of AMI	$113,064	$3,230

Policies

FW-HS-1 Pursue social justice, equity, and access in human services policies, regulations, and programs.

HS-1 Support the community response to human service needs.

- Collaborate with other City departments.
- Involve the City in direct delivery of human services when delivery is consistent with a department's mission.
- Involve the City in direct delivery of human services when the City is one of the most effective providers, or there are no other qualified, available providers.
- Identify and ameliorate disparities in human services coverage and outcomes.

HS-2 Partner with service providers to ensure that people of any race, culture, age, ability, language, gender, or income level can easily access the services they need to support a high quality of life.

HS-3 Support access to the services, resources, and opportunities for people who have experienced past or current inequities so that everyone in our community can enjoy a high quality of life.

HS-4 In coordination with other city departments, facilitate activities that promote community-building and community well-being where all feel welcome and safe.

HS-5 Work to promote culturally responsive and equitable services for the community. Improve access to these services through multilingual communications.

HS-6 Increase awareness of human service needs, resources to meet those needs, and emerging trends through community education and outreach.

HS-7 Reduce barriers to access by supporting human services that can bring services to the community.

FW-HS-2 Identify and pursue opportunities to increase funding and resources.

HS-8 Prioritize funding to local non-profit agencies serving the broad range of needs of extremely low-, low-, and moderate-income Redmond community members.

HS-9 Use available, and work to increase, external funds and resources in support of affordable housing, human services, and other needed community projects.

HS-10 Invest in subregional infrastructure and capacity to support people experiencing homelessness or at risk of becoming homeless. This includes coordination with entities responsible for oversight of King County's homeless system to ensure that subregional needs are met.

FW-HS-3 Increase human services capacity and continually improve programs.

HS-11 Support efforts to ensure adequate human services infrastructure and capacity remains in Redmond.

HS-12 In coordination with other city departments, foster comprehensive, appropriate, and proactive responses for individuals or households experiencing crisis or instability.

HS-13 Regularly monitor trends and changes in local human services needs and priorities, with direct input from those impacted, to guide adjustments to the city's human service programs and strategies.

HS-14 Pursue land use policies, development regulations, and funding, to foster the integration of human service providers into areas with other community services and amenities to increase access to and reduce stigma associated with human services.

FW-HS-4 Strengthen existing, and pursue new, partnerships and collaborations to improve human services related outcomes.

HS-15 Empower the Human Services Commission by encouraging diverse representation and reducing barriers to participation on the commission.

HS-16 Participate and provide leadership in local, regional, state, and national initiatives that may achieve efficiencies and innovation to address systemic challenges.

HS-17 Advocate at the federal, state and county level to support community well-being.

HS-18 Collaborate with, and involve in the decision-making process, the people that would be most impacted by those decisions.

HS-19 Explore opportunities and build partnerships with neighboring cities, the County, faith-based communities, community-based organizations, the school district, businesses, community courts, library systems, utility providers, and others to strengthen the delivery of services.

HS-20 Explore opportunities to engage with kids and teenagers in Redmond to identify areas of need and potential solutions to address those needs. Support active spaces and opportunities for kids and teenagers.

HS-21 Encourage partnerships and programs that will increase climate resilience and disaster preparedness for populations who are disproportionately impacted.

Community Development and Design Element

I. Introduction

Vision Statement

In 2050, Redmond has three growth centers – Downtown, Overlake, and Marymoor – and a countywide Manufacturing and Industrial Center in Southeast Redmond. Each center has a unique sense of place. Most housing and jobs are in those centers and along major corridors leading to and between centers. Redmond has complete neighborhoods with residents able to meet most of their basic daily needs close to home.

As Redmond has grown, it has become known as a community that intentionally designs for equity and inclusion, sustainability, and resiliency. Buildings, parks, and public spaces are designed, built, and operated to create a sense of welcoming for people of all ages, cultures, genders, and abilities. Community members with disabilities find Redmond friendly and easy to navigate and enjoy, with housing, education, and employment options that meet their needs. Community members who have moved to Redmond from around the U.S. and around the world notice that Redmond is an intercultural community where people value what they can learn from one another.

Element Organization

This chapter contains policies related to implementing the community vision for where development and redevelopment will be permitted and what it will look like. It also contains policies related to preserving our history.

This chapter is organized into the following sections:

I. Introduction
II. Accommodating Growth
III. Centers
IV. Corridors
V. Neighborhoods
VI. Design
VII. Preservation

The vision, guiding principles, existing conditions, and growth projections are found in the Introduction section for this Element, while each remaining section will have a set of policies specific to that topic.

In 2050, Redmond's historic roots are still apparent even after decades of rapid growth. Special sites, structures, and buildings have been preserved, restored, and adaptively reused. In consultation with area Tribes, Redmond has protected cultural resources and found diverse opportunities to honor Tribal culture and history.

Background

This element addresses how Redmond will grow through the year 2050 and what that growth will look like. It focuses on the location of growth and how the design of buildings and public spaces impacts quality of life.

Community and urban design are the arrangement, appearance, and functionality of the community. They focus on the shape and uses of urban public spaces – the public realm – and the way these spaces are experienced and used. They define our sense of place and who we are as a community.

There is a concerted effort at the regional level and in Redmond to identify and address current and past inequities in zoning and land use polices particularly among communities of color, people with low-incomes, and historically underserved communities. Both direct and indirect local policies and regulations have resulted in disparities.

Policies and codes that specifically state a desire to protect neighborhood and character have historically been used as a tool to exclude and resulted in the exclusion of BIPOC and lower income individuals and families from specific geographic areas. This can be direct exclusion through policies that require or prohibit specific housing types or sizes, or indirect exclusion by limiting options that are allowed, limiting total units, establishing spacing requirements, or taking actions that make it difficult to develop anything other than a detached single-family home.

A key objective of the chapter is promoting inclusive community design. We asked the community in drafting these polices how can we build a Redmond that makes a person feel welcome, comfortable, safe, included, and proud. Redmond is a diverse community in which our connections to each other are valued. Our public realm needs to be conducive to building and maintain those connections to each other.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity, resiliency, and sustainability.

Equity & Inclusion	Resiliency	Sustainability
• CTR 6, 13, 16 • OV 7, 8, 18 • DT 1, 13-15, 19 • MV 2, 6, 8, 9, 13 • SE 3,4 • CD 1-6, 11, 13 • HP 3,4,8,9,11	• CTR 6, 7, 13, 16 • OV 7, 8, 20, 21 • DT 2,3,11, 16-17 • MV 4, 7, 13 • SE 1,3-4 • CD 6, 7, 12 • HP 6,10,12-14	• CTR 5-8, 10, 14-16 • OV 7, 16, 17, 20-22 • DT 4,8-10,18 • MV 4, 7, 10, 11, 13 • SE 2,5-7 • CD 6-9, 12 • HP 1,2, 7

Existing Conditions

Background

The Redmond Comprehensive Plan provides the foundation for maintaining Redmond's distinctive character through infrastructure, programming, and zoning. The policies in this element support preserving our cultural and historic resources and the design of new development in ways that reflects the value Redmond's community members place on the community's form and function as a welcoming and inclusive city. The policies reflect the diversity of the community and the importance of reflecting that diversity in our spaces and places.

Community input confirmed the following priorities for community development and design:

- Character- and design-based policies should reflect the Redmond 2050 themes of equity & inclusion, sustainability, and resiliency, and
- Diversity, equity, and inclusion should be especially explored in the community character polices.

Development Patterns

From the mid-20th century until the 1990s, the character of Redmond's built environment was characterized as a mix of post-war suburban residential and non-residential development patterns. Since the 1990s, Redmond's centers of Overlake, Marymoor Village, and especially Downtown, have begun transforming from suburban service centers to mixed-use, mid-rise urban neighborhoods.

Redmond's greenery from the natural tree canopy and landscaping is part of its defining features. The community is also defined and known by distinctive centers, our many community parks and trails, small and local businesses, and green spaces.

Historic Preservation

The Redmond area has been home to people for thousands of years. Redmond lies on the shores of Lake Sammamish, in proximity to Lake Washington, and accessible to the forests of the Cascade foothills. Archaeological investigations yielded artifacts that date to over 12,000 years ago. These resources are irreplaceable and contribute to a sense of history and place, define a collective shared heritage, and include two time periods: a) the pre-contact period that predates Euro-American settlement; and b) the historic period that ranges from the pre-contact period to 50 years in the past.

There are currently 16 landmarks on the Redmond Heritage Resource Register as shown in the following table from RZC Appendix 5: Redmond Heritage Resource Register:

Historic Site Name	Address
Redmond City Park	7802-168th Avenue NE
Bill Brown Saloon	7824 Leary Way
Brown's Garage	16389 Redmond Way
Conrad and Anna Olsen Farmstead	18834 NE 95th Street
Dudley Carter site/ Haida House Studio	7747-159th Place NE
Earl and Elise McWhirter Farm (Hutcheson Homestead)	19545 NE Redmond Road
Hotel Redmond (Justice White House)	7528 Leary Way
Redmond Hardware (Lodge Hall)	7875 Leary Way
O. A. Wiley Home	16244 Cleveland Street
Odd Fellows Hall	7979 Leary Way
Perrigo Farm House	17325 NE 85th Place
Redmond Pioneer Cemetery	West Side of 180th Avenue NE
Redmond Methodist Episcopal Church (First Methodist Church)	16540 NE 80th Street
Redmond School	16600 NE 80th Street
Redmond State Bank	7841 Leary Way
Redmond Trading Company	7805 Leary Way

IMAGE 1- BILL BROWN SALOON

IMAGE 2- REDMOND STATE BANK

IMAGE 3- REDMOND SCHOOL

National Register criteria are designed to guide the officials of the National Register, State Historic Preservation Offices (SHPOs), federal agencies, local governments, preservation organizations and members of the public in evaluating properties for entry in the National Register. To be listed in the National Register, properties generally must be at least 50 years old and retain their historic character. Properties must:

- Be associated with important events that have contributed significantly to the broad pattern of our history; or
- Be associated with the lives of persons significant in our past; or
- Embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction; or
- Have yielded, or may be likely to yield, information important in prehistory or history.

There are approximately 174 commercial properties and 2,689 residential properties in the City of Redmond that were built 1970 or earlier.

Year Built	Residential Properties	Commercial Properties
1900-1910	8	12
1911-1920	25	11
1921-1930	45	10
1931-1940	66	10
1941-1950	91	34
1951-1960	268	27
1961 – 1970	2,186	70
Total	2,689	174

Further assessment by the Washington State Department of Archeology and Historic Preservation (DAHP) would be necessary to determine if any additional properties are eligible for the National Register and the Redmond Historical Registry but there are increased residential and commercial properties that meet the age requirement that could tell the story of Redmond's growth and continued transition from suburb to city.

Inventory of Actions and Programs

The citywide Cultural Resources Management Plan (CRMP) purpose is to protect resources from unintended or accidental destruction and to help organizations ensure compliance with federal, state, and local laws and regulations that govern and provide guidance for good stewardship in protecting and managing cultural resources. Cultural resources include artifacts, features, and sites related to human activities over approximately 14,000 years.

Through policy, code, and operational protocols, the CRMP addresses all aspects of ground disturbing activities including:

- Private development and land management;
- Capital improvement and other public projects; and
- Standard operations such as forest, park, and stream management.

A Historic Resource Inventory was completed in 2005. According to the inventory approximately 200 properties were examined and 79 properties were selected for inclusion in the inventory. The inventory data is used for preservation planning purposes, education, and as a basis for evaluating, prioritizing and nominating properties for potential local and/or regional landmark designation and listing in the National Register of Historic Places. Recommendations from the inventory include completing a comprehensive citywide historic resource inventory and developing a historic preservation plan.

The Heritage Restoration and Preservation Grant Program was used to support projects that promote the preservation, restoration, and long-term maintenance of Redmond's historic resources. The program is no longer active due to budgeting constraints but had provided funds to organizations or individuals that own or control interests in historic structures. It worked to ensure that structures and sites are brought back to a condition or remain in a condition that will illustrate the heritage of Redmond now and into the future.

The Bear Creek Site is a unique archaeological site that was discovered during a 2008 cultural resources survey. During archaeological investigations conducted with the restoration of the Bear Creek stream the site yielded artifacts that date to over 12,000 years ago. Oral histories of Indian tribes, the descendants of those who occupied the Bear Creek Site, refer to living here since time immemorial. Generations of people have been drawn to this location, with its abundance of fresh water in the lakes, creeks, and rivers; plentiful fish and game; and rich soils in the area supporting fishing and hunting and later timber harvesting and agriculture. The area has been a place of occupation as well as a gathering place for trade and community for centuries. The early residents and visitors to Redmond have left their mark on the land and waterways in both tangible and intangible ways.

4Culture

4Culture is a cultural funding agency for King County that that, among other programs, supports the preservation of the historic places that give King County its character. Its Preservation Action Fund is a real estate program dedicated to purchasing, restoring, protecting, and re-activating historic properties.

Trends Analysis

Urbanization

One trend in Redmond's community character is its urbanization since the 1990s. This is expected to continue as Redmond grows mostly in its centers with the expansion of light rail, consistent with the Regional Growth Strategy found in VISION 2050.

Community and Neighborhood Character[1]

Policies and codes that specifically state a desire to protect neighborhood character have historically been used as a tool for exclusion. This can be direct exclusion through policies that require specific housing types/sizes or limits/bans different housing types, or indirect exclusion by limiting options that are allowed, providing limits on total units or spacing requirements, or other requirements that make it difficult to develop anything other than a detached single-family home. See Housing Element for a more detailed discussion.

Adaptive Reuse

Rehabilitation of historic structures is a way of delivering more affordable housing. Rehabs and retrofits are one way to avoid use of natural resources to create new structures while also providing inherent affordability. The Washington State Department of Archeology and Historic Preservation has identified several tools for housing and historic preservation including federal historic tax credits, special valuation, and upper story development. DAHP has a goal to provide more resources to encourage affordable housing and historic preservation. A respondent to a Redmond 2050 questionnaire said they "would like to see more quaintness that distinguishes Redmond, as a comforting living place".

In addition to rehabbing existing structures, the City is expanding efforts to make new construction more resilient over time by incorporating features that will improve resiliency. This includes encouraging reuse and considering incentives for features that make the building transition to new uses or new technology in the future easier and potentially less expensive (this includes but is not limited to EV ready parking facilities, housing with Visitability features, parking garages builds to that they could convert to other uses, etc.).

Growth Targets and Distribution

Based on regional growth policies and community goals, most 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.

FW-GR-1 Focus housing and employment growth in centers and high-capacity transit station areas consistent with the VISION 2050 Regional Growth Strategy and at densities that maximize transit-oriented development potential.

GR-1 Accommodate growth through the year 2050 primarily within the centers and along major corridors. Ensure zoning capacity to accommodate the following levels of growth in the centers and along major corridors:

[1] Community character refers to all of Redmond; neighborhood character refers to subareas within the city.

2019-2050 Growth Targets for Centers		
	Housing Units	Jobs
Overlake Metro Center	8,350	13,770
Downtown Urban Center	6,680	5,410
Marymoor Countywide Growth Center	3,170	1,550
Southeast Redmond Industrial Growth Center	--	2,600
Centers Subtotal	**18,200**	**23,330**
Corridors and Elsewhere	6,600	6,430
Citywide Total	**24,800**	**29,760**

GR-2 Maintain development regulations for centers that both provide capacity to accommodate job and housing growth allocations and consider related services, amenities, and infrastructure.

GR-3 Use State Environmental Policy Act (SEPA) planned actions and infill exemptions to efficiently accomplish environmental review and area-wide solutions in Redmond.

II. Centers

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. This mix of uses promotes centers as appealing places to live, work and shop, with activity during daytime and evening hours.

VISION 2050 directs 65% of population growth and 75% of employment growth to the region's growth centers and high-capacity transit station areas. Consistent with this regional policy, 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 development, centers… support*

equitable access to affordable housing, services, health, quality transit service, and employment.[2]

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. They have dense existing jobs and housing, high-quality transit service, and are planning for significant growth. These centers may represent areas where major investments, such as high-capacity transit, offer new opportunities for growth.

The Regional Growth Centers in Redmond are the Overlake Metro Center and the Downtown Redmond Urban Center.

Countywide Centers

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

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

As part of Redmond 2050, Marymoor Village transitioned from a local center to a Countywide Growth Center and a portion of Southeast Redmond properties zoned for industry and manufacturing were designated an industrial center.

[2] PSRC, Regional Centers Framework Update, March 22, 2018. www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

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.

Redmond is Growing in Centers

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. The growth of the past three decades has led to a heightened awareness of:

- The benefits and challenges of focusing growth into centers and along major corridors,
- 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), and
- How historical patterns and policies have contributed to inequitable outcomes

Redmond continues to direct employment and housing growth to these areas and looks to maximize opportunities for transit-oriented development in the centers.

Centers Policies

Framework Policies

FW-CTR-1 Plan for centers that serve as locations for residential and employment development to help create sustainable, resilient, and equitable transit communities.

FW-CTR-2 Design Metro Growth Centers, Urban Growth Centers, and Countywide Growth Centers to encourage accessible and active mobility for people of all ages and abilities.

Policies

Applicability

The following policy sections apply to Redmond's centers. Some policies apply to all centers, including the Industrial Growth Center. Some policies however, such as housing related policies, are not applicable to the Industrial center as no housing is allowed in that center. Pedestrian and public realm policies are applicable to the Industrial center only if explicitly stated in the policy.

For clarity, general centers policies that are applicable to the Industrial Center are denoted with a ⌖ symbol.

Land Use and Economic Development

Redmond will continue to focus on retaining and attracting a wide range of uses and activities in all center types. 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 each center.

CTR-1 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.

CTR-2 Support economic development measures that retain and promote existing businesses and attract new businesses compatible with the scale and vision of each center. ⌖

CTR-3 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. ⌖

Among job categories, government, knowledge-based, and entertainment industries are most likely to locate in transit-oriented development and are most likely to benefit from proximity to transit. Education, civic and cultural institutions, such as universities, libraries, community centers, and museums also attract significant travel by a variety of modes, including transit.

CTR-4 Ensure that transit-supportive land uses are allowed to maximize potential for transit ridership.[3]

CTR-5 Maximize opportunities for equitable, sustainable, and resilient transit-oriented development (TOD) in centers and near light rails stations and other high-capacity transit stops to create vibrant and healthy neighborhoods that are active in the morning, daytime, and evening.

- 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.
- Designate TOD Focus Areas.

[3] See PSRC's 2015 Transit Supportive Densities and Land Uses report.

- Maximize equitable TOD opportunities through development standards, incentives, and other innovative tools and partnerships.

CTR-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.

- Development in centers should exhibit high-quality design with durable, sustainable materials and features and utilize innovative solutions to urban design and affordability priorities.
- Standards should be performance/ outcome-based and provide flexibility to ensure that each building is unique and different from adjacent properties.
- Centers should feature public places that attract people for visits and provide opportunities for community events.

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

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. Several opportunities exist in the mixed-use centers to provide for the variety of housing needs of the community and well as allow more people to live near their place of work.

CTR-8 In centers, provide incentives for housing that:

- Meet median income targets identified in the Housing Action Plan and Housing Element;
- Encourage the most intense development within TOD Focus Areas;
- Support equitable TOD; and
- Mitigate displacement of low- and moderate-income households.

Community members with disabilities 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, with Overlake and Marymoor Village specifically identified as locations for additional accessible housing options are needed. Much of this accessible housing will need to be affordable housing.

In 2024, over 200 community members with intellectual and developmental disabilities were employed in Overlake near the Redmond Technology Station.

CTR-9 Provide opportunities through incentives, public-private partnerships, policies, or programs for accessible and universally designed housing units to be developed in centers for community members with disabilities.

- 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.
- Provide incentives for affordable accessible housing.
- Seek out innovative methods and partnerships to increase availability of accessible or universally-designed housing units.

Character and Design

Thousands live or work in the centers, so it is important that they be inclusive, welcoming, and comfortable places to spend time. Urban character and design attributes are critical to creating great places, and universal design considerations are critical to designing an inclusive community.

CTR-10 Maintain and periodically update design standards that ensure a distinct character for each center. Accommodate a variety of urban building types and forms.

- Overlake emphasizes contemporary urban design form and features while also drawing on the rich multi-cultural composition of our community.
- Downtown emphasizes Pacific Northwest design features with a focus on natural and sustainable materials, textures, forms, and native landscaping that reflect this aesthetic.
- Marymoor is eclectic and emphasizes natural materials, inclusive design, and the importance of the area to local tribes.

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 for community members of all ages and abilities. New

development should incorporate amenity and recreation open space for occupants and visitors to meet current and future needs.

CTR-11 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 active, people-oriented places. Encourage consolidation of open spaces that are linked and/or adjacent from parcel to parcel to maximize opportunities for connectivity and activation of space.

CTR-12 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 create community gardens, edible landscaping, and other solutions to increase food security in an urban environment. Consider needs and solutions that reflect the culture of the community and explore partnership opportunities that could maximize the benefit and ongoing maintenance of these resources.
- 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.

CTR-13 Develop and periodically update urban street cross sections for arterial and key local streets in the centers 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.

CTR -14 Promote plentiful urban canopy through robust street tree growth, with a priority on adaptive species, environmental resilience, and potential for share. Strive to mitigate urban forest fragmentation.

CTR-15 Design streetscapes and public realm standards for centers to be:

- attractive, safe, and comfortable for pedestrians and those using mobility devices, such as wheelchairs;
- feature connected pedestrian and bicycle networks for all ages and abilities; and
- meet the needs of residents with physical and intellectual disabilities.

CTR-16 Work with transit agencies to provide a full range of transit services to, from and within the centers. Provide transit stations, shelters, and other amenities that support these services in convenient locations.

CTR –17 Encourage active and accessible transportation options by installing bicycle parking facilities and mobility device charging stations.

Overlake Metro Center

Neighborhood Vision

The Overlake Neighborhood provides excellent opportunities to live, raise a family, work, develop a business, shop, and recreate in an urban setting. 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, is well served by local and regional bus and light rail transit service, 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.

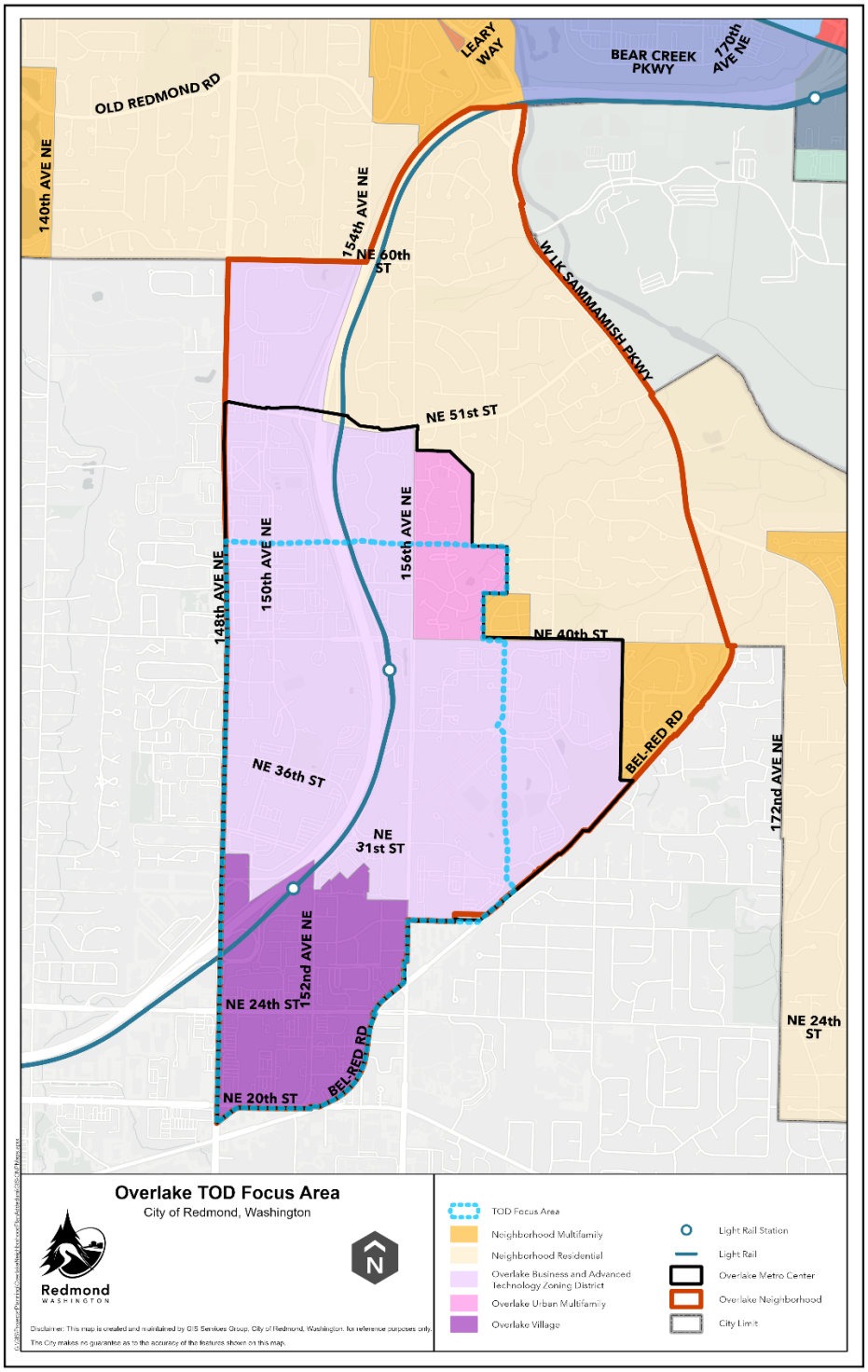
Policies

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 Metro Center and Zoning Districts



Note: Zoning Districts adopted through the City of Redmond Official Zoning Atlas. The map provided here is for reference only and may not reflect the most current zoning. Refer to the Official Zoning Atlas for current zoning information.

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 Ensure that residential uses are located either in mixed-use buildings or on mixed-use sites and not as a stand-alone use so that the City has the capacity to meet non-residential space needs. An exception may be made if:

- site conditions substantially limit mixed-use viability; or
- where a stand-alone building is allowed in the Overlake Village Urban Multifamily (OUMF) zoning district; or
- where the street frontage is only to a Neighborhood Street.

Overlake is bordered by the city of Bellevue onthree sides. Redmond and Bellevue both emphasize the need for growth in the neighborhood to be supported by public facilities, including transportation facilities and services.

OV-2 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 here and provide opportunities for employees to live near work.

OV-3 Encourage development in the OBAT zoning district 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 near the light-rail stations.

Housing

To accommodate growth, most new housing in Overlake will be in mid-rise or high-rise multifamily developments. Existing residential areas also offer lower-density housing options in the Overlake neighborhood with easy access to the center. The policy below provides direction on how to maintain these areas as distinct from the Metro Center area.

OV-4 Provide for transitional uses and transitional building and site design where urban level zoning borders residential neighborhoods. Include such techniques as:

- Prohibit extending the Metro Center boundary into the neighborhood residential zones; and

- Maintain regulations on building height and bulk, placement, site and building lighting, landscaping and/or open space buffers, noise control, and other appropriate measures for buildings adjacent to a neighborhood residential zoning district.

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.

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 is unique to the area.

OV-5 Establish a character uniquely related to the concentration of diverse ethnic businesses throughout an Overlake Intercultural District area.

- 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.

Parks, Arts, Recreation, Culture and Conservation

Creating a cohesive system of parks, plazas, gathering and event 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-6 Recognize urban park and recreation needs are a high priority 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-7 Seek opportunities to create innovative public and publicly accessible private recreational open spaces where people can walk, rest, or view natural features. Examples include amenity spaces and landscaping in and between buildings or on podium rooftops, large outdoor patio/balcony spaces, and rooftop amenities.

OV-8 Consider opportunities for publicly accessible indoor and outdoor culturally relevant gathering and recreation spaces, especially for events. Encourage these spaces to be incorporated into new development.

OV-9 Encourage the funding, creation, placement, and maintenance of public art, especially when it is integrated with public infrastructure projects. Consider providing sculptures, water features, digital art, spaces for performance art, and other elements.

- Incorporate local historical and cultural references.
- Consider both permanent and temporary art installations.

Multi-Modal Transportation

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

OV-10 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 the Overlake neighborhood, a number of multi-modal corridors require 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-11 Develop multiuse pathways as part of an active and accessible transportation network that are inviting to people of all ages and abilities. Use these to provide connections to public transit, parks, and between developments.

Due to its role in the regional economy, the Overlake neighborhood 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 people traveling in or through Overlake.

OV-12 Improve local street access and circulation as redevelopment occurs by completing the street grid for Overlake Village as shown in the Transportation Element.

Capital Facilities, Public Facilities, and Public Services

Adequate facilities and services, including human services and civic outlets, are necessary to support continued growth in the Overlake Metro Center. 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-13 Seek out community-oriented public-private partnerships or other opportunities to co-locate public safety facilities, community centers, schools, childcare, public works facilities, stormwater, and other public infrastructure or facilities.

- Use co-location opportunities wherever possible as the first preference for siting City facilities.
- Consider vertical and horizonal integration opportunities as well as time/space sharing options to maximize potential partnerships and minimize costs for essential services and community amenities.
- Provide incentives for co-location and other regional facilities, such as regional stormwater treatment facilities. Encourage public and private partnerships to develop these facilities.
- Maximize shared parking opportunities.

OV-14 Integrate parks and open spaces with regional stormwater facilities where feasible. Connect regional stormwater facilities with the park system in Overlake wherever possible.

OV-15 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.
- Provide natural and/or landscaped areas as buffers between the urban developments in the Metro Center and adjacent residential neighborhoods. Prioritize this type of buffering along creeks.

Downtown Redmond Urban Center

Vision

In Redmond's future the Downtown Redmond Urban Center ("Downtown Center" or "Downtown") will build on its existing success as the city's living room for anyone that wishes to live, work, and play in Redmond. It will be a place you can always go that will have a diverse workforce and a vibrant nightlife for all ages. Redmond's Downtown will have businesses of all sizes and types – restaurants, cafes, small shops, grocery stores, offices, gyms, veterinary services, dentists' offices, and more. The outdoors, resilient vegetation, and tree canopy will continue to breathe vitality into the Downtown and access to these spaces will continue to be prioritized.

Downtown represents connections. Downtown will be connected to the region through the light rail and bus transit; it will be connected to surrounding communities through the robust regional trail network; and it is a place to connect with each other.

Light rail will allow people to walk out their door in Downtown Redmond and travel the eastside, the region, and the world. Transit-oriented development (TOD) can foster community and carbon neutrality, limiting the need for personal vehicle travel. Street trees will line rights of way and combine with other shaded features to promote pleasant pedestrian experiences. Downtown Redmond will be a place people can use active and accessible transportation options to visit, live, and work. TOD will let people leave their cars behind, creating a more sustainable, resilient, and equitable community.

Downtown is the center of civic life in Redmond – it is the place where those who dream for a better tomorrow can express their concerns to elected officials at City Hall, where children can learn at the library, where we can gather to celebrate our diverse cultures or connect with friends and family at community centers, restaurants, cafés, plazas, and parks.

In 2050 Downtown will be equitable and inclusive. It will have diverse businesses both large and small. It will be resilient with a variety of housing types and businesses that will serve residents, workers, and visitors. It will be sustainable by preserving green spaces and critical areas. With a balance of equity, resiliency, and sustainability at the core of our polices Downtown will thrive.

Policies

FW-DT-1 Design a Downtown that serves as a community gathering place and an outdoor living room for a variety of retail, office, service, residential, cultural, and recreational opportunities.

Downtown land use policies focus on the purpose of the three Downtown zones (Core, Edge, and Town Center), and the types and forms of development in Downtown that will accommodate growth through the year 2050.

DT- 1 Maintain and enhance Downtown Redmond by creating visually distinctive and pedestrian-oriented urban areas:

- Downtown Core is the vibrant civic and cultural heart of Redmond. Anchored by Downtown Park and the Municipal Campus, it provides opportunities for living, commerce, entertainment, and recreation for residents, employees, and visitors of all ages. It includes the historic area of Downtown, called Old Town.
- Downtown Edge is a transition area between Downtown and surrounding neighborhoods. It offers places to live and a variety of goods and services for people in Downtown and other neighborhoods and is built at a lower intensity than Downtown Core or Town Center.
- Town Center is adjacent to light rail and attracts people in Redmond and the region for its vibrant mix of dining, entertainment, shopping, employment, and urban living.

DT – 2 Maintain development regulations for Downtown that accommodate job and housing growth allocations and related services, amenities, and infrastructure.

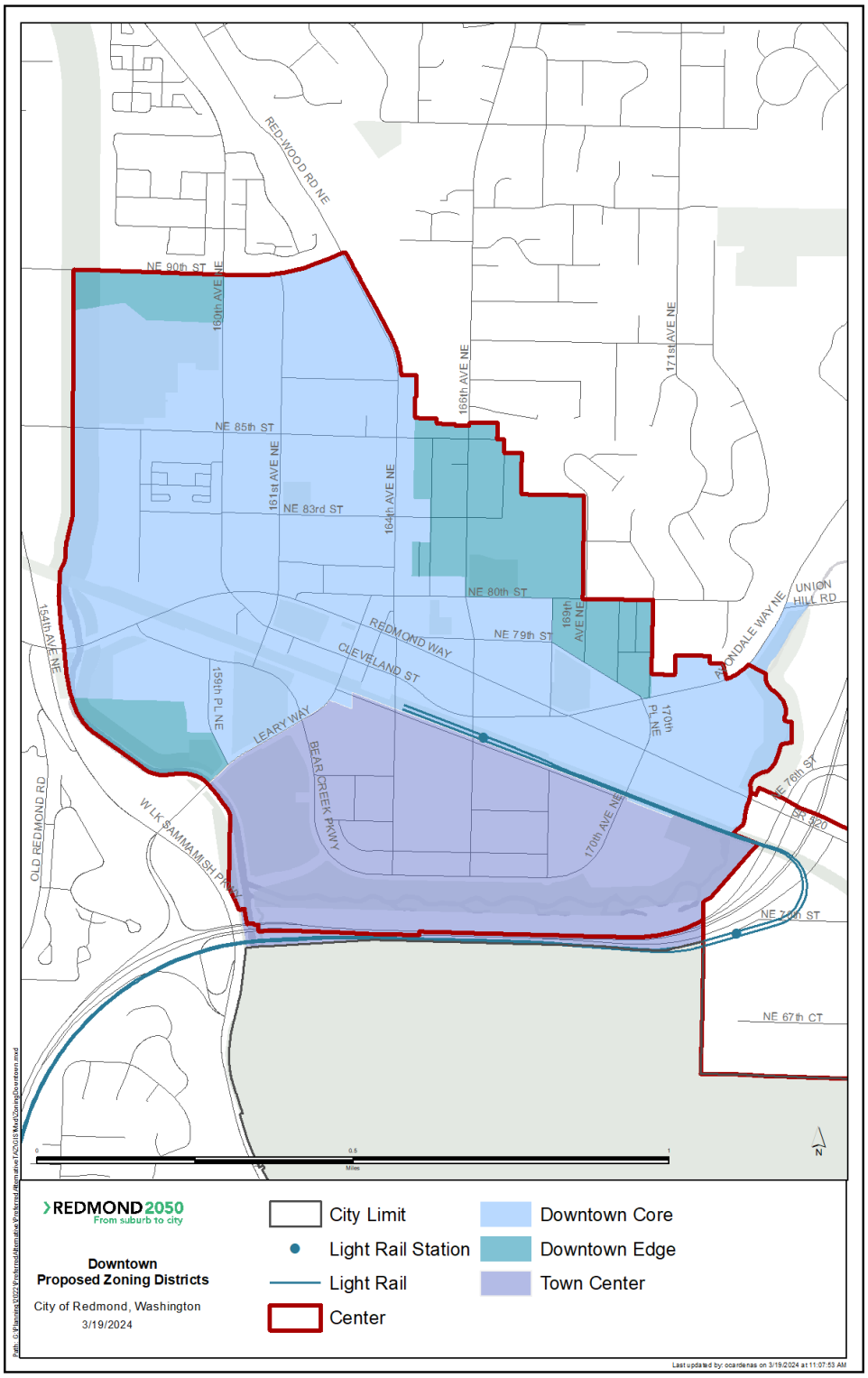
DT – 3 Support economic development measures that retain, locate, and promote existing businesses while attracting new businesses that create vibrant and bustling daytime activity and an active nightlife, including but not limited to: services, restaurants, cafes, pop-ups, food trucks, evening entertainment, offices, grocery, pharmacy, day care, and activities for children, youth, and seniors.

DT- 4 Encourage redevelopment and infill development in Downtown. Any development should include natural landscaping and open space.

DT – 5 Encourage a mix of residential and non-residential uses within buildings and a mix of uses throughout the Downtown.

Downtown Zones

The Comprehensive Plan recognizes the Downtown as a single neighborhood—less than one square mile in size—that contains a series of subareas, or zones. These areas will continue to develop as distinct places, characterized by different building heights, designs and land uses, distinctive entrance corridors, streetscapes, roadway designs, landscaping, and amenities.



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Downtown Core

Downtown Core is the epicenter of Downtown life, anchored by community spaces like Downtown Park, Edge Skate Park, Anderson Park, the Redmond Senior and Community Center, and Redmond Library. It features mixed-use development that provides for significant housing and job growth, as well as opportunities for growth in professional, business, health, and personal services.

Downtown Core encompasses the historic heart of Redmond, called Old Town, which is home to several historic structures. Community members value the traditional Downtown character and historic structures in Old Town, and so policies address how to retain that character while allowing future change.

This part of Downtown also includes areas that have historically served as convenience commercial centers for people in Redmond and beyond, located at the major entrances to Downtown. Over time, these areas – characterized mainly by single-story commercial centers with surface parking lots – will densify to accommodate housing and jobs near transit, while retaining the important service function that they provide.

DT-6 Encourage development of a mix of mid-rise multistory residential, office buildings, and mixed-use buildings.

DT-7 Ensure that development and redevelopment in the historic core of Downtown complement the character and scale of existing historic buildings.

DT-8 Encourage retention or adaptive re-use of historic buildings through programs and administrative practices that encourage preservation and reinvestment.

DT-9 Encourage development adjacent to the Sammamish River that is appropriate to and enhances the natural environment by:

- Providing open spaces, pedestrian walkways, bicycle trails connected to the Sammamish River including access for water sports and recreation;
- Encouraging building designs and orient building entrances, plazas, and upper-story open spaces towards the river trail and streets;
- Providing modulation in building heights and roof lines, encouraging lower portions closer to the river, and allowing greater height beyond the shoreline/ critical area boundaries; and
- Enhancing degraded shorelines adjacent to new development consistent with the Shoreline Master Plan.

DT-10 Continue to preserve the critical areas and maintain “green” gateway on Leary Way at the south end of Downtown by means of land dedication, acquisition, or the use of transfer of development rights, design standards, and forest management.

Town Center

Town Center is one of the city's primary gathering places. Its mix of shops and restaurants, offices, hotel rooms, and housing brings people together during the day and evenings for planned or casual meetings. Comfortable walking connections from Town Center to the rest of Downtown help both areas thrive. Town Center will continue to develop as a major gathering and entertainment place within the community, connected with accessible and active transportation to Marymoor Park, the rest of Downtown, and the region.

DT-11 Ensure continued development and reinvestment to maintain the Town Center zone's health, vitality and attractions:

- Retain and protect the site's significant natural and aesthetic features, including healthy mature trees, stream courses, and indigenous vegetation, particularly adjacent to Bear Creek and the Sammamish River;
- Provide plazas, pedestrian-friendly malls, and other open spaces that promote outdoor activity and encourage active and accessible circulation between the Town Center, the Redmond Central Connector, and the rest of Downtown;
- Provide and maintain opportunities for recreation and leisure activities and programs that complement other uses in the zone and the rest of Downtown and generate pedestrian activity;
- Encourage the addition and retention of after-work-hours and late-evening entertainment, such as live theater and comedy, dining, dancing and live music, to provide a lively entertainment area;
- Maintain a mix of pedestrian generating uses including residential and retail uses, personal services, pop-up markets, and restaurants.
- Provide structured parking to minimize visual impacts and encourage pedestrian activity;
- Provide for land use linkages with the Downtown Core to attract, encourage, and facilitate the movement of people between Town Center and other parts of the Downtown;
- Retain Bear Creek Parkway as a treelined boulevard that ensures safe connections for pedestrian and cyclists.
- Celebrate the cultural significance of Bear Creek and preserve open spaces and environmentally critical areas adjacent to and near Bear Creek Parkway;
- Preserve at least 44 contiguous acres for use as public open space; and
- Encourage the addition of residential development.

DT -12 Allow additional height when accompanied by exceptional public amenities or project components that advance business diversity, housing or environmental sustainability goals.

DT-13 Improve access between Town Center and Marymoor Park for pedestrians and bicyclists by developing a convenient, direct, and attractive connection.

DT-14 Enhance access between local transit routes, light rail, and Redmond Town Center.

Downtown Edge

Downtown Edge is the part of Downtown that transitions to adjacent neighborhoods. While still allowing goods and services, it is intended to retain a quieter and mainly residential character. Downtown Edge will provide a variety of housing types in developments that include more typical residential features, such as front yards, landscaping, and ground-related patios and porches. These areas are all located within walking distance to the various retail and service areas and transit options in the rest of Downtown.

DT-15 Allow mainly low-rise buildings in the Downtown Edge zone, with mid-rise buildings allowed with incentives.

DT- 16 Provide for goods and services at entrances to the Downtown edge that are convenient for bicycle, pedestrian, and vehicular access from surrounding residential and employment areas to encourage complete neighborhoods and decrease vehicular congestion.

DT- 17 Encourage a mix of uses on the ground floor to help create a complete neighborhood. Design developments to:

- Maximize access by active and accessible transportation and transit;
- Be consistent with building frontages and streetscape in the area; and
- Minimize potentially adverse impacts.

DT- 18 Incentivize reuse of existing residential structures for any non-residential and commercial uses.

FW-DT-2 Nurture a Downtown that respects the city's history, provides a comfortable atmosphere, preserves its natural setting, and integrates urban park-like qualities.

Design policies describe the look and feel of Downtown as a place with a distinct, high-quality urban character and sense of place that reflects its role as the civic and cultural heart of the community.

DT–19 Buildings and site design in Downtown reflect modern, context-sensitive Pacific Northwest style, including but not limited to:

- an eclectic mixture of materials;
- blend of creative, innovative design elements;
- solar access and management;

- integrated weather protection;
- plentiful and environmentally-focused landscaping; and
- connections between indoor and outdoor spaces.

DT-20 Encourage redevelopment forms that provide desirable mid-block connections and pedestrian supportive streetscapes to improve the pedestrian safety and urban character.

DT-21 Ensure when new development, redevelopment, or exterior remodeling take place adjacent to the Redmond Central Connector that the building and site design integrate with the corridor to create active and engaging spaces for corridor users and screen of any service areas and equipment. Uses that provide services or goods to those using the Redmond Central Connector should be encouraged.

DT-22 Ensure that development adjacent to the Sammamish River, Bear Creek, and Downtown parks complements and enhances these areas through techniques, such as:

- Providing secondary pedestrian entrances, balconies, and other building features that enable people to interact with the natural environment;
- Complementing these parks with connecting landscaping, picnic areas, plazas, and other pedestrian features;
- Locating parking lots, garages, auto oriented signage, garbage, utilities, and service areas where they are not visible from these parks;
- Using creative design concepts and construction methods to protect natural features; and
- Encouraging low-impact development and when using traditional stormwater management techniques, designing ponds and bioswales next to these parks to be attractive and accessible amenities, rather than barriers to the natural features.

DT-23 Maintain and enhance buildings and street frontages to be oriented for people and not automobiles. This includes continuous commercial uses, separation from vehicular traffic through landscaping, urban paths, street furniture, and bicycle lanes. Off-street parking should not be located in the front of buildings and should be screened if no other options exist.

DT-24 Regulate building height, design, non-residential parking, and open space to provide transitions between Downtown and adjacent residential or lower-scale zones.

Connecting Downtown - Parks, Arts, Recreation, Culture, Conservation, and Transportation

The community's long-standing vision has been to promote the sense of the Downtown as a lively urban area within a beautiful natural setting. Redmond will continue to maintain and enhance the Downtown parks and trails system and improve connections between these features. The parks and trails system will evolve with changes in the Downtown to provide a variety of amenities desired by users. The parks system will be capable of hosting small and large events, performances, and classes that draw people to Downtown. The park and trail systems will have integrated art and historical elements and interactive features to encourage communication among visitors.

The community's preference is for a variety of mobility choices to significantly increase access to, from and within the Downtown. Future investments will enable accessible and active transportation so that more people can access shops, jobs, home, parks, and other attractions without a car.

DT- 25 Plan for changing recreational needs in Downtown while retaining and enhancing the Redmond Senior and Community Center and existing parks.

DT – 26 Use public and private development and partnerships to encourage Downtown as Redmond's primary location for civic and cultural events and festivals. Encourage the growth of visual, performing arts, cultural events, and other opportunities that encourage people to visit Downtown. Maintain open spaces as community gathering places with green areas for recreation, plazas, water features, and outdoor places for performing arts, visual art displays, and major events.

DT – 27 Identify and create Downtown gateways that are integrated with the transportation system, including bicycle and pedestrian connections, artwork, signage, landscape features, and structures. Work with private property owners to help create gateway design features.

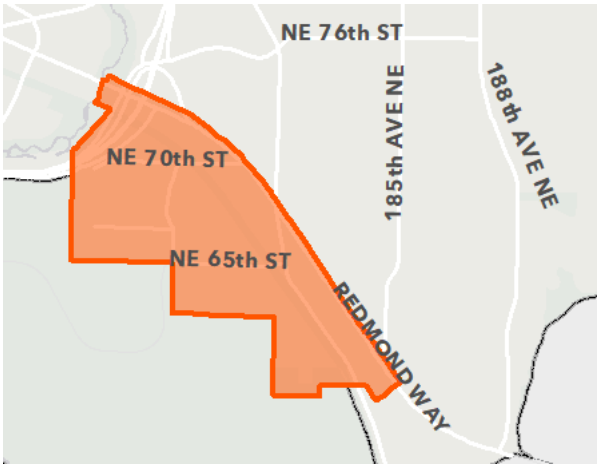
DT – 28 Maintain the Redmond Central Connector within the Downtown according to the Redmond Central Connector Master Plan. Support and evaluate opportunities to create new connections to the Redmond Central Connector from nearby streets, trails, or developments.

DT – 29 Enhance access to and mobility within Downtown by providing for convenient transit and active and accessible transportation routes as described in the Transportation Element and the Transportation Master Plan.

DT – 31 Improve access to Downtown destinations by actively managing public parking and encouraging managers of private parking to do the same.

Marymoor Village Center

Vision Statement



The Marymoor Village Countywide Growth Center (Marymoor Village) is home to a wide variety of service, manufacturing, educational, cultural, and residential uses in medium-density transit-oriented development.

In 2050, Marymoor Village has developed into the first inclusively designed neighborhood in Redmond, with universal design and accessibility at the forefront of the design considerations for homes, buildings, sites, blocks, and public spaces. It has developed to be comfortable for a neurodiverse community and people of all ages and abilities. New developments include housing units that exceed accessibility standards and specifically set aside some housing for individuals with intellectual or developmental disabilities (IDD housing) under the state's Developmental Disabilities Administration IDD program.

Marymoor Village is a low-lying area close to Bear Creek and Lake Sammamish, and connects directly with Marymoor Park, creating opportunities to embrace the natural environment. The connection to the Sammamish Valley runs deep for area Tribes, including the Muckleshoot, Snoqualmie, Stillaguamish, and Suquamish Tribes. This land is the place of their home and family from time immemorial and have shared the sentiment that "we have never left, we are still here." Elements such as public art, architectural elements, interactive landscaping, and signage, honor the special connection that local tribes have with Bear Creek, Lake Sammamish, and the lands surrounding them. By integrating that connection into the design and placemaking features of the neighborhood, such as plentiful street trees and natural vegetation, it both celebrates the importance of this area and provides for a unique sense of place.

Community members enjoy excellent access to Marymoor Park and to a light rail system that connects them to the region, and signage and wayfinding throughout Marymoor Village is designed to be inclusive for people with disabilities, language barriers, and children.

Policies

FW-MV-1 Support the transition of Marymoor Village to a complete neighborhood through incremental redevelopment, anti-displacement, and adaptive reuse provisions.

MV-1 Support land use and zoning choices that continue economic vitality of existing uses while the area transitions and allows the reasonable expansion, modification, and re-leasing of existing manufacturing properties over their useful economic lives.

MV-2 Reserve land and maintain policies that allows for light manufacturing and related uses in Marymoor Village.

MV-3 Support business growth and adaptive reuse of structures in this subarea by implementing zoning that emphasizes building form and performance standards over use standards.

MV-4 Consider development incentives that encourage the transition to a mixed-use center; meet community needs related to equity and inclusion, sustainability, and resiliency; and address displacement.

FW-MV-2 Support Marymoor Village as a Countywide Growth Center, with a focus on equitable and inclusive transit-oriented development with housing, employment, and services opportunities in a form that respects the history of the area and constraints of the land and is supportive of the city's social and sustainability goals.

MV-5 Leverage the investment in light rail to create a walkable subarea with ample connections to Marymoor Park, local and regional transit, and the rest of the neighborhood.

MV-6 Improve wayfinding to key nearby destinations such as Marymoor Park, the light rail station, East Lake Sammamish Trail, and the Redmond Central Connector. Ensure wayfinding addresses the needs for all ages and abilities and considers the needs of non-English speakers.

MV-7 Integrate the importance of this area to our local Tribes in placemaking efforts as one of the ways that makes this neighborhood look and feel unique. Consider incentivizing or incorporating design guidelines that feature art and architecture, interpretive areas and signage, and uses and spaces that reflect the importance of this area to local tribes.

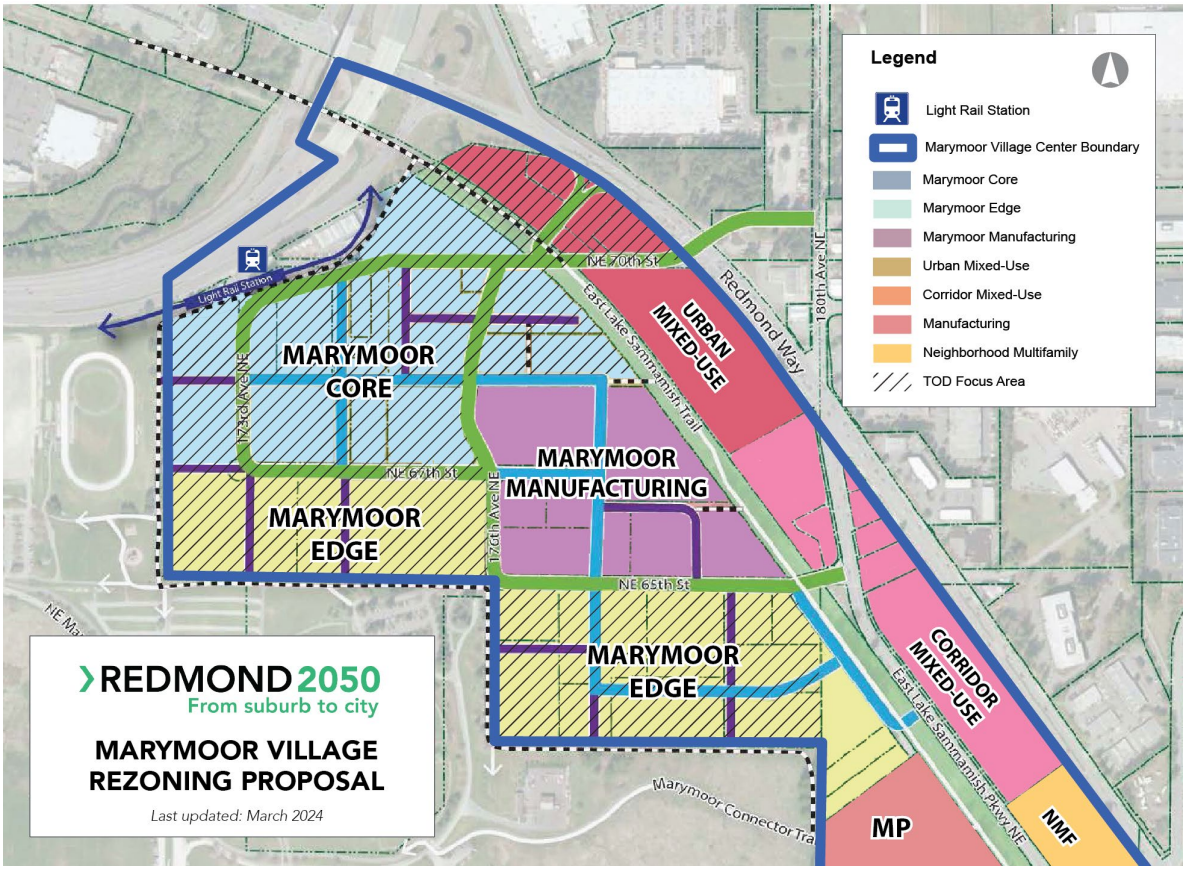
MV-8 Design new structures adjacent to Marymoor Park to take advantage of the park as an amenity and create synergy between the park and adjacent development. Transitions, access, and views to the park should be encouraged

through methods such as creating connections into the park, placing common areas near the park, and facing windows onto the park.

MV-9 Explore partnership opportunities with King County for park, recreation, and utility improvements when such improvements would be mutually beneficial.

MV-10 Focus employment growth in a mixed-use context nearest the light rail station and along Redmond Way. Focus residential growth near Marymoor Park.

MV-11 Retain general retail uses along Redmond Way to serve both local and regional users while allowing additional housing.



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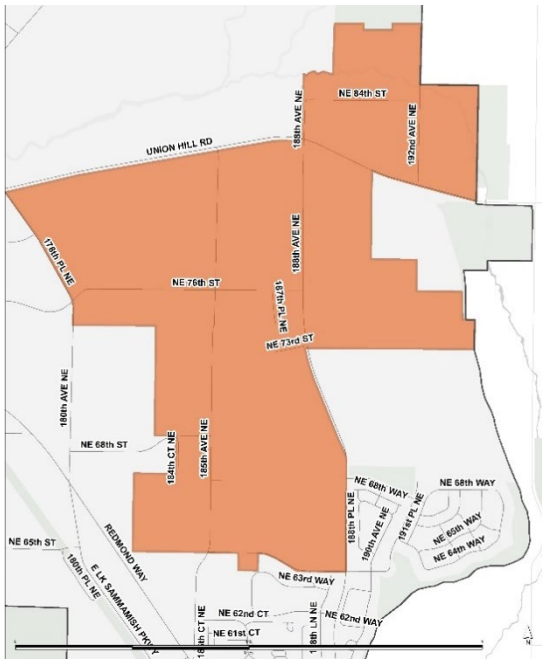
Southeast Redmond Manufacturing and Industrial Center (SE-MIC)

Introduction



Redmond's manufacturing and industrial land uses and jobs are geographically concentrated in Southeast Redmond.

Industry and manufacturing have been rooted in Southeast Redmond around the Cadman Quarry. This longtime cement businesses began in 1936 and started supplying concrete aggregates to local farmers, timber crews, and the occasional road project. Cadman played a role as a supplier of concrete and materials for Nintendo, Microsoft campus, and state route 520. As Redmond grew so did Cadman.

The industrial and manufacturing economy has changed globally. Redmond has evolved from the days of concrete trucks being blocked by farm animals on Union Hill Road to a hub of technology-driven manufacturing and related businesses. Today, businesses in the SE-MIC include advanced technology research, aerospace, and warehouse space.

Redmond's Manufacturing Park and Industrial zones are facing increasing pressure to redevelop as Redmond grows. The Puget Sound Regional Council identified in 2022 that the supply of industrial lands is a significant concern. The countywide industrial growth center designation will support regional policies to protect industrial zoning from encroachment and provide a diverse economic base that supports living wage jobs. Redmond's drinking water aquifer lies just a few feet beneath this ground. The polices for the SE-MIC support light industrial and manufacturing land uses and jobs that are appropriate to the Critical Aquifer Recharge Areas, protecting the aquifer, drinking water, and reflecting community values.

Policies

FW-SE-1 Protect light industrial and manufacturing uses in Southeast Redmond.

The following polices are aimed to protect manufacturing and industrial uses in Southeast Redmond and mitigate the impact of these uses on critical areas. There has been an increasing focus on supporting green businesses, especially in this area.

SE-1 Encourage manufacturing, research and development, distribution, light industrial uses, and complementary uses. Restrict incompatible uses in this area, such as housing, general retail, and uses that jeopardize the critical aquifer recharge area (CARA).

SE-2 Ensure all allowed uses follow CARA guidelines, protect natural resources, and mitigate air quality issues.

SE-3 Support the SE-MIC as a significant jobs location in the following ways:

- Support partnerships with business and community organizations ;
- Support business recruitment and marketing efforts to attract businesses in industries appropriate to the center designation, including advance manufacturing.

SE-4 Establish a countywide industrial and manufacturing center to encourage the growth of manufacturing and industrial uses and protect them from pressure to convert to housing and other uses. Update the neighborhood plan to support this center.

FW-SE-2 Maintain and expand infrastructure to serve the Southeast Redmond Manufacturing and Industrial Center.

Manufacturing and industrial centers need infrastructure to support the movement of goods. It is important to ensure safe movement in and around the area for those using active and accessible transportation. The polices set the direction to maintain safety and mobility in the SE Redmond MIC.

SE-5 Provide a variety of mobility choices and connections within this subarea including nonmotorized connections to the Bear-Evans Creek Trail system and multimodal routes to the north and west to provide a grid-based travel network.

SE-6 Design north-south streets to avoid creating direct visual corridors from low-intensity to high-intensity areas.

SE-7 Plan for and design the 192nd Avenue NE corridor between NE 68th Street and Union Hill Road to create safe, comfortable, and efficient transportation for all users including nonmotorized and heavy vehicles for industrial uses.

- Design the corridor to serve adjacent land uses, from residential uses in the south to industrial uses in the north.
- Discourage commercial traffic from entering residential areas.
    - Emphasize east-west nonmotorized and multimodal connections along the length of 192nd Avenue NE to promote walking and bicycling and to provide connections to regional trails and to high-capacity transit services.

III. Corridors

Redmond will continue to grow along corridors. Accommodating growth along these corridors contributes to complete neighborhoods. Corridors where Redmond is planning for growth are close to high frequency transit; between centers, or near centers; and connect centers and neighborhoods to each other. Detailed corridor planning will be a part of the neighborhood planning process.

FW-COR-1 Complete corridor planning where needed to accommodate growth and implement the vision of the city. Establish corridor-specific design polices as part of neighborhood planning updates.

Policies

COR-1 Encourage the creation of complete neighborhoods through corridor design policies and standards. Consider building orientation and access, façade treatments, building materials, building height, sidewalk standards, landscaping, street furniture, and public art.

IV. Neighborhoods

Note: The Neighborhoods Element is not being updated as part of Redmond 2050. Instead, the contents of that element are being incorporated by reference into the Community Development and Design Element and will be updated after the Redmond 2050 plan is adopted, using Redmond 2050 as a foundation for that work. Selected policies in the Neighborhoods Element are being revised or removed as part of Redmond 2050. Those changes are reflected in the Neighborhoods Element.

Framework Policies for Element

FW-NH-1 Strengthen ongoing dialogue between each neighborhood and City officials.

FW-NH-2 Make each neighborhood more sustainable and a better place to live or work by providing for compatible growth in residences and other land uses such as businesses, services, and parks while fostering each neighborhood's own unique character.

[[Note: insert Neighborhoods Element policies here, as amended]]

V. Community Design

Redmond is planning for growth that will continue to shape the character of the city. As growth occurs, there are characteristics that community members would like to retain, such as safety, equity, sustainability, and resiliency.

The design of new development reflects the values of Redmond's community members. Design of our community creates a high quality of life, reflects the diversity of the community, and creates unique spaces and places that are welcoming and inclusive.

Care has been taken to create distinctive streets and pathways and to enhance the comfort, safety, and usability of public places. Special attention has been paid to inclusion and the implementation of universal design principles is considered for both public and private spaces through the use of standards and incentives.

Redmond's natural environment and some physical remnants of the past serve as reminders of its history and are also important parts of placemaking efforts. The city's historic roots are still apparent through preservation of special sites, structures, and buildings. Interpretive signage has also been used to enhance the city's sense of its heritage.

Spaces for parks have been acquired and improved by the City, and plazas have been incorporated into new developments. Both public and private investment into placemaking creates and maintains spaces where informal social gatherings and community building occur.

Inclusive Design

- **Inclusive** so everyone can use it safely, easily and with dignity.
- **Responsive** to what the community says is wanted and needed.
- **Flexible** so different people can use the buildings and places in different ways.
- **Convenient** so everyone can use it without too much effort or separation.
- **Accommodating** for all people regardless of their age, gender, mobility, ethnicity, or circumstances.
- **Welcoming** with no disabling barriers that might exclude some people.
- **Realistic** offering more than one solution to help balance everyone's needs and recognizing that one solution may not work for all.
- **Understandable** everyone knows where they are and can locate their destination.

Source: CABE (2006) The principles of inclusive design

The City and community partners have continued to sponsor a wide variety of community events. Community members also enjoy community gardens, parks, plazas, and walkable and bikeable neighborhoods, which support healthy lifestyles and a sustainable future.

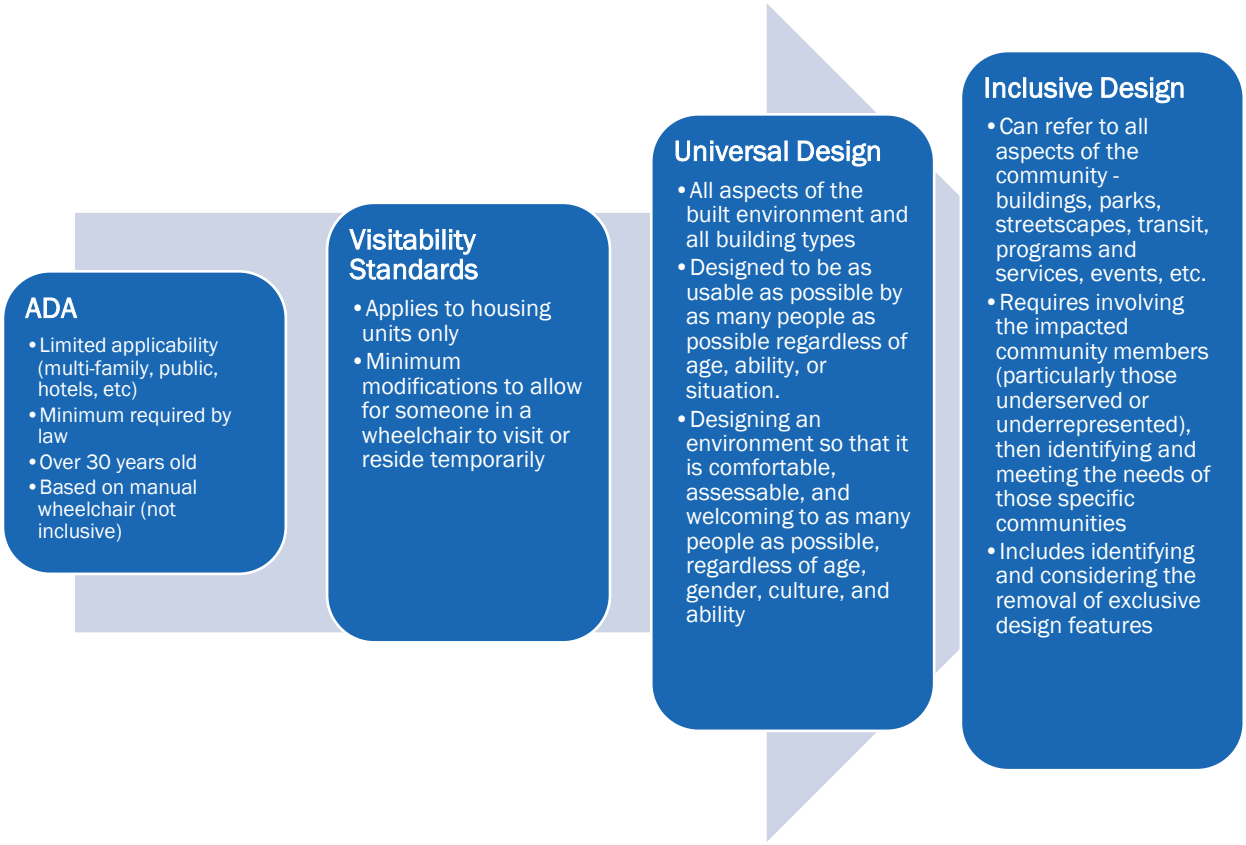
Landscaping regulations have ensured preservation of special natural areas and significant trees that define the character of the city. New landscaping has, when appropriate, incorporated native plants and low-impact development techniques. Areas of open space and forested groves near Town Center, along Redmond Way, and in other locations have been preserved where possible through public/private collaboration. Public and private projects have incorporated natural features and enhanced natural systems.

Policies

Inclusive Design

The Redmond community is committed to being a city that intentionally designs spaces and places to be inclusive and welcoming. The city utilizes a full range of inclusive design approaches and tools to enhance accessibility for community members with disabilities and to be inclusive of all ages, genders, and cultures.

FIGURE X. INCLUSIVE DESIGN SPECTRUM



- *Universal Design (UD) recognizes and accommodates the ordinary changes people experience over their lives due to aging and life circumstances. As such, universal design benefits people through all life stages, including children and adults.*
- *Inclusive Design recognizes the wide diversity of different needs including wheelchair users, but also sensory impairments, learning difficulties, mental ill health, hidden impairments, and the needs of children and parents, as well as the needs of different cultures.*

FW-CD-1 Utilize design standards and requirements that maintain Redmond as a welcoming and inclusive community.

CD-1 Adopt design standards that incorporate Universal Design principles that result in a built environment that is:

- Inclusive and equitable;
- Flexible and adaptable;
- Accommodating and intuitive;
- Welcoming and perceptible;
- Responsive and resilient;
- Convenient and comfortable;
- Realistic and appropriate; and,
- Culturally inclusive.

CD-2 Review policies, design standards and requirements, building codes, standard details, and other policies and regulations that impact the built environment to ensure they consider the needs of all community members regardless of their age, gender, language, or ability.

To enhance equity and inclusion in the built environment:

- Remove elements that may be exclusionary;
- Enhance or consider new provisions that improve accessibility; and
- Prioritize designs that improve the safety and inclusion of community members.

CD-3 Increase the inclusiveness of housing and neighborhoods through design requirements, standards, incentives, and partnerships that result in housing that is more resilient, flexible, and adaptable to meet needs that change over time. Encourage and support accessible design and housing strategies that provide seniors the opportunity to age in place, either in their home or in their neighborhood as their housing needs change. Consider:

- Visitable housing and other design tools that allow for future adaptive reuse;
- Incentives or other tools to increase multi-generational housing and neighborhoods, as well as housing that can accommodate caretaker spaces; and
- Multi-generational uses and spaces in neighborhoods.

CD-4 Incentivize or require the incorporation of universal design features into community assembly spaces and uses such as community centers, hotel and conference centers, sports facilities, and cultural facilities.

CD-5 Promote placemaking that results in variety between different developments and different areas in Redmond to preserve and cultivate unique local spaces and identities. Each center shall have a distinct and innovative character.

- Utilize placemaking techniques, cultural and creative districts, and other tools that incorporate historical, cultural, and other elements that represent the diversity of our community.
- Consider all aspects of space design, including landscaping, gathering spaces, shade structures, seating, and activity areas as opportunities for inclusion and representation.
- Utilize context sensitive solutions.

Buildings and Site Design

There is a high expectation for quality design in Redmond, and design standards provide local guidance that meet state law and community vision. Design standards focus on placemaking goals, equity and inclusion, sustainability, resiliency, and community safety. Special emphasis is made for the public realm, publicly accessible areas between the building frontage and back of curb, to ensure that the design of the spaces match the anticipated street use.

Design review ensures compliance with design standards that are oriented for consistency with the neighborhood, zoning district, and subarea. The review focuses on the appearance of new construction, surrounding and abutting sites, and other features such as landscaping and aesthetics. In alignment with state law, design review provides clear and ascertainable purpose, standards, criteria, and some flexibility toward achieving the intent of architectural and site design. In addition, the standards implement density, height, bulk, and scale in accordance with the underlying zoning district, ensuring consistency with the city's growth pattern for both housing and employment.

FW-CD-2 Use development regulations and review processes to achieve desired design outcomes for our city, neighborhoods, and public spaces while providing flexibility where appropriate. Review processes, standards and guidelines focus on advancing equity and inclusion, sustainability, resiliency, and community safety.

CD-6 Maintain streamlined and flexible design review processes based on objective standards that apply more intense levels of review where the scope of the project has greater potential impacts to the public realm, sense of place and community, or the greatest impacts on equity and inclusion, sustainability, resiliency, and community safety. Perform the least amount of review processes practical for achieving the desired outcomes.

CD-7 Use design standards and design review to accomplish the following:

- Site and building designs contribute to the creation of an urban place that feels comfortable for pedestrians, bicyclists, and community members of all ages and abilities.
- Building and site design requirements are flexible and allow for renewable energy and advanced technology.
- Ensure the elements of design, proportion, rhythm and massing are appropriate for proposed structures and the site;
- Retain and create places and structures in the city that have unique features and limit repetition;
- Encourage the use of high-quality and durable materials, as well as innovative building techniques and designs;
- Promote environmentally friendly design and building techniques and building techniques, climate adaptation, and resiliency;
    - Promote adaptive reuse and designing for future adaptation;
    - Use energy-efficient and water-efficient, low carbon green building techniques such as on-site renewable energy generation and passive cooling/hearing techniques.
- Minimize negative impacts, such as glare or unsightly views of parking;
- Incorporate historic features or historic qualities whenever possible, especially to maintain the integrity of the Old Town area;
- Ensure that the design fits with the context of the site, reflecting the historic and natural features and character;
- Provide enhanced accessibility and inclusion; and
- Improve the pedestrian and other active transportation experiences in the public realm.

CD-8 Ensure that mixed-use areas are located, designed, and developed to:

- Maintain high visual quality;
- Locate businesses along the street rather than parking to ensure a comfortable pedestrian and bicycling experience;
- Encourage compact development and use of active transportation;
- Avoid impacts on adjacent noncommercial uses, including impacts that could result in pressure to convert these adjacent uses to commercial uses.

CD-9 Ensure that new development is consistent with citywide and applicable neighborhood goals and policies, including but not limited to sustainable site standards, landscaping requirements, building design guidelines, and affordability.

CD-10 Periodically review all policy, regulations, standards, and programs that implement ADA regulations to review if they can be improved upon to better meet the needs for people of all ages and abilities. To ensure outcomes

address community needs, regularly update staff training in both ADA and universal design and include community engagement in proposed revisions.

People and Public Places

Community cohesiveness develops in many ways. It can come from a shared vision for the community, and it can be developed through the use of public places for interaction. Successful public places are accessible, comfortable, identifiable, active, and welcoming.

- *Accessibility* includes visual and physical accessibility as well as having well-connected links from surrounding areas.
- *Comfort* including a perception of safety, cleanliness, and availability of seating, both formal and informal.
- *Identifiable* includes wayfinding and signage, visibility from the public realm, and design features that make it clear that the space is for public use.
- *Activity* is sometimes a natural outcome from a collection of uses or may be programmed through music presentations, performing arts, leisure activity spaces such as chess tables, or through retail activity orientation to spaces.
- *Welcoming* public places provide basic features such as lighting, shelter, and play areas for children, along with spaces for meetings or other gatherings. Welcoming spaces represent the diversity of community cultures through artwork, activities, and uses.

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

FW-CD-3 Encourage active and welcoming community spaces that provide formal and informal opportunities for community gathering.

CD-11 Provide public community and publicly accessible private gathering places in recreation facilities, park, and plazas throughout the city. Preserve and develop informal and welcoming community gathering places, such as the fountains, coffee shops, and spaces within parks. This can include techniques, such as:

- Encouraging art or water features;
- Providing visual access to sites;
- Multiple entrances,
- Flexible spaces that are large enough for flexible programming,
- Focal points that create activity throughout the space,
- A signature attraction that provides a unique identity,
- Features that are usable throughout all seasons, including shade and rain protection, and

- Promoting partnerships that create public places – including privately owned public spaces (POPS), such as plazas in combination with outdoor cafes, and encourage active management of space and activities.

CD-11 Use universal design techniques for investments in the public realm to provide high-quality amenity spaces for people of all ages and abilities. Consider:

- Street furniture, lighting, signage and sidewalk braille and other elements that provide places of refuge and wayfinding and contribute to a feeling of safety and inclusion;
- Parks, plazas, street cafes, and other gathering places that could host inclusive and accessible public performances and art installations, including informal gatherings;
- Visual and sound features, such as fountains, squares, sculptures, public art, and pavement treatments; and
- Trees or open non-vegetated shade options like shade cloth structures to provide places of respite and shade.

CD-12 Design and build public buildings with high-quality materials to serve as innovative and sustainable models to the community and enhance their function as a welcoming community gathering places.

CD-13 Encourage and develop connections between public places through:

- Providing safe and convenient pedestrian walkways and bikeways,
- Pedestrian scale lighting and streetlights,
- Providing wayfinding that is multi-lingual and easily understood, with use of symbols, colors, sidewalk braille, and other inclusive design tools and techniques, and
- Designing for visual access to and from the site.

CD-14 Evaluate illumination standards and practices with the goal of supporting safe and inclusive spaces. For example, consider:

- Pedestrian scale lighting
- Sensory areas
- Smart lighting for the blind or visually impaired
- Crosswalk lighting
- Gathering spaces
- Innovative uses for lighting, such as for public art, and
- Importance of contrast in lighting.

CD-15 Evaluate City wayfinding programs, citywide and within each center. Consider the following:

- Universal design strategies, such as use of symbols, that consider the needs of people of all abilities languages, and ages. For example, consider color coding, sidewalk braille, auditory signals, and non-text symbols.
- Incentives for centers and indoor wayfinding techniques that improve accessibility; and
- Innovative techniques such as wayfinding apps, smart lighting, and other tools that can improve independence in personal mobility.

CD-16 Identify and establish distinctive entryways into the city, support neighborhood efforts to identify and maintain unique neighborhood entryways, and emphasize these locations with design elements, such as landscaping, art, or monuments. City entry features and major corners should have design features that enhance wayfinding.

VI. Historic and Cultural Preservation

The southern portion of the Salish Sea (Puget Sound) has historically been occupied by independent but related groups including the Duwamish, Muckleshoot, Nisqually, Puyallup, Shohamish, Smulkamish, Skokomish, Skopamish, Skykomish, Snohomish, Snoqualmie, Stkamish and Suquamish (Haberlin and Gunther 1930; Kopperl et al. 2016; Suttles and Lane 1990).

Euro-Americans also began arriving in Sammamish Valley during the early 1870s. The plentiful water and fertile lands of the valley drew people eager to take advantage of federal programs including the Homestead Act of 1862.

The Sammamish Valley community continued to grow in number as did the services and infrastructure. Communication and commerce grew with the establishment of new roads including County Road 33 and County Road 54 (Road History Packet R Langdon Road, Road History Packet RDNO 54). Steamboats also connected small communities such as Adelaide, Donnelly, and Monohan on Lake Sammamish and the Sammamish River. (Bagley 1929, Krafft and Melton 2005, Seattle Times 1998).

Among the first modern-period buildings in the Redmond vicinity were log cabins and rural outbuildings constructed by early homesteaders. These were followed by wood frame structures, including clapboard sided houses.

During the rest of the 1950s, and into the 1960s, the City of Redmond pursued an aggressive policy of swallowing up surrounding neighborhoods, undertaking more than 40 annexations which increased the acreage of the city more than ten fold. This, and the expansion of local transportation networks, resulted in a rapidly burgeoning population. In the 1970s, this growth was

Tangible Cultural Heritage includes items you can see and feel: artifacts, photographs, books, buildings, sites, monuments, works of art, or physical districts significant in cultural histories. Tangible cultural heritage resource properties or objects, also referred to as cultural resources or historical resources, are actively surveyed by the Planning Department. These properties may be eligible for local recognition through Article xx designations, for state recognition through xx Register of Historical Resources listing, or federal recognition through National Register of Historic Places listing.

Intangible Cultural Heritage includes non-physical characteristics, such as customs and practices, artistic expressions, beliefs, languages, folklore, traditions, and even cuisine. Often passed down from generation to generation, it is constantly evolving in response to a communities' religious, political, and social environment, and provides a sense of identity and continuity. While intangible heritage is often more difficult to preserve than tangible items, it is no less relevant in promoting respect and understanding for cultural diversity and human creativity.

augmented by the influx of business parks and high-tech industries. Although all cities in the inland Puget Sound region experienced phenomenal growth during the last several decades, Redmond outpaced them all. As reported in Washington: A Centennial Atlas, "Between 1960 and 1980, in suburbs close to Seattle, the population of Edmonds tripled, that of Bellevue more than quadrupled, and that of Redmond increased more than sixteen times."

Policies

Survey and Evaluation

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

Knowing the history and significance of properties can foster stewardship by owners and the public. A Historic Landmark designation is the most common method to identify which historic and cultural resources to protect. Designation of a property can occur at four levels: local, county, state or national, and include any combination of these designations. The City of Redmond, King County, the State of Washington and the United States through the United States National Park Service all maintain registers of Historic Landmarks. In 2000 the Redmond City Council designated 16 landmarks for protection in the Redmond Heritage Resource Register. In 2000 the Redmond City Council designated 16 landmarks for protection in the Redmond Heritage Resource Register.

FW-HP-1 Maintain and periodically update an inventory and evaluation of historic properties in accordance with the Secretary of the Interior's Standards for Treatment of Historic Properties.

HP-1 Require consent of the owner before proceeding with Redmond's landmarking process. Notify and involve the property owner when nominating historic properties for Landmark status.

HP-2 Employ security protocols for protected information in accordance with the National Historic Preservation Act and Washington State standards for data management.

FW-HP-2 Cooperate with federal, state, and local laws, and with Tribal government regarding the protection and management of cultural resources.

HP-3 Maintain and implement cultural resource management in consultation with affected Indian tribes and agencies for the continued protection and preservation of cultural resources located throughout the city. Look for innovative cross-cultural and multi-cultural partnerships and projects.

HP-4 Seek opportunities in public and private development for interpretation and storytelling, reflecting indigenous and historic information.

Cultural Resources

Cultural resources are the evidence of human interaction with the land. The City's Cultural Resources Management Plan or CRMP (the Plan) addresses cultural resources by providing direction regarding the physical evidence of past human activities including sites, structures, landscapes, objects, or natural features that hold significance to people. These are formally classified as archaeological and historic resources, cultural landscapes, and traditional cultural properties.

The physical attributes of cultural resources are, with few exceptions, nonrenewable. Once the historic fabric of a monument is gone, nothing can bring back its authenticity; once the objects in an archeological site are disturbed, nothing can recover the significance of their intact security to those for which they hold cultural meaning and for others, information that might have been gained through analysis of their spatial relationships. The primary concern of cultural resource management, therefore, is to minimize the loss or degradation of culturally significant material.

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

FW-HP-3 Integrate protection and promotion of historical and cultural resources into City programs, regulations, and promotional materials and events.

HP-5 Promote the compatibility of development adjacent to Landmark properties through measures such as design standards.

HP-6 Evaluate qualifying the City to act as a Certified Local Government, designating special districts, and pursuing other similar designations to increase promotion of cultural resources and historic features, and to seek grant funding.

HP-7 Coordinate the development of parks and trails and the acquisition of open space with the preservation, restoration, and use of historic properties.

HP-8 Encourage and support community festivals or events that reflect the diversity, heritage, and cultural traditions of the Redmond community.

HP-9 Facilitate the development of a diverse set of recreational and cultural programs that celebrate Redmond's heritage and cultural diversity, such as:

- Visual, literary and performing arts;
- A historical society; and
- An active parks and recreation program.

FW-HP-4 Encourage preservation, restoration, adaptive reuse, and landmark designation of historic properties.

HP-10 Protect designated Historic Landmarks from demolition or inappropriate modification.

HP-11 Protect significant archaeological resources from the adverse impacts of development.

HP-12 Acquire historic properties, when feasible, employing a variety of financial tools and partnerships with other public or private agencies or governments.

HP-13 Develop and provide incentives and other mechanisms such as tax abatement programs, low-interest loan funds, technical assistance, and transfers of development rights, to encourage the preservation of and mitigate adverse impacts to Landmark and eligible historic properties.

HP-14 Encourage restoration and maintenance of historic properties through code flexibility, fee reductions, and other regulatory and financial incentives.

Participation, Implementation and Evaluation

Vision Statement

In 2050, Redmond community members describe their community as one that is complete, offering a wide range of services, opportunities, and amenities. It is a municipality that has successfully woven the small town feel of older, established neighborhoods with the energy and vitality of Redmond's centers. The result is an intercultural city where people are welcoming, friendly, collaborative, and connected. It's a place where diversity and innovation are embraced, and collaborative action is taken to achieve community objectives. It's a place that is home to people from diverse backgrounds, which contributes to the richness of the city's culture.

In 2050, Redmond has established community engagement as a standard practice by serving as a lifeline to meet the needs of a diverse population with varied experiences, cultures, ages, abilities, and priorities in advancing the city's vision. Subsequently, city council, boards, and commissions are reflections of the people they serve as they evaluate outreach methods and incorporates new opportunities for effective governance.

Plans, policies, and regulations advance the community's vision and are discussed and decided with robust community engagement. The City continually evaluates outreach methods and incorporates new opportunities for effective engagement.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity, resiliency, and sustainability.

Equity	Resiliency	Sustainability
• PI-1 to PI-25	• PI-24	

Existing Conditions

Background

The City of Redmond actively practices community engagement throughout its planning and system improvement processes. Elements include 1) shared power; 2) partnership; 3) open dialogue; and 4) individual and governmental transformation in which democracy is continually incorporated into decision-making procedures.

The community's preferences are continually incorporated into decision-making processes so that Redmond continues to be the place desired by members of the community. Community engagement efforts include responding to and anticipating the changing needs of the community.

The Growth Management Act (GMA) requires that each Washington city and county review its comprehensive plan and development regulations every 10 years to establish the framework to manage population growth and to ensure that infrastructure investments happen concurrently. The GMA requires community outreach through public hearings and other methods before plans or regulations are adopted.

The first task that a city must undertake in a comprehensive plan update is to establish a public participation program to ensure that the public is aware of the process and knows how to participate. The program must include procedures for notifying interested individuals and creating a plan for public review and comment. The program must provide for early and continuous public participation and ensure that notice of the update is broadly and effectively disseminated.

The GMA also emphasizes that comprehensive plans and regulations must be continually reviewed and evaluated to ensure the plan is being implemented and provide a mechanism to adopt plan amendments once per year.

Puget Sound Regional Council and VISION 2050

A primary goal of VISION 2050 is to provide opportunities for all. VISION 2050 emphasizes equity and providing access to improved quality of life to all people. It also stresses the need to incorporate into the planning process people that have been historically excluded.

Current Conditions

According to the 2022 5-year American Community Survey, Redmond is increasingly diverse, with 49.4% of the total population being people of color. 42.9 % of the population of Redmond is foreign born, 47.3% of residents speak a language other than English at home and 12.5% of the population aged 5 and older speak English less than "very well." People under 18 comprise 22.4% of the population while people aged 65 and above comprise about 11% of the population. Almost all households in Redmond have access to a computer (98%) and have access to broadband service (95.6%). Access to broadband is increasingly important to access opportunities like jobs and education.

The diversity of Redmond as an intercultural city requires multilingual resources to secure full access for all community engagement, while eliminating all barriers for limited English proficiency speakers. Other common participation barriers that should be considered in community outreach include age, limited mobility, disabilities, work schedules, digital literacy, and children/elder care obligations.

The City has a variety of Boards and Commissions that provide input to City decisions, such as:

- Design Review Board
- Environmental Sustainability Advisory Committee (ESAC)
- Human Services Commission
- Landmark Commission
- Parks and Trails Commission
- Pedestrian Bicycle Advisory Committee (PBAC)
- Planning Commission
- Redmond Arts and Culture Commission (RACC)
- Redmond Youth Partnership Advisory Committee

The City also actively solicits community participation by creating relationships with community and culturally serving organizations and by engaging with the community during large public events such as Cinco de Mayo, Ananda Mela Joyful Festival of India, Derby Days, and the United Festival.

Redmond Zoning Code

Development regulations contained in the Redmond Zoning Code (RZC) are one of the main ways the Comprehensive Plan is implemented. One can think of the RZC as the regulatory translation of policy contained in the Redmond Comprehensive Plan.

Redmond's first GMA-compliant zoning regulations were adopted in the mid-1990's and known as the Redmond Community Development Guide. In 2011, those regulations were overhauled and re-adopted as the Redmond Zoning Code. There have been dozens of amendments over the years, large and small, many in response to Redmond Comprehensive Plan policy updates.

Beginning in 2021, the Redmond Zoning Code began undergoing a thorough update that coincides with Redmond 2050. The update, called the RZC ReWrite, is happening in multiple phases over multiple years.

Policies (Policy)

The policies in this element support Redmond's vision of a community that is equitable, resilient, and sustainable.

Public Participation

Active, equitable, diverse, and continuous community participation is essential to maintaining an effective and useful Comprehensive Plan. However, public participation in Comprehensive Plan updates is just part of the process. The community also must be involved as the Plan is implemented, including opportunities to review proposed updates to regulations and functional plans, as well as to review public and private projects. Different levels of involvement are appropriate at various stages of Plan preparation and implementation.

Public participation also includes fostering partnerships with community-based organizations and encouraging members of all the community to participate in boards, commissions, and city council to achieve equitable representation.

FW-PI-1 Support an equitable, inclusive, sustainable, and resilient community.

FW-PI-2 Promote active participation by all members of the Redmond community in planning Redmond's future.

PI-1 Promote equitable and effective public participation to encourage input that represents Redmond's diverse community on issues of significance, especially those communities most impacted by proposed changes.

PI-2 Involve community members in government decisions, including those that are most impacted by the decisions.

- Involve especially those belonging to communities that have been historically excluded such as immigrants, refugees, Black, Indigenous, and other People of Color communities, people with low incomes; people with disabilities; seniors; and communities with language access needs.
- Encourage active, diverse, and equitable representation and participation of all members of the community in boards, commissions, and city council by removing barriers.
- Promote active participation in community affairs by facilitating volunteerism.

PI-3 Provide appropriate opportunities for public review of plans, regulations, and development proposals.

- Engage the community in ways that are culturally, and linguistically, appropriate, clear, timely, and easily accessible.
- Use a wide variety of technologies and best practices to ensure information is readily available to the public.

PI-4 Consider the input of all community members as an important component of governance. Treat all members of the public with respect. Ensure that City staff have the training and tools to serve a diverse community.

PI-5 Promote and honor government-to-government relationships with federally recognized tribes, ensuring substantial opportunities for tribal governments to review the city's plans and projects.

PI-6 Promote a culture of dialogue and increase partnerships among community members, property owners, the business community, community-based organizations, and City officials.

PI-7 Enable community members to learn more about local government and promote public discussion of community issues through use of techniques such as educational materials, workshops, partnerships, and special programs.

PI-8 Evaluate the effectiveness of community involvement methods and continuously adapt to improve public participation outcomes.

Consistency

The Growth Management Act requires local governments to make decisions on planning activities, including development regulations and functional plans, as well as the capital budget, in a manner that conforms with and supports their comprehensive plans. Redmond's development regulations are located primarily in the Redmond Zoning Code. The City has adopted several functional plans, such as the General Wastewater Plan; Water System Plan; and Parks, Arts, Recreation, Culture and Conservation Plan.

The Comprehensive Plan is also implemented through plans that address policies related to a particular geography or topic in more detail, such as the Economic Development Strategic Plan and Environmental Sustainability Action Plan. In addition, the City implements the Comprehensive Plan through provisions in the Redmond Municipal Code, such as those dealing with building construction.

The Growth Management Act also requires consistency among all the elements of a comprehensive plan. While the City takes steps to ensure this consistency, sometimes conflicts and questions of

priority arise in the implementation of policies. In resolving these conflicts and questions, the city needs to carry out the adopted community goals for how Redmond should look and feel over the next 20 years.

PI-9 Maintain a Comprehensive Plan that embodies the future vision for Redmond and accomplishes the City's local, regional, and state responsibilities.

PI-10 Ensure that development regulations, functional plans, budgets, and other implementing measures and actions are consistent with the Comprehensive Plan and advances the community vision.

PI-11 Resolve tensions or conflicts that arise when applying Comprehensive Plan policies or implementing measures in a manner that supports the goals for Redmond in the Comprehensive Plan and considers the City's intent in establishing a policy or regulation.

PI-12 Use the following guidelines for resolving tensions or conflicts within the Comprehensive Plan:

- If there are tensions or conflicts within the Comprehensive Plan, base decisions on the map or policy that most specifically addresses the issue.
- If there are tensions or conflicts between the Comprehensive Land Use Plan Map and the land use designation policies, base decisions on the Land Use Plan Map.
- If updated development regulations have not yet been adopted, base decisions on existing zoning regulations.

Plan Amendments

Comprehensive Plans must be periodically reviewed to ensure it reflects the best available information, current community views, and changing circumstances. The Growth Management Act also provides that local governments generally must consider amendments to a comprehensive plan not more than once a year to avoid piecemeal erosion of the plan's integrity.

PI-13 Establish a docket of proposed amendments to the Redmond Comprehensive Plan no more frequently than once a year, considering the Plan amendments as a package to better evaluate their cumulative impact.

PI-14 Conduct a major Comprehensive Plan review no less frequently than once every ten years. Analyze the opportunities and issues facing the community, review changes in state law, complete a thorough review of existing policies, and update the Plan and implementing measures as needed.

PI-15 Take the following considerations, as applicable, into account as part of decisions on applications for amendments to the Comprehensive Plan:

- Consistency with the Growth Management Act, the Procedural Criteria, VISION 2050 or its successor, and the King County Countywide Planning Policies.
- Consistency with the Comprehensive Plan.
- Potential impacts to vulnerable community members.
- Potential economic impacts.
- Potential impacts to the ability of the City to provide equitable access to services.
- Potential impacts to the natural environment, such as impacts to critical areas and other natural resources.
- The capability of the land for development, including the prevalence of environmentally critical areas.
- Whether the proposed land use designations or uses are compatible with nearby land use designations or uses.
- If the amendment proposes a change in allowed uses in an area, the need for the land uses that would be allowed and whether the change would result in the loss of capacity to accommodate other needed uses, and
- For issues that have been considered within the last two annual dockets, whether there has been a change in circumstances that makes the proposed amendment appropriate, or whether the amendment is needed to remedy a mistake.

PI-16 Update functional plans and any applicable City code provisions in a timely manner following amendments to the Comprehensive Plan to ensure consistency between the Comprehensive Plan and other planning and regulatory documents.

Development Review

FW-PI-3 When preparing City policies and regulations, consider the long-term good of the community, respect the contribution that private property owners make to advancing the future vision of the City, and allow reasonable economic use of all properties.

FW-PI-4 Maintain development review processes that are predictable and result in timely permit decisions.

FW-PI-5 Support a culture of dialogue and partnership among City officials, community members, property owners, the business community, and agencies and organizations to facilitate development that advances City's future vision.

The policies below guide how Redmond should implement Comprehensive Plan policies to meet community goals in cooperation with the public and private sector. Time is a critical factor in financing development projects. Promoting predictability and clarity as part of development review and reducing the time needed to receive final approval from the City can translate into savings to the applicant and, eventually, to those who live or work in the development. Predictability and clarity in the development review process are also important for the community so that residents and businesses can have confidence regarding the potential nature of future development and redevelopment in Redmond. Finally, reporting on the performance standards on the development services ensures that Redmond can keep a predictable and transparent review process.

Major or potentially controversial projects can benefit from consulting with community members early in the process. Early involvement can often lead to project design that more successfully meets goals for both the applicant and neighbors. Undertaking this process before substantial sums have been spent on detailed design can reduce costs and expedite approvals.

PI-17 Prepare and maintain development regulations that implement Redmond's Comprehensive Plan and include all significant development requirements. Ensure that the regulations are clearly written and can be efficiently and effectively carried out. Avoid duplicative or inconsistent requirements. Ensure that the development regulations can be accessed, understood, and used to the greatest extent possible by all people.

PI-18 Ensure that Redmond's development review process provides applicants and the community a high degree of certainty and clarity that results in timely and predictable decision making on development applications.

PI-19 Report on development services performance standards annually and adapt as necessary to meet objectives.

PI-20 Encourage applicants with major or potentially controversial projects to involve the community in the design process, provide project information promptly, and respond timely to requests for information and review.

PI-21 Allow voluntary, concurrent development review and permit processing where appropriate.

PI-22 Establish in the development regulations a reasonable period during which approved development permits remain valid to enable an applicant to complete a project, while ensuring new development regulations will apply if a project does not proceed in a timely manner.

Implementation and Monitoring

Achieving the values and goals held by people in the community for how Redmond should look and feel depends on the actions taken. Like any budget, while there are not sufficient resources to accomplish all the strategies simultaneously, the City can make progress on carrying out the Comprehensive Plan by identifying priorities.

Successful implementation of the Plan also depends on evaluating the actions taken to determine if they are meeting community goals. Finally, implementing the Comprehensive Plan requires the cooperation of and partnerships among the private sector, the public, the City of Redmond, and other local, state, tribal and federal agencies.

The City's monitoring program for the Comprehensive Plan will provide a framework for accomplishing these objectives. This monitoring program will be guided by the policies below:

FW-PI-6 Evaluate the effectiveness of policies, regulations, and other implementation actions in achieving Redmond's goals and vision for an equitable, inclusive, sustainable, and resilient future and adapt as needed.

PI-23 Establish a program for measuring the effectiveness of the Comprehensive Plan as implemented. Regularly assess the impact of policies and programs to identify actual outcomes and update as needed to achieve intended goals. Report periodically on progress toward carrying out the Comprehensive Plan, and any suggested amendments needed to meet community goals.

PI-24 Seek equitable community participation in evaluating the effectiveness of the Comprehensive Plan, especially those most impacted by the Plan and those belonging to communities that have been historically excluded from the planning process by setting up an implementation and evaluation program.

PI-25 Develop and use equity impact review tools when developing plans and policies to test for outcomes that might adversely impact vulnerable populations such as Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low incomes; people with disabilities; seniors; and communities with language access needs.

Note: Insert Shoreline Master Program Here

Glossary

A Regional Coalition for Housing (ARCH)

A partnership of King County and 15 East King County cities that works together to help preserve existing affordable housing and develop new housing opportunities for low- and moderate-income families in the region. ARCH assists member governments in developing housing policies, strategies, programs, and development regulations; coordinates the cities' financial support to groups creating affordable housing for low/moderate income households; and assists people looking for affordable rental and ownership housing.

Accessory Dwelling Unit (ADU)

As defined in the Redmond Zoning Code.

Adaptive Reuse

A variety of repairs or alterations to an existing, structurally sound building that allow it to serve contemporary uses while preserving features of the past.

Affordability Requirements

The provisions specified in Redmond Zoning Code 21.20, Affordable Housing, that a portion of the units in most new housing developments be affordable housing units.

Affordable Housing Unit

As defined in the Redmond Zoning Code.

Air Space Condominium

Air rights are a type of development right in real estate, referring to the empty space above a property. Owning land or a building may allow the right to use and develop the air rights, up to the limits prescribed in the Zoning Code.

Allowed Use

A permitted or conditionally permitted use.

Americans with Disabilities Act (ADA)

A wide-ranging civil rights law that prohibits, under certain circumstances, discrimination based on disability. Title II of the Act prohibits discrimination by all public entities at the local (i.e., school district, municipal, city, county) and state level, including access to programs and services offered by the entity, as well as physical access described in the ADA Standards for Accessible Design.

Amortization

In the context of nonconforming uses, a period of time given to owners of land with nonconforming uses to recoup their investment before the use must be discontinued.

Anadromous Fish

As defined in the Redmond Zoning Code.

Annexation

The act of adding an area into legal jurisdiction of a city.

Aquifer

As defined in the Redmond Zoning Code.

Arterial

As defined in the Redmond Zoning Code.

Attached Dwelling Units

As defined in the Redmond Zoning Code.

Best Available Science

As defined in the Redmond Zoning Code.

Best Management Practices (BMPs)

As defined in the Redmond Zoning Code.

Bicycle Facility

An improvement designed to facilitate mobility by bicycle, including bicycle trails, bicycle lanes, and storage facilities.

Bioretention

As defined in the Redmond Zoning Code.

Biostabilization

The process of stabilizing a slope or stream bank with soil and vegetation.

Bioswale

As defined in the Redmond Zoning Code.

Budgeting by Priorities (BP)

The City of Redmond's outcome-based biennial budgeting model, which was launched in 2008. BP is based on a bottom-up approach where all City services are considered through the prism of what services the citizens value most. (SMP)

Buildable Land

An assessment of the amount of land needed for commercial, industrial, and housing development, as required by the Growth Management Act (RCW 36.70.215). Buildable lands programs are to determine whether a county and its cities are achieving urban densities within the urban growth area by comparing adopted provisions with actual growth.

Bus Rapid Transit (BRT)

A term applied to a variety of bus transportation systems using buses to provide faster, more efficient service than an ordinary bus line. Often this is achieved by making improvements to existing infrastructure, vehicles, and scheduling; e.g., more frequent service and less passenger waiting time, as well as fewer stops allowing better travel times.

Capital Facilities (also Capital Projects)

Public facilities of significant value and having a useful life of several years. Examples include public facilities for Fire and Emergency Medical Response; Police; Parks and Recreation; Public Education; Water, Sewer, Stormwater, and Surface Water; Transportation; and General Government.

Capital Facilities Program

A collection of planning and budget policies and documents working in concert to ensure capital projects are identified and prioritized in a manner that meets the needs of a growing population and promotes a safe and healthy community.

Capital Improvement Program (CIP)

A six-year plan for future capital expenditures which identifies capital projects packaging, timelines, and funding. The CIP is updated and adopted biennially, along with the City's two-year operating budget.

Capital Improvements

Projects to create, expand, or modify a capital facility. The project may involve design, permitting, environmental analysis, land acquisition, construction, landscaping, site improvements, initial furnishings, and equipment.

Capital Investment Strategy (CIS)

A hybrid planning and budgeting document summarizing known capital investment needs over the full duration of the Comprehensive Plan's time horizon. The CIS includes capital projects and programs from a city's functional areas and is intended to bridge near-term financial considerations, as represented in the six-year Capital Improvement Program (CIP), with the City's land use vision as described in Redmond's Comprehensive Plan.

Carpool

Two or more people sharing the use of a vehicle between fixed points on a regular basis.

Certified Local Government (CLG)

A nationwide program of financial and technical assistance established by the National Historic Preservation Act to help local governments preserve historic and cultural resources as assets for the future. In Washington it is implemented and administered by the Department of Archaeology and Historic Preservation (DAHP). Responsibilities of a CLG include maintaining a historic preservation commission, surveying local historic properties, enforcing state or local preservation laws, reviewing National Register Nominations, and providing for public participation in historic preservation activities.

Clean Air Act

Federal legislation requiring air quality goals for urbanized areas and State Implementation Plans to ensure that urbanized areas are working toward achieving those goals.

Clustering

A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, or preservation of environmentally sensitive areas.

Commercial Use

The use of a building, land, or other structure primarily for nonresidential and nonpersonal use involving retail sales, wholesale sales, office uses, entertainment uses, or similar uses.

Community Design

The arrangement, appearance, and functionality of the community. Community design focuses on the shape and use of urban public space and the way these spaces are experienced and used.

Community Garden

A place where neighbors and residents can gather to cultivate plants, vegetables and fruits, and depending on local laws, keep bees and raise chickens or other livestock and poultry.

Community Redevelopment Financing

Generally refers to financing tools for the purpose of rebuilding or redeveloping buildings or larger defined areas in an urban setting. Examples include the use of Community Development Block Grants, Tax Increment Financing, and urban renewal.

Commute Trip

A trip made from an employee's residence to a worksite for a regularly scheduled work day.

Commute Trip Reduction (CTR)

A requirement of the Washington State Clean Air Act that major employers develop and implement programs that will reduce the number of times their employees drive alone to work.

Complete Neighborhood

A neighborhood where a person can meet most basic needs by walking or rolling close to home. Basic needs include shops, services, schools, parks, grocery stores, and other places that support everyday life.

Complete Streets

Streets which are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Comprehensive Plan

The long-range plan used as a guide for the physical, economic, and social development of Redmond.

Concurrency, Transportation

As defined in the Redmond Zoning Code.

Conditional Use/Conditionally Reviewed Use/Conditionally Approved Use

A use that may be desired within the community, but which is not allowed as a matter of right, and requires approval through the Conditional Use Permit (CUP) process.

Congestion

A condition under which the number of vehicles using a facility is great enough to cause reduced speeds and increased travel times.

Consistency

In the context of the Growth Management Act, a measure of whether any feature of the Comprehensive Plan or a regulation is incompatible with any other feature or a plan or a regulation.

Context Sensitive Design

Architectural and/or engineering design that is compatible with its surroundings; e.g., new development in an historic area may contain architectural features such as cornices or window treatments that blend with existing structures.

Cottage

As defined in the Redmond Zoning Code.

Countywide Planning Policies

A series of policies intended to guide the development of city and county comprehensive plans.

Critical Aquifer Recharge Areas

As defined in the Redmond Zoning Code.

Critical Areas

As defined in the Redmond Zoning Code.

Critical Wildlife Habitats

Those habitats which meet any of the following criteria:

(a) The documented presence of an endangered, threatened, sensitive, candidate, or other priority species as designed by Washington State or federal agencies;
(b) Type I wetlands as defined by Redmond's critical areas regulations; or
(c) Class I streams as defined by Redmond's critical areas regulations.

Cultural Resource

As defined in the Redmond Zoning Code.

Culvert

A drain, ditch, or conduit, not incorporated in a closed system that carries drainage water under a driveway, roadway, railroad, pedestrian walk, or public way.

Decibel (dB)

As defined in the Redmond Zoning Code..

Density

In the context of planning, the number of families, persons, housing units, jobs, or building area per unit of land.

Density Bonuses - Housing

Incentives provided to a developer in order to encourage the provision of public benefits in new construction.

Detached Dwelling Units

As defined in the Redmond Zoning Code.

Detention

The process of collecting and holding back stormwater for delayed release to receiving waters.

Development

As defined in the Redmond Zoning Code.

Development Regulations

Any controls placed on the development or land use activities by a city, including but not limited to, zoning ordinances, official controls, subdivision ordinances, and binding site plan ordinances. Redmond's development regulations are in the Redmond Zoning Code.

Development Rights

As defined in the Redmond Zoning Code.

Development Standards

In respect to any development, fixed requirements, or standards imposed by regulation or ordinance. For example, a setback is a development standard.

Distribution

In the context of utilities, the act or process of delivering electric energy, water, natural gas, etc., from convenient points on the transmission system to customers. Also, a functional classification describing that portion of the utility facilities or plan used for the purpose of delivery.

Docket (or Comprehensive Plan Docket) The package of Comprehensive Plan amendments to be considered by the community, Planning Commission, and City Council over the following year as provided for in the Growth Management Act (GMA).

Drainage Basin

An area which is drained by a creek or river system.

Drainage Facilities

See Stormwater Facilities.

Duplex

A single structure containing two dwelling units, either side by side or above one another.

Dwelling Unit

As defined in the Redmond Zoning Code.

Environmental Impact Statement (EIS)

A document intended to provide impartial discussion of significant environmental impacts which may result from a proposed development project or non-project action.

Essential Public Facility

As defined in the Redmond Zoning Code.

Equity

The City provides all community members with equal and effective city services, resources, opportunities, and influence so that all people achieve their full potential and thrive. Equity is a purposeful and eager journey toward well-being as defined by those most negatively impacted.

Fixed-Route Service

Transportation service operated over a set route or network of routes, generally on a regular schedule.

Floodplain (or 100-year Floodplain)

The land susceptible to inundation with a one percent chance of being equaled or exceeded in any given year. The limit of this area shall be based upon flood ordinance regulations maps or a reasonable method which meets the objectives of the Shoreline Management Act. (SMP)

Floodway

The channel of the stream and that portion of the adjoining flood plain which is necessary to contain and discharge the base flood flow to certain levels. Redmond administers two types of floodways: zero- rise, which does not increase the base flood elevation; and one-foot-rise, which limits increase to no more than one foot (12 inches).

Flood Fringe

As defined in the Redmond Zoning Code.

Floor Area Ratio (FAR)

As defined in the Redmond Zoning Code.

Forecasted Traffic Volume

Travel forecasting model output; the number of vehicles forecast to travel on all or part of the future year street and highway network over a given period of time for a future year.

Functional Plan

Detailed, professional assessments of existing conditions, current and future facility needs, service targets, and projected funding to implement the Comprehensive Plan.

General Wastewater Plan

A document which identifies capital improvements and defines long-term system planning goals and service criteria consistent with local and regional land use and wastewater planning issues.

Green Building (also known as Green Construction or Sustainable Building)

A structure and use process that is environmentally responsible and resource efficient throughout a building's life cycle: from siting to design, construction, operation, maintenance, renovation, and demolition.

Green Roof

As defined in the Redmond Zoning Code.

Greenhouse Gas (GHG)

Gases that contribute to the greenhouse effect by absorbing infrared radiation. Common greenhouse gases include carbon dioxide and methane.

Greywater

Wastewater generated from domestic activities, such as bathing, laundry, and dishwashing, which can be recycled on site for uses such as landscape irrigation. It is not water that has come in contact with human waste.

Gross Floor Area (GFA)

As defined in the Redmond Zoning Code.

Gross Site Area

As defined in the Redmond Zoning Code.

Growth Management Act (GMA)

As defined in the Redmond Zoning Code.

Growth Management Planning Council (GMPC)

The body comprising city and county representatives and created through an interlocal agreement by most of the cities in King County and the County to undertake interjurisdictional planning under the Growth Management Act or its successor.

High Occupancy Vehicle (HOV)

Generally, a vehicle carrying more than one person, including a carpool, vanpool, or bus.

Historic Landmark

As defined in the Redmond Zoning Code.

Historic Property/Resource

As defined in the Redmond Zoning Code.

Household

As defined in the Redmond Zoning Code.

Housing Trust Fund

A City fund dedicated to improving affordable housing choices for a diverse population, including seniors, those with special housing needs (developmentally disabled persons, women at risk, youth, etc.), and low-income families.

Housing Unit

A dwelling unit.

Human Services

A variety of delivery systems such as social welfare services, housing, education, and mental health services. Human services professionals may provide services directly to clients or help clients access services.

Impact Fee

As defined in the Redmond Zoning Code.

Impervious Surface

As defined in the Redmond Zoning Code.

Inclusion

The City treats all people respectfully; values all people for their distinctive skills, experiences, and perspectives; engages all people to contribute to the community's success; and leverages resources and city services where needed.

Inclusionary Zoning

An affordable housing production program that requires a specified number of affordable and/or low-income units within new housing developments. See also Affordability Requirements.

Inclusive Design

A collection of design techniques that recognizes the wide diversity of different needs including wheelchair users, but also those with sensory impairments, learning difficulties, mental health challenges, hidden impairments, and the needs of children and parents, as well as the needs of different cultures.

Infill Development

Development consisting of either (1) construction on one or more lots in an area which is mostly developed or (2) new construction between two existing structures.

Infrastructure

As defined in the Redmond Zoning Code.

Knowledge-Based Business

Businesses that are dependent upon knowledge resources, such as education, expertise, and innovation.

Land Use

The term used to indicate the use of any piece of land, such as agricultural or residential.

Landmark Tree

As defined in the Redmond Zoning Code.

Level of Service (LOS) (or Service Standards)

Measure of a public facility's or service's operational characteristics used to gauge its performance.

Level of Service (LOS), Transportation

As defined in the Redmond Zoning Code.

LGBTQIA2S+

An acronym for a wide variety of sexual orientations and gender identities that includes but is not limited to lesbian, gay, bisexual, transgender, queer/questioning, intersex, asexual, and two-spirit.

Light Rail

A form of urban rail public transportation that generally has more flexibility in capacity and design speed than heavy rail and metro systems, and higher capacity and speed than traditional street-running tram or bus systems.

Local Improvement District

A financing mechanism whereby specially benefitted properties are assessed the costs of constructing public improvements.

Local Street

As defined in the Transportation Master Plan.

Low-Impact Development (LID)

A term used to describe a land planning and engineering design approach to managing stormwater runoff. LID emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered small-scale hydrologic controls to replicate predevelopment conditions through infiltrating, filtering, storing, evaporating, and detaining runoff close to its source. LID is similar to "Onsite Stormwater Management," a term used by the Washington State Department of Ecology.

Low-Income and Moderate-Income Housing

As defined in the Redmond Zoning Code.

Manufactured Home

As defined in the Redmond Zoning Code.

Manufactured Home Park or Mobile Home Park

As defined in the Redmond Zoning Code.

May

A term used to express opportunity or permission. If a policy contains "may," the decision maker can undertake the action contemplated by the policy if, after reviewing the evidence, the decision maker decides it is useful or desirable, and in keeping with this plan. "May" does not confer any obligation on the decision maker to undertake or allow the action. See also "should" and "shall."

Median Income (or Median Household Income)

As defined in the Redmond Zoning Code.

Mixed Use

As defined in the Redmond Zoning Code.

Mixed Use Development

A project which combines more than one use, either in the same structure or in different structures located on the same site.

Mixed Use Residential Structure

As defined in the Redmond Zoning Code.

Mixed Use Structure

A project which combines more than one use in the same structure; such as a building occupied by retail uses on the ground floor and housing on the floors above.

Mode

In the context of transportation, a type of transportation, such as pedestrian (walking), bicycle, automobile, or transit (bus).

Mode Choice/Mode Split

The statistical breakdown of travel by mode, usually expressed as a percentage of travel by single occupant automobile, carpool, transit, etc.

Moderate-Income Housing

Housing affordable to households with incomes between 50 percent and 80 percent of area median income.

Multicounty Planning Policies

A regionwide framework for countywide and local planning under the Growth Management Act. Guides various regional planning programs for growth management, economic development, and transportation projects, and possible funding.

Multifamily Structure

As defined in the Redmond Zoning Code.

Multimodal

A term referring to accessibility by a variety of travel modes, typically pedestrian, bicycle, transit, and automobile modes, but may also include water and air transport modes.

Multiplex

A building with up to eight dwelling units consolidated into a single structure with common walls and floors and a functional primary street entrance, or a building of up to three stories containing up to eight dwelling units consolidated into a single structure. Multiplex units may be attached side by side or on top of one another or a combination thereof. Examples of a multiplex include a two-unit attached dwelling structure (duplex), three-unit attached dwelling structure (triplex), and so on.

Municipal Code

A collection of all of the regulatory and penal ordinances and certain administrative ordinances of the City of Redmond, codified pursuant to RCW 35.21.500 through 35.21.570.

Native Growth Protection Areas (NGPA)

As defined in the Redmond Zoning Code.

Neighborhood Plan

Policies applicable to specific neighborhoods, adopted by the City Council and incorporated into the Community Development and Design Element of the Comprehensive Plan.

Neighborhood Character

As defined in the Redmond Zoning Code.

On-Site Retention

In the context of stormwater, the permanent impounding of stormwater in artificial lakes and ponds; often required for developments.

Open Space

As defined in the Redmond Zoning Code.

Open Space, Passive

As defined in the Redmond Zoning Code.

Open Space Corridor

A connected system of urban forested areas, fish and wildlife habitat, and unique recreational opportunities that have limited impact on these resources. The Growth Management Act requires local governments to designate and preserve open space corridors. The City of Redmond manages these corridors through critical areas regulations.

Parks, Arts, Recreation, Culture and Conservation (PARCC) Plan

The functional plan to implement the goals and policies related to parks, recreation, and arts in the Comprehensive Plan. Provides an inventory of the parks system and identifies and prioritizes future park system improvements.

Park and Ride

A parking lot where transit or rideshare riders can leave their cars and ride a carpool, vanpool, bus, or train to another location.

Peak Hour

As defined in the Redmond Zoning Code.

Peak Hour, a.m.

As defined in the Redmond Zoning Code.

Peak Hour, p.m.

As defined in the Redmond Zoning Code.

Pedestrian Amenities

Features of the built environment that improve the quality of travel for people using the pedestrian system, including ground floor retail uses in adjacent buildings, landscaped walkways, limited interference from automobiles, and street furniture.

Pedestrian Facility

An improvement designed to facilitate accessibility by people using the pedestrian system, including sidewalks, curb ramps, crosswalks, overpasses, and undercrossings.

Pedestrian Orientation

An area where the location and access to buildings, types of uses permitted on the street level, streetscape, and storefront design are based on the needs of people using the pedestrian system.

Permitted Use

A use that is allowed outright by the Redmond Zoning Code.

Plan-Based Approach

In the context of transportation concurrency, a concurrency system in which transportation programs, projects, and services identified in the Transportation Facilities Plan are implemented in proportion to the needs of the city and the pace of growth, and support the City's preferred land use pattern and vision.

Point Source Pollution

A source of pollutants from a single point of conveyance such as a pipe. For example, the discharge pipe from a sewage treatment plant is a point source.

Pollutants

Contaminants that adversely alter the physical, chemical, or biological properties of the environment. Pollutants can include solid waste, sewage, garbage, sewage sludge, and municipal waste discharged into water.

Potential Annexation Area (PAA)

Urban unincorporated areas assigned to cities through the countywide planning process for future annexation. Redmond's Potential Annexation Area is mapped in the Annexation and Regional Planning element of the Comprehensive Plan.

Precautionary Principle

An approach that states if an action or policy has a suspected risk of causing harm, in absence of scientific consensus, that action is harmful.

Preservation (Historic)

The act or process of applying measures necessary to sustain the existing form, integrity, and materials ofan historic property.

Procedural Criteria.

In the context of comprehensive planning, documents maintained by the Department of Commerce which assist counties and cities in adopting comprehensive plans and development regulations that meet the goals and requirements of the Growth Management Act (GMA). The criteria lists requirements set forth in GMA, as well as recommendations for meeting those requirements.

Public Facility

Any use of land or physical structures, whether publicly or privately owned, for transportation, utilities, communication, or for the benefit of the public, including streets, schools, libraries, fire and police stations, municipal and county buildings, powerhouses, recreational centers, parks, and cemeteries.

Public and Semipublic Uses

A use that is owned and operated by a public agency and characteristically operated by such an agency, or a use that is privately owned but has a character similar to a public use or which is traditionally considered to be a semipublic use. For example, a public school is a public use and a private school is a semipublic use.

Public Realm

Publicly accessible areas between building front and back of curb. The public realm is critical to sense of place and community.

Public Service

A variety of services, such as fire protection

and suppression, law enforcement, public health, recreation, environmental protection, etc., available to the public and provided by government, substantially funded by government, contracted for or by government, or provided by private entities subject to public service obligation.

Puget Sound Clean Air Agency

The lead agency for developing air quality standards for the Central Puget Sound Region in compliance with federal laws.

Puget Sound Regional Council (PSRC) A regional planning and decision-making body for growth and transportation issues in King, Kitsap, Pierce, and Snohomish Counties. Under federal transportation law, the Council is the Metropolitan Planning Organization (MPO) responsible for regional transportation planning and programming of federal transportation funds in the four counties. It is also the designated Regional Transportation Planning Organization (RTPO) for the four counties. PSRC manages the adopted regional growth strategy and regional transportation plan.

Regional Transportation Plan

The action plan for transportation in the central Puget Sound region for the next 30 years. Outlines a long-term template for how the region should invest in transportation and is consistent with the region's adopted Regional Growth Strategy.

Regional Utilities

As defined in the Redmond Zoning Code.

Residential Use

As defined in the Redmond Zoning Code.

Resilience

Ensuring that the community, as a whole, is prepared for, able to adapt to, and can recover effectively from disruptive conditions.

Response Time

In the context of emergency response, the amount of time it takes fire and rescue personnel or law enforcement officers to respond to calls for assistance, usually measured from the time of notification of the event to arrival at the incident scene.

Restoration (Historic)

The act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period.

Riprap

As defined in the Redmond Zoning Code.

Runoff

Water originating from rainfall and/or other precipitation that flows from a site during or immediately after a storm. (SMP)

SEPA Rules

WAC Chapter 197-11 addressing requirements for environmental review of pending policies and developments. See also State Environmental Policy Act.

Secretary of the Interior (U.S. Department of the Interior, National Park Service, Technical Preservation Services)

A federal office which provides historic preservation policy and guidance on preserving and rehabilitating historic buildings, administers the Federal Historic Preservation Tax Incentive Program for rehabilitating historic buildings, and sets the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Service Standards (see Level of Service)

Shall

A term which means "obliged to." "Shall" is mandatory. If a policy contains "shall," it is required that the decision maker follow the policy where it applies. See also "may" and "should." (SMP)

Shoreline Master Program (SMP)

Redmond's plan that implements the State of Washington Shoreline Management Act of 1971. The Shoreline Master Program provides for coordinated planning to protect the public interest associated with the shorelines of the state while recognizing and protecting private property rights.

Should

A term which means "ought to." If a policy contains "should", the decision maker is to follow the policy where it applies unless the decision maker finds a compelling reason against following the policy. See also "may" and "shall." (SMP)

Significant Tree

As defined in the Redmond Zoning Code.

Single Occupant Vehicle (SOV)

A vehicle carrying only one person.

Single Room Occupancy Units (SROs)

As defined in the Redmond Zoning Code.

Site Plan Entitlement

Site Plan Entitlement is the approval required for any public, semipublic, or private proposal for new construction or exterior modification to a building or site, including multifamily, commercial, industrial, utility construction, expansion, or exterior remodeling of structures, parking, or landscaping, where the proposed use is shown as permitted in the applicable permitted use chart.

Social Sustainability

A concept or theory associated with sustainable development that encompasses human rights, labor rights, and corporate governance. In common with environmental sustainability, social sustainability is the idea that future generations should have the same or greater access to social resources as the current generation, while there should also be equal access to social resources within the current generation. Social resources include ideas as broad as other cultures and basic human rights.

Special Needs Housing

Housing that is provided for persons and their dependents who, by virtue of disability or other personal factors, face serious impediments to independent living and who require special assistance and services in their residence. Special needs housing may be on a permanent, long-term, or transitional basis.

State Environmental Policy Act (SEPA)

As defined in the Redmond Zoning Code.

Storm Drain

A system of gutters, pipes, or ditches used to carry stormwater from surrounding lands to streams, lakes, or rivers.

Stormwater

Water that is generated by rainfall and is often routed into drain systems in order to prevent flooding.

Stormwater Facilities

As defined in the Redmond Zoning Code.

Stormwater Management

As defined in the Redmond Zoning Code.

Strategic Plan for Economic Development

A policy document which contains certain objectives and recommended actions to encourage Redmond's long-term economic success.

Strategic Plan for Human Services

A plan that defines the City's roles with regard to human services in the community, identifies needs, and recommends strategies and actions to ensure resilient and thriving residents.

Streetscape

As defined in the Redmond Zoning Code.

Structure

As defined in the Redmond Zoning Code. For the purpose of administering the Shoreline Master Program, structure shall have the meaning given in WAC 173-27-030(15).

Structure, Detached

As defined in the Redmond Zoning Code.

Subdivision

As defined in the Redmond Zoning Code.

Substantial Improvement

As defined in the Redmond Zoning Code.

Sustainable/Sustainability

Meeting the needs of current and future generations and advancing environmental conservation, economic prosperity, and a high quality of life for all.

Technical Committee

See RMC Chapter 4.50, Technical Committee.

Townhouse

As defined in the Redmond Zoning Code.

Traffic Calming

Engineering and other measures put in place on streets to slow down or reduce motor vehicle traffic in order to improve the conditions for others along the street, as well as to improve safety for pedestrians and cyclists.

Transfer of Development Rights

As defined in the Redmond Zoning Code.

Transferable Development Right

As defined in the Redmond Zoning Code.

Transit

Public transportation: referring in this document to public bus, trolley, and light rail, but not vanpools.

Transit Oriented Development (TOD)

A high density, mixed use residential or commercial area designed to maximize access to and use of public transport. TODs generally are located within a radius of one-half mile from a transit stop (train station, metro station, tram stop, or bus stop).

Transitional Housing

As defined in the Redmond Zoning Code.

Transportation Demand Management (TDM)

Public and/or private programs designed to reduce travel demand and that are ongoing substitutes for additional motor vehicle traffic lanes and traffic signals. These programs include but are not limited to transit, bicycling and ridesharing incentives, flexible working hours, parking management, and supporting pedestrian enhancements to decrease single occupancy vehicle trips.

Transportation Facilities Plan (TFP)

As defined in the Redmond Zoning Code.

Transportation Improvement Program (TIP)

As defined in the Redmond Zoning Code.

Transportation Master Plan (TMP)

The functional plan to implement the transportation- related goals and policies in the Comprehensive Plan. Provides an inventory of the transportation system and identifies and prioritizes future transportation improvements.

Undergrounding

The construction or relocation of electrical wires, telephone wires, and similar facilities underground.

Universal Design

A collection of design techniques that aims to make all services and environments accessible and usable for all abilities, disabilities, and characteristics. Universal design benefits people through all life stages, including children and adults, as well as changing life circumstances.

Urban Growth Area

In the context of the Growth Management Act, the area designated in a county for urban development and to be served with urban services, in addition to greenbelts, open space, and other appropriate areas.

Urban Services/Urban Governmental Services

Utilities and services that are historically and typically delivered by cities, such as storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with rural areas.

Vanpool

An organized ridesharing arrangement in which a number of people (typically six to 15 people) travel together between fixed points on a regular basis in a van. Expenses are shared, and there is usually a regular volunteer driver.

Vehicle Miles Traveled (VMT)

A measurement of travel demand; equivalent to one car, bus, or truck traveling one mile.

VISION 2050

The regional growth strategy and multicounty planning policies adopted by the Puget Sound Regional Council for King, Pierce, Snohomish, and Kitsap Counties.

Watershed

The geographic region within which water drains into a particular river, stream, or other body of water. A watershed includes hills, lowlands, and the body of water into which the land drains.

Wetland or Wetlands

As defined in the Redmond Zoning Code.

Zero Lot Line Development

As defined in the Redmond Zoning Code.

Zone or Zoning District

A specifically delineated area or district in a municipality within which generally uniform regulations or requirements govern the use, size, and development of land and buildings.

Zoning

A type of development regulation that manages the use and development of land.

Zoning Code (Redmond Zoning Code or RZC)

The Redmond Zoning Code provides the basis for designating land use zones, applying developmentand shoreline requirements, and regulating development in all areas of the city, and provides pre-annexation zoning for areas presently outside the city but that may be annexed to the city in the future. The RZC is Title 21 of the Redmond Municipal Code enacted under the authority granted to the City of Redmond by the Constitution of the State of Washington, the Optional Municipal Code (RCW Title 35A), and other sections of the Revised Code of Washington.

Zoning Map

A visual layout of land use classifications within the city.

REDMOND 2050

From suburb to city

Appendices

Housing: Technical Appendix

Land Capacity Analysis to meet Housing Needs

Introduction

The Growth Management Act (GMA) requires comprehensive plans to include a housing element that identifies "sufficient capacity of land" to accommodate all projected housing needs during the horizon period of the plan (RCW 36.70A.070(2)(c)).

This includes explicit consideration of capacity for the following household needs and building types:

- Moderate, low, very low, and extremely low-income households;
- Permanent supportive housing;
- Emergency housing and emergency shelters; and
- Duplexes, triplexes, and townhomes (within an urban growth area boundary)

Counties and cities must conduct a Land Capacity Analysis (LCA) to measure and document capacity for new housing development on vacant, partially used, or under-utilized lands. This analysis considers the potential for land within a community's boundaries to accommodate new housing growth, given its current zoning and development regulations. Unlike a Buildable Lands Analysis, which looks backward at performance under the previous period's comprehensive plan, an LCA looks forward to the land uses and development types planned for the next planning period, as described in WAC 365-196-325. The purpose of an LCA is to evaluate what current development regulations allow, rather than what development has occurred.

Defining Household Income Segments

Income Level Definitions were taken from RCW 36.70A.030. Income limits and rent limits were taken from A Regional Coalition for Housing's (ARCH's) annual standards which are calculated from HUD data.

Table TA-1: Housing Now and Estimated Housing Needed by Area Median Income Bracket[1]

Household Income Segment	Income Relative to Area Median Income (AMI)	ARCH 2022 Income Limit 1 Person Household	ARCH 2022 Rent Limit 1 Person Household
Extremely Low-Income	0-30% of AMI	$28,266	$808
Very Low-Income	>30-50% of AMI	$47,110	$1,346
Low-Income	>50%-80% of AMI	$75,376	$2,154

[1] Source: A Regional Coalition for Housing (ARCH), Income and Rent Limits, 2022.

Moderate Income	>80-120% of AMI	$113,064	$3,230

ARCH is a partnership of the County and East King County Cities working to preserve and increase the supply of housing for low- and moderate-income households in the region. ARCH supports its members to develop housing policies, strategies, and regulations; efficiently administer housing programs; coordinate city investments in affordable housing; and assist people looking for affordable rental and ownership housing. A Regional Coalition for Housing (ARCH) produces annual income limits and rent limits for affordable units based on Area Median Income data.

Preferred Alternative Capacity to Accommodate Housing Need Targets

King County has established estimates of affordable housing need for different AMI brackets for the period beginning in 2019 and ending in 2044. The Redmond Comprehensive Plan has a planning horizon year of 2050. As such, the 2044 estimated housing needs were extrapolated to the year 2050. An average annual unit growth was calculated from the "2019 to 2044" county numbers. That annual unit growth was modeled out linearly to 2050 to determine the "Extrapolated King County Countywide Planning Policies Total Future Housing Need" values.

Table TA-2: Housing Now and Estimated Housing Needed by Area Median Income Bracket[2]

		≤30% AMI		AMI	AMI	AMI	AMI	AMI
	Total Units	Non-PSH	PSH	>30 - ≤50%	>50 - ≤80%	>80 - ≤100%	>100 - ≤120%	>120%
Baseline Housing Supply: 2019	31,739	753	58	1,404	2,184	9,270	4,839	13,231
KC CPP Net New Housing Needed: 2019-2044	20,000	7,025	3,694	3,870	2,765	348	394	1,904
KC CPP Total Future Housing Needed: 2044	51,739	7,778	3,752	5,274	4,949	9,618	5,233	15,135
Extrapolated KC CPP Net New Housing Needed: 2019-2050	24,800	8,711	4,581	4,799	3,429	432	489	2,361
Extrapolated KC CPP Total Future Housing Needed: 2050	56,539	9,464	4,639	6,203	5,613	9,702	5,328	15,592

It is important to recognize the difference between estimated housing need documented in Table TA-2 and the growth estimates from the Redmond 2050 EIS preferred alternative. The growth estimates from the preferred alternative demonstrate that Redmond can meet the need numbers provided by King County, but are not a substitute for them, and are not an indication that Redmond is planning for growth beyond either the need or Redmond's total housing target.

Redmond's preferred alternative (below) demonstrates that, with significant subsidies, the Redmond preferred alternative has sufficient capacity to plausibly meet the estimated housing need from the King County Countywide Planning Policies.

[2] Source: King County, King County Countywide Planning Policies, 2023.

Table TA-3: Estimated Housing Needed and Housing Capacity by Area Median Income Bracket[3]

	Total Units	≤30% AMI		>30 - ≤50% AMI	>50 - ≤80% AMI	>80 - ≤100% AMI	>100 - ≤120% AMI	>120% AMI
		Non-PSH	PSH					
Baseline Housing Supply: 2019	31,739	753	58	1,404	2,184	9,270	4,839	13,231
Extrapolated KC CPP Total Future Housing Needed: 2050	56,539	9,464	4,639	6,203	5,613	9,702	5,328	15,592
Redmond Preferred Alternative Net New Capacity: 2019-2050	29,700	8,711	4,581	4,848	3,680	1,053	2,087	4,740
Redmond Preferred Alternative Total Future Capacity: 2050	61,439	9,464	4,639	6,252	5,864	10,323	6,926	17,971

Redmond analyzed and constructed the preferred alternative for growth with many considerations. Plausible development considerations were factored into the capacity analysis of the preferred alternative. Redmond's planning efforts do not assume that 100% of land proposed for higher housing intensity zoning will be developed into those higher housing intensities. Consumer preferences, capital markets, economic trends, and more are all variables that will affect actual future housing supply. As such, market considerations were integrated into the development rates used by Redmond staff to calculate estimated capacity in the preferred alternative. Because of this, the preferred alternative can be thought of as a "constrained capacity," where capacity is constrained by the factors noted above. These market considerations were considered for different zones, typologies, and locations.

The preferred alternative has a greater proportional capacity for housing units in the income bins above 80% AMI. This demonstration of capacity should not be understood as a desire to increase Redmond's total housing target. Redmond's total housing target, and the estimated need within each income bin, remain the same.

[3] Sources: King County, King County Countywide Planning Policies, 2023. City of Redmond and King County, Various Zoning and Development Data, 2019-2022

Accommodate Housing Needs through Land Use and Zoning

For the following discussions of zoning districts please note that the names of the mixed-use districts are still under development. However, the broad approach for each of the Mixed-Use land use designations (Citywide, Marymoor, Downtown, and Overlake) is for each to have three zones. The different zones are generally three different tiers of density. Note that the tiers of density across the zones will not have equal density. For example, the Citywide Mixed-Use 2 zone will not equal the density of the Downtown Mixed-Use 2 zone. In the following two tables, the consideration of the densities is accurately and consistently reflected across both, even if the zoning district names do not precisely align and may change.

Land use categories and the associated zoning districts regulate many factors, including building typology and development intensity.

Building typology is a classification system used to categorize buildings based on their function, form, and construction. It is a way of grouping similar types of buildings together and analyzing their characteristics and features. Detached single family homes, condominiums, skyscrapers, cottages, and more are all classes of building typology.

Development intensities are a way to describe how tall structures might be and how dense (how many housing units or employment units) are for a specific typology. For example, high-rise is a class of intensity. Low density is another intensity. Intensities can include more than one building typology. The low-density intensity includes building typologies like accessory dwelling units, cottages, and detached single family homes.

Combined, land use, building typology, and development intensity describe how the built environment will look, feel, and operate.

Table TA-4: Land Use and Zoning with associated Typologies, Intensities, and Incomes Served

Redmond 2050 Land Use Category	Redmond 2050 Zone Districts with Planned Housing	Redmond 2050 Associated Housing Typologies	Redmond 2050 Associated Intensities	Lowest Potential Income Level Served	
				Market Rate	Subsidized
Neighborhood Residential	Neighborhood Residential	Detached Single Family, Townhomes, Multiplexes, Stacked Flats, Missing Middle	Low Density, Moderate Density	High Income (>120% AMI)	Not typically feasible at scale
Neighborhood Multifamily	Neighborhood Multifamily	Townhomes, Multiplexes, Stacked Flats, Missing Middle Apartments, Condominiums, Permanent Supportive Housing	Moderate Density, Low-Rise, Middle Rise	Moderate and High Income (>80% AMI)	Extremely Low, Very Low, Low, and Moderate Income (0-80% AMI)
Citywide Mixed-Use	Citywide Mixed-Use 1, Citywide Mixed-Use 2, Citywide Mixed-Use 3	Townhomes, Multiplexes, Stacked Flats, Missing Middle Apartments, Condominiums, Permanent Supportive Housing	Moderate Density, Low-Rise, Middle-Rise	Moderate and High Income (>80% AMI)	Extremely Low, Very Low, Low, and Moderate Income (0-80% AMI)
Marymoor Mixed-Use	Marymoor Mixed-Use 1, Marymoor Mixed-Use 2, Marymoor Mixed-Use 3	Townhomes, Multiplexes, Stacked Flats, Missing Middle, Apartments, Condominiums, Permanent Supportive Housing	Moderate Density, Middle-Rise, High-Rise	Moderate and High Income (>80% AMI)	Extremely Low, Very Low, Low, and Moderate Income (0-80% AMI)
Downtown Mixed-Use	Downtown Core, Downtown Edge, Town Center	Townhomes, Multiplexes, Stacked Flats, Missing Middle, Apartments, Condominiums, Permanent Supportive Housing	Moderate Density, Low-Rise, Middle-Rise, High-Rise	Moderate and High Income (>80% AMI)	Extremely Low, Very Low, Low, and Moderate Income (0-80% AMI)
Overlake Mixed-Use	Overlake Business and Advanced Technology, Overlake Village, Overlake Village Multifamily	Apartments, Condominiums, Permanent Supportive Housing	Middle-Rise, High-Rise	Moderate and High Income (>80% AMI)	Extremely Low, Very Low, Low, and Moderate Income (0-80% AMI)

The analysis references the University of Washington Center for Real Estate Research Rental Housing Markets data to determine rents. The University of Washington creates this data for cities with populations of at least 10,000. The underlying data is sourced from CoStar.com. The data are based on market-rate apartments in developments with at least five units. Units developed within the previous two years are excluded to reduce distortion that might occur in the vacancy rate statistics due to the time required to lease out new units, especially in smaller markets. The average (mean) fourth quarter 2022

rent for an apartment unit in Redmond is $2,239. This is slightly above $2,154, ARCH 2022 rent limit for a 1 person 80% AMI household. There are two primary considerations related to these values.

First, the University data does not stratify apartment rents by number of bedrooms. This means that the $2,239 rent value is the average figure across all units, from studio apartments to multiple bedroom apartments. This suggests that the "true" average rent for a 1-bedroom apartment could be slightly less than $2,239.

Second, the University data does not include data from the previous two years. There are a couple reasons why this omission of data could mean that the "true" average rent for a 1-bedroom apartment could be higher than $2,239:

- Reason one is that Redmond saw tremendous growth in the number of new apartment units completed and occupied in the last two years. The high quantity of new apartment housing unit stock would increase the average rent because newer construction tends to have higher prices than older construction. The addition of these new apartments did not increase the supply sufficiently to create a drop in the price of rents. much of the apartment housing unit stock in Redmond
- Reason two is that the COVID-19 pandemic and other factors greatly contributed to a stark increase in cost of housing. Per Federal Deserve (FRED) Economic analysis from the U.S. Bureau of Labor Statistics, the Seattle metropolitan area experienced a 15.9% increase in rent costs between January 2020 and January 2023.

The above considerations and more might influence the interpretation of the University data for apartment rents in Redmond. Ultimately, due to the University of Washington data, this land capacity analysis assumes that at least some of the market rate apartments could be affordable to households earning 80% of AMI.

Broadly, however, most housing units that are needed to serve incomes at 80% AMI or lower would likely not be served by market-rate units. The University of Washington also publishes sales price data for homes. The for-sale housing units are even less affordable, with a December 2022 median detached single family home sale price of $1.4 million and a median condominium sale price of $564,000.

As such, Redmond follows the Commerce Guidance for Land Capacity Analysis on this issue; "in expensive cities with high land costs, it may be necessary to define a density level threshold for determining which zones can support feasible affordable housing projects." As such, Redmond's land capacity analysis demonstrates that the City has sufficient capacity, at sufficient levels of density and intensity, that feasible affordable housing projects could be constructed in these zones. Typically, these affordable projects are associated with low-rise and middle-rise constructions.

Implementing Actions Accommodating Housing Need

The single most significant local implementing action to accommodate housing need is amending land use and zoning to increase housing capacity. Other implementing actions and supporting resources are necessary of course to plausibly meet the King County Countywide Planning Policy estimated housing need targets. Three such implementing actions are the City's existing affordable housing inclusionary zoning requirement, optional multifamily property tax exemption program, and alternative compliance for affordable housing regulations. These three implementing actions ensure that as market development occurs, a certain percentage of those housing units will be cost-controlled affordable units.

To achieve sufficient unit production in the typologies associated with various AMI levels while respecting real world development constraints, the Redmond 2050 preferred alternative optimized land use scenarios with a variety of zoning strategies.

- Consolidates all (non-semirural) single family zones (R-1 through R-8) into a new Neighborhood Residential zone which fosters moderate density and middle housing typologies.
- Consolidates all multifamily zones (R12 through R030) into a new Neighborhood Multifamily zone which will accommodate roughly 30 units per acre.
- Increases housing capacity in the Downtown and Overlake centers.
- Creates housing capacity in what is currently a "big box" zone.
- Rezones some portions of the city from single-family zones to multifamily.

The preliminary draft for the proposed land use map contains the new land use designations, providing a clear image of how proposed zoning districts would be distributed across Redmond.

Map TA-1: Preliminary Draft of Updated Land Use Designations

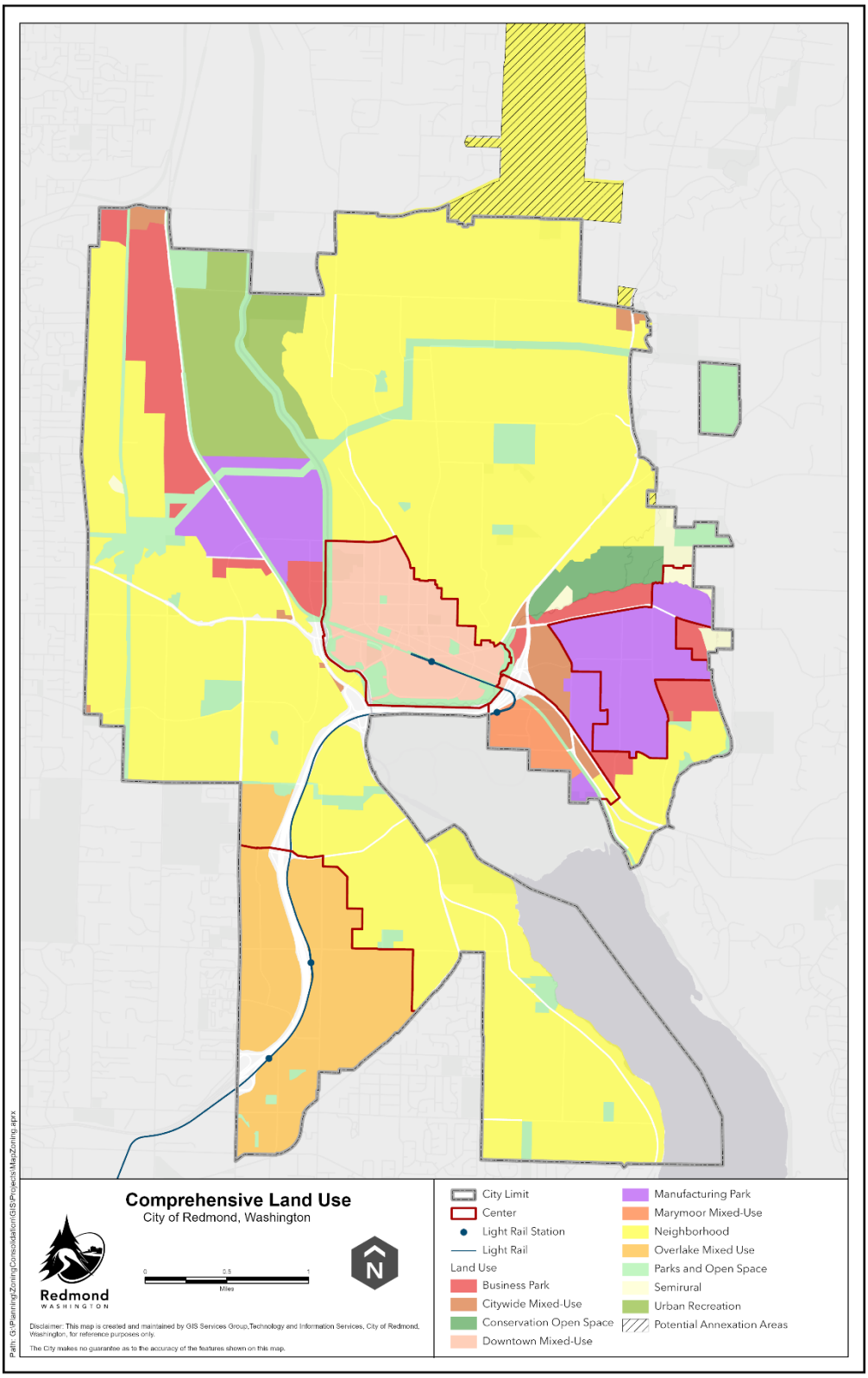


Table TA-5: Redmond 2050 Planned Housing Unit Growth with Land Use Intensities and Incomes Served

Intensities	0 - 50% AMI Housing Units	51 - 80% AMI Housing Units	81 - 120% AMI Housing Units	>120% AMI Housing Units	Total Units
Low Density	0	0	0	36	**36**
Moderate Density	0	274	0	1,094	**1,368**
Low Rise	2,685	1,151	0	0	**3,835**
Middle Rise	15,455	0	0	0	**15,455**
High Rise	0	2,256	3,159	3,610	**9,025**
Extrapolated KC CPP Total Future Housing Needed: 2050	18,090	3,429	920	2,361	**24,800**
Redmond Preferred Alternative Total Future Capacity: 2050	18,140	3,680	3,140	4,740	**29,700**

Table TA-6: Redmond 2050 Zoning Districts Which are Planned to Accommodate Growth with Typologies

Redmond 2050 Zoning District	Acres	Constrained Housing Capacity per Preferred Alternative					
		Low Density	Moderate Density	Low Rise	Middle Rise	High Rise	Total Units
Downtown Core	1,957		10	1,000	5,740		6,750
Downtown Edge	827		140		125		265
TWNC	1,060					1,125	1,125
Marymoor Village Core	1,051		300		1,000	900	2,200
MDD4	8				100		100
Mixed Use High	475				4,950		4,950
Mixed Use Middle	1,439		174	226	250		650
Mixed Use Low	584				250		250
Neighborhood Multifamily	9,770		67	2,609	40		2,716
Neighborhood Residential	22,592	36	658				694
OBAT	1,044				600		600
Overlake MF	432				1,350		1,350
Overlake Village	558				1,050	7,000	8,050
Total	41,796	36	1,349	3,835	15,455	9,025	29,700

Balancing housing units needed across the different zones and associated typologies and intensities resulted in a preferred alternative for the Redmond 2050 comprehensive plan update which has capacity that exceeds the estimated affordable housing need requirements as defined in the King County Countywide Planning Policies.

Adequate Provisions Summary

RCW 36.70A.070(2)(d) requires jurisdictions planning under the Growth Management Act (GMA) to include in their comprehensive plan a housing element that makes adequate provisions for existing and projected needs of all economic segments of the community, including:

i. Incorporating consideration for low, very low, extremely low, and moderate-income households;
ii. Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;
iii. Consideration of housing locations in relation to employment location; and
iv. Consideration of the role of accessory dwelling units in meeting housing needs.

The four provisions are addressed across the housing element, housing action plan, and land use element. The land use capacity in the previous pages demonstrates consideration of housing need for all income levels. Redmond's two biggest housing needs are:

- Housing that serves 0 to 30% AMI households
- Housing that serves 31 to 50% AMI households

Given the economic conditions of Redmond it is extremely unlikely that market rate housing will address these housing needs. As such, to fulfill this need the community will need a significant quantity of cost-controlled, income-limited affordable housing units.

The Housing Element and adopted Housing Action Plan documents programs and actions needed to meet housing goals including barriers remediating actions. Redmond's Housing Action Plan, adopted in 2021, details many of the actions necessary to meet the housing unit need, in Appendix D. The two biggest barriers to meeting housing need:

- Regulatory zoning limitations
- Funding limitations.

Regulatory zoning limitations are numerous. The actual zoning capacity limitations are discussed in the previous section on land use capacity and will be addressed through a consolidated approach to land use and zoning which will result in a net increase in capacity. Other regulatory considerations include streamlining permitting, reducing parking requirements, revising design standards, and more. Redmond is undertaking revisions to the mandatory inclusionary zoning requirements and optional multifamily property tax exemption program to emphasize affordable units at deeper levels of affordability.

Funding is an enormous barrier to the production of the subsidized affordable housing units. The funding barrier is contextually even more relevant in areas with high costs of housing like Redmond, because subsidized affordable housing units are the main mechanism to provide housing that serves households with lower incomes. As such, this barrier is especially significant to the development of permanent supportive housing and emergency housing. There are some local approaches, like housing levies, to generate revenue for affordable housing. But substantive funds for affordable housing must come from regional, state, or federal levels. As such, advocacy for these funds and revenue tools is a provision of Redmond's strategy to meet housing needs.

Washington State Funding Sources

As shown below, **the Washington State Housing Finance Commission** offers several funding programs to build multifamily affordable housing.

- The **Low-Income Housing Tax Credit (LIHTC)** program is the largest source of funding established for affordable housing and is an indirect subsidy (in the form of a reduced federal income tax liability) for private companies to invest in affordable housing. This program is administered by state and local housing finance agencies in accordance with U.S. Treasury Department stipulations. Generally, LIHTC recipients receive the credit over one decade and in exchange, the housing units must be kept affordable for at least three decades (states can stipulate a longer period). In Washington State, the Housing and Finance Commission provides two types of LIHTC programs: the 9% tax credit and the 4% bond tax credit program. The 9% tax credit program is more valuable, but limited, and is awarded competitively through annual funding applications.[4] Large renovation projects tend to use the 9% option while smaller preservation and acquisition-rehab projects tend to take advantage of the 4% option. The 4% bond tax credit program is less valuable for project financing, but the program is not always competitive. This option is available if more than half the project is financed with tax-exempt Multifamily Bonds. Any project that can make the funding program work can access the tax credits up to a certain bond cap across the state. These programs typically fund housing units that are affordable to households earning below 60% of AMI. A few drawbacks for this program are the competitive nature of the 9% option and the complex application process (can take several months) and reporting requirements. [5]
- The **80/20 Private Activity Bond** program can fund construction and development costs for eligible affordable housing projects (e.g., multifamily rental housing, limited equity cooperative, assisted living, single room occupancy housing). The interest on the funding is tax exempt (also known as private activity bonds), thereby reducing total development costs and increasing project feasibility. This program typically funds housing units that are affordable to households earning below 60% of AMI. In return for this incentive, the developer must set aside a certain percentage of units for low-income residents.[6]
- **Non-Profit Housing Bonds** can assist 501(c)(3) non-profits in financing numerous housing developments. These funds are more flexible than other types of financing programs. Non-profit bonds cannot be combined with the LIHTC program incentives, but they can be used to finance a broader range of eligible activities and facilities (such as emergency shelters for the homeless).[7]
- The **Land Acquisition Program** assists qualified non-profits and developers with purchasing land for affordable housing development (rental or homeownership). This loan helps developers buy land and then gives them the necessary time to build financing for building the housing. In partnership with Microsoft, a new Expanded LAP (ELAP) is available now (2020) for East King County target areas including Redmond, Bellevue, Kirkland, Issaquah, Renton, and Sammamish. This is open to all housing developers and serves residents up to 120% of the AMI (middle-

[4] Source: Washington State Housing and Finance Commission, https://www.wshfc.org/mhcf/9percent/index.htm.
[5] Although the 4% bond tax credit program tends to not be competitive, there could be competition for the bonds during certain years when demand exceeds availability. Sources: Washington State Housing and Finance Commission, https://www.wshfc.org/mhcf/4percent/index.htm and Local Housing Solutions: https://www.localhousingsolutions.org/fund/federal-funding-for-affordable-housing/.
[6] Source: Washington State Housing and Finance Commission, https://www.wshfc.org/mhcf/Bonds0nly8020/index.htm.
[7] Source: Washington State Housing and Finance Commission, https://www.wshfc.org/mhcf/nph/index.htm.

income households). ELAP is a revolving loan program administered by the Commission using capital provided by Microsoft[8]

The Washington State Department of Commerce offers three additional funding programs for developing affordable housing.

- **The Washington State Housing Trust Fund** provides loans and grants to affordable housing projects through annual competitive applications. This program typically funds housing units that are affordable to households earning below 80% of AMI.9
- The **Housing Preservation Program** provides funding for affordable housing rehabilitation, preservation, and capital improvement needs. It is only available for projects that have previously received Housing Trust Funds.10
- The **HOME Program** is a federal block grant program funded through the U.S. Department of Housing and Urban Development (HUD) used to preserve and build rental housing affordable to low-income households. The Washington State Department of Commerce runs the HOME Rental Development program for Washington State HOME Investment Partnerships Program (HOME). This program offers funding for the preservation and development of affordable rental housing to non-profit organizations, public housing authorities, and local and tribal governments. HOME Funds typically build units that are affordable to households earning below 50% of AMI. Action plans are developed every spring to describe how the state will allocate funds for the next year. Participating jurisdictions must set aside at least 15% of their HOME funds for housing that is developed, sponsored, or owned by Community Housing Development Organizations.11

Federal Government Funding Sources

The **U.S. Department of Housing and Urban Development (HUD)** offers several different programs for developing affordable housing. Select programs are described below.

- Since 1974, HUD has provided Community Development Block Grants (CDBG) for the improvement of the economic, social and physical environment and quality of life for low- and moderate-income residents. Generally, these grants can address a wide range of community development needs including infrastructure improvements, housing rehab loans and grants as well as other benefits targeted to low- and moderate-income persons. A competitive process is typically used to allocate grants for individual projects and the amount of federal funding for CDBG has diminished over the past few years. The CDBG Program is administered by the King

[8] Source: Washington State Housing and Finance Commission, https://www.wshfc.org/mhcf/lap/index.htm and https://www.wshfc.org/mhcf/lap/elap.htm.
[9] Source: Washington State Department of Commerce Housing Trust Fund, https://www.commerce.wa.gov/building-infrastructure/housing/housing-trust-fund/
[10] Source: Washington State Department of Commerce Housing Preservation Program, https://www.commerce.wa.gov/building-infrastructure/housing/housing-preservation-program/
[11] Through the federal HOME program, the King County Housing and Community Development Department administers a Housing Finance Program (HFP) to provide capital funds for acquisition, rehabilitation, site improvements, new construction, and other costs related to housing development. Projects must apply for program benefits and the process is competitive. The HFP includes funds from King County's local Housing Opportunity Fund. Sources: Washington State Department of Commerce HOME Rental Development Program, https://www.commerce.wa.gov/building-infrastructure/housing/housing-trust-fund/home-program/ and ARCH, https://www.archhousing.org/developers/other-funding-options.html.

County Community Development Department since the City of Redmond is part of the King County CDBG Consortium (via an interlocal agreement).[12] Redmond also receives approximately $100,000 per year in grants from the Consortia federal CDBG funding program to support affordable housing. In addition, there is approximately $125,000 per year in CDBG Capital funds for ARCH. ARCH administers Redmond's Housing Trust Fund (HTF) which provides funding assistance to local non-profit housing providers, for preservation and construction of affordable housing. Although the HTF is mostly dedicated to providing housing affordable to low-income households, funding can also be provided for moderate-income households and homeownership opportunities.

- The HUD Section 108 Loan Guarantee Program is one mechanism available for CDBG (block grant) recipients to increase the capacity to assist with economic development, housing, public financing, and infrastructure projects by enabling a community to borrow up to five times its annual CDBG allocation. Communities can use these loans to either finance projects or to start loan funds to finance multiple projects over several years. The program has flexible repayment terms and is often layered with other sources of financing such as LIHTC.[13]
- HUD also provides two Section 8 funding programs that assist with rent payment. The Section 8 funding programs do not provide financial support to build affordable housing; rather, they provide support for households earning up to 80% AMI by paying the rent balance above 30% of the household income. HUD has a tenant-based Section 8 rental housing assistance offered primarily through the Housing Choice Voucher program and administered by the KCHA. Voucher holders gain a rental subsidy that can be used at any eligible rental housing. Consequently, this incentive moves with the eligible household rather than being tied to a housing development.[14] The other Section 8 program is a project-based voucher program providing a subsidy to specific housing units providing consistent affordability. At least 40% of the units must be reserved for extremely low-income households (30% AMI or lower). Since the assistance is connected to the housing unit, this program can help create or preserve affordable housing in high-cost, gentrifying areas.[15]
- Another HUD program supporting affordable housing rehabilitation is the Choice Neighborhoods grant program. This program is the successor to the HOPE VI program. This program funds the redevelopment, rehabilitation, and new construction associated with severely distressed public housing and privately-owned HUD-assisted properties. A neighborhood revitalization plan describing the project goals and how it will address community problems and increase opportunities for the residents and the surrounding neighborhood is required.[16]

These funding sources provide guidance on strategies of adequate provisions to support the generation of cost-controlled affordable housing, including permanent supportive housing and emergency housing.

[12] Sources: King County and ARCH.
[13] HUD Section 108 Loan Guarantee Program.
[14] With a voucher, households pay at least 28%, but not more than 40% (in the first year), of your household income for rent and utilities. KCHA pays the difference between your portion of the rent and the amount your landlord requests. Around 72 subsidized section 8 units priced 80% AMI or lower have been subsidized in Redmond as of July 2020.
[15] Source: Local Housing Solutions.
[16] Source: Local Housing Solutions.

Redmond has identified the importance for locating housing near employment. Redmond's preferred alternative distributes capacity such that approximately 79% of new jobs and 73% of new housing units could develop in the centers. The Housing Element and Action Plan both direct City efforts to promote housing near employment centers and transit-oriented development (TOD) areas.

Accessory Dwelling Units (ADUs) in Redmond are still rare (29 units in 2019) with minimal production. Contemporary planning best management practices, combined with case reviews and community engagement, suggest that accessory dwelling units are unlikely be an at scale source of affordable housing. However, accessory dwelling units are a housing choice with other benefits such as aging in place. The Housing Element and Housing Action Plan both evaluate ways to increase ADU production. One example is evaluating payment deferral of development fees for ADUs. Also, the new neighborhood residential zone will allow accessory dwelling units by right and meet relevant state requirements.

Further adequate provisions are identified with more detail in Redmond's adopted Housing Action Plan.

Supplementary Housing Inventory and Analysis (Existing and Projected)

The following represents supplementary housing inventory data to provide further context to the Housing Element. Note that housing data is drawn from a variety of data sources. As such, there may be minor inconsistencies between some figures.

Existing Housing Units by Structure, Tenure, and Income-Restricted Area Median Income

Table TA-7: Existing Housing Units by Structure Type[17]

Unit Count by Units in Structure	Units	As Share of All Units
Total housing units	32,682	100%
1, detached	12,007	37%
1, attached	2,878	9%
2	82	0%
3 or 4	2,536	8%
5 to 9	3,260	10%
10 to 19	867	3%
20 to 49	1,520	5%
50 or more	9,318	29%
Mobile home	138	0%
Boat, RV, van, etc.	76	0%

[17] Source: United State Census Bureau, ACS Data 1-Year Estimates, 2021.

Table TA-8: Housing Units by Year Structure Built[18]

Year Structure Built	Units	As Share of All Units
Total housing units	32,682	100%
Built 2020 or later	254	1%
Built 2010 to 2019	8,301	25%
Built 2000 to 2009	6,527	20%
Built 1990 to 1999	4,526	14%
Built 1980 to 1989	6,010	18%
Built 1970 to 1979	5,103	16%
Built 1960 to 1969	1,723	5%
Built 1950 to 1959	238	1%
Built 1940 to 1949	0	0%
Built 1939 or earlier	0	0%

Table TA-9: Median Year of Construction by Tenure[19]

Median Year Structure Built by Tenure	Median Year Built
Total:	1990
Owner occupied	1983
Renter occupied	1995

Table TA-10: Housing Units by Number of Bedrooms[20]

Number of Bedrooms	Units	As Share of All Units	Owner Units	As Share of All Owner Units	Renter Units	As Share of All Renter Units
All Occupied Housing Units	26,437	100%	13,219	100%	13,218	100%
No bedroom	1,441	5%	48	0%	1,393	11%
1 bedroom	4,536	17%	471	4%	4,065	31%
2 bedrooms	7,442	28%	2,331	18%	5,111	39%
3 bedrooms	6,321	24%	4,336	33%	1,985	15%
4 bedrooms	5,184	20%	4,624	35%	560	4%
5 or more bedrooms	1,513	6%	1,409	11%	104	1%

[18] Source: United State Census Bureau, ACS Data 1-Year Estimates, 2021.
[19] Source: United State Census Bureau, ACS Data 5-Year Estimates, 2021.
[20] Source: United State Census Bureau, ACS Data 5-Year Estimates, 2019.

Table TA-11: Housing Units by Tenure[21]

Tenure	Units	As Share of All Units
All Occupied Housing Units	31,181	100%
Rent	12,895	41%
Own	18,286	59%

Table TA-12: Condition of Housing Units by Select Characteristics[22]

Condition	Units	As Share of All Units
All Occupied Housing Units	29,024	100%
Lacking complete plumbing facilities	47	0%
Lacking complete kitchen facilities	302	1%
No telephone service available	273	1%
No internet access	737	3%

Table TA-13: Existing Income-Restricted Affordable Housing[23]

Income-Restricted Units by AMI	Units	As Share of All Affordable Units	Owner Units	Renter Units
0-30%	177	9%	0	177
31-50%	673	33%	288	385
51-80%	1,144	57%	44	1,100
81-100%	23	1%	8	15
Total	2,017	100%	340	1,677

[21] Source: United State Census Bureau, ACS Data 1-Year Estimates, 2021.
[22] Source: United State Census Bureau, ACS Data 5-Year Estimates, 2021.
[23] Sources: City of Redmond, Local Municipal Data and Regional Housing Provider Data, 2022.

Household and Population Characteristics

Table TA-14: Household Characteristics by Race/Ethnicity/Cultural Identifier [24]

	Total Households	American Indian or Alaska Native alone	Asian alone	Black or African American alone	Hispanic	Native Hawaiian or other Pacific Islander	Other Race alone	Two or More Races	White alone
Households	26,437	74	8,745	431	867	54	322	819	15,125
Median Household Income (2019 Inflation Adjusted)	$132,188	$166,100	$157,482	$99,732	$107,434	n/a	$95,694	$111,654	$118,884
0-30% AMI	8%	0%	5%	18%	8%	0%	n/a	16%	9%
31-50% AMI	7%	0%	3%	21%	6%	0%	n/a	7%	8%
51-80% AMI	6%	0%	3%	0%	20%	0%	n/a	19%	8%
81-100% AMI	6%	0%	5%	2%	5%	0%	n/a	24%	7%
More than 100% AMI	73%	100%	84%	59%	61%	100%	n/a	50%	68%
Renter	50%	0%	52%	82%	73%	100%	76%	70%	46%
Owner	50%	100%	48%	18%	27%	0%	24%	30%	54%
Cost Burden	12%	0%	9%	12%	13%	45%	8%	n/a	13%
Severely Cost Burden	11%	0%	3%	17%	10%	0%	9%	n/a	15%

[24] Sources: United States HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) via Washington Department of Commerce, 2023. United State Census Bureau, ACS Data 5-Year Estimates, 2019.

Table TA-15: Population Characteristics by Race/Ethnicity/Cultural Identifier[25]

Age of Human Population	Total People	Total Share of All People	American Indian or Alaska Native alone	Asian alone	Black or African American alone	Hispanic	Native Hawaiian or other Pacific Islander	Other Race alone	Two or More Races	White alone
All Ages	70,610	100%	149	23,891	1,169	2,067	159	1,064	3,069	39,042
Under 5 years	4,920	7%	21	2,121	91	183	0	98	386	2,020
5 to 9 years	4,979	7%	12	2,253	89	345	0	128	432	1,720
10 to 14 years	3,453	5%	0	1,155	36	164	29	24	263	1,782
15 to 17 years	2,457	3%	0	473	0	71	0	13	235	1,665
18 and 19 years	770	1%	0	147	23	17	31	11	94	447
20 to 24 years	2,313	3%	17	575	88	143	0	154	146	1,190
25 to 29 years	6,043	9%	0	2,553	134	163	0	83	353	2,757
30 to 34 years	10,082	14%	0	4,388	177	320	0	215	448	4,534
35 to 44 years	11,579	16%	33	5,503	279	394	0	171	435	4,764
45 to 54 years	10,275	15%	26	2,341	82	191	77	66	143	7,349
55 to 64 years	6,317	9%	40	851	118	15	22	47	50	5,174
65 to 74 years	3,712	5%	0	980	36	41	0	20	65	2,570
75 to 84 years	2,085	3%	0	530	8	20	0	34	19	1,474
85 years and over	1,625	2%	0	21	8	0	0	0	0	1,596
Disability	**Total People**	**Total Share of All People**	**American Indian or Alaska Native alone**	**Asian alone**	**Black or African American alone**	**Hispanic**	**Native Hawaiian or other Pacific Islander**	**Other Race alone**	**Two or More Races**	**White alone**
Disability	4,499	6%	0	446	115	314	51	90	236	3,247
Disability as Share of Group	6%	6%	0%	2%	10%	15%	32%	8%	8%	8%

[25] Source: United State Census Bureau, ACS Data 5-Year Estimates, 2019.

Land Capacity Analysis to meet Emergency Housing Needs

Introduction

HB 1220 (laws of 2021) requires jurisdictions to update their development regulations with respect to emergency shelters, transitional housing, emergency housing, and permanent supportive housing ("STEP," formerly "supportive housing"). Emergency housing is temporary shelter for people who are homeless or at imminent risk of becoming homeless; it includes housing where people can stay overnight as well as day centers.

Note that capacity for emergency housing and emergency shelters are often measured in different metrics: units and beds. For the purposes of this analysis, "units" is inclusive of units and beds.

Redmond 2050 land use has capacity for 7,496 emergency housing units.

- This is greater than the King County Countywide Planning Policy allocated emergency housing need (extrapolated from 2044 to 2050) of 4,940.
- As such, **the Redmond 2050 plan has enough capacity to meet emergency housing need**.

Table TA-16: Housing Now and Estimated Emergency Housing Needed[26]

King County Countywide Planning Policies (Redmond)	Jurisdictional Emergency Housing Needs (Units/Beds)
Baseline Emergency Housing Supply: 2019	201
KC CPP Net New Emergency Housing Needed: 2019-2044	3,822
KC CPP Total Future Emergency Housing Needed: 2044	4,023
Extrapolated KC CPP Net New Emergency Housing Needed: 2019-2050	4,739
Extrapolated KC CPP Total Future Emergency Housing Needed: 2050	4,940

Analysis

Commerce guidance for Housing Elements states that "emergency housing needs may be met through a number of different housing types. Emergency housing may include, but is not limited to, traditional shelter arrangements, hotel rooms, tiny home villages or short-term apartments. Regardless of the housing type…the facility must be indoors and allow for access to personal hygiene facilities (e.g., a restroom), meeting the requirements for shelter or other facility types based on current Washington Shelter Guidelines."[27]

[26] Source: King County, King County Countywide Planning Policies, 2023.
[27] Source: Washington Department of Commerce, Establishing Housing Targets for Your Community, 2023.

A geospatial query was performed using the same Land Capacity Analysis (LCA) GIS data for Redmond that was used to determine permanent housing capacity and job capacity. The geospatial query process for emergency housing capacity was based on the outline in the Commerce housing element guidance:

1. Identify potentially developable parcels in Redmond 2050 zones which allow indoor emergency housing and indoor emergency shelters: **302 parcels.**
    a. Indoor emergency housing and indoor emergency shelters are allowed in all Redmond 2050 zones that allow hotels.
        i. Downtown Core
        ii. Downtown Edge
        iii. Marymoor Core
        iv. Marymoor Edge
        v. Overlake Village
        vi. Corridor Mixed-Use
        vii. Urban Mixed-Use
    b. Potentially developable parcels excluded parcels with onerous critical areas and buffers, significant infrastructure gaps, and other factors which would inhibit development.
2. Amend based on pending permits and pipeline projects (already accounted for by using vacant and underutilized parcels): **302 parcels.**
3. Adopt any spacing or intensity requirements to the parcels (Redmond does not have adopted spacing or intensity requirements for indoor emergency shelter): **302 parcels.**
4. Amend based on site size considerations: **97 parcels.**
    a. Removed parcels smaller than 0.5 acres, 194 parcels.
    b. Removed parcels larger than 3.0 acres, 11 parcels.
    c. 302 - 194 - 11 = 97 parcels.
    d. Eliminating the smallest and largest parcels eliminates skew in the data.
5. Calculate capacity based on occupancy/intensity or assumed density methods. The Silver Cloud Inn hotel was repurposed by King County to serve as emergency housing as part of the Health Through Housing effort. The Silver Cloud Inn shelter reports 144 units on 1.94 acres and can serve as an assumed density for calculating capacity for the parcels with potential capacity as identified above. 144 units / 1.94 acres = **74 units per acre.**
6. Calculate the net capacity: **7,496 emergency housing units.**
    a. 97 viable parcels totaling 101.3 acres.
    b. 101.3 acres * 74 units per acre = 7,496 emergency housing units.

Appendix A

Inventory of Transportation Facilities and Services

Redmond Partnerships

As noted in the State and Regional Planning section of this report, Redmond partners with WSDOT, King County Metro Transit, and Sound Transit in operating facilities and services that make it possible to travel in and around Redmond. The City also partners with neighboring jurisdictions to coordinate

Inventory of Existing Conditions

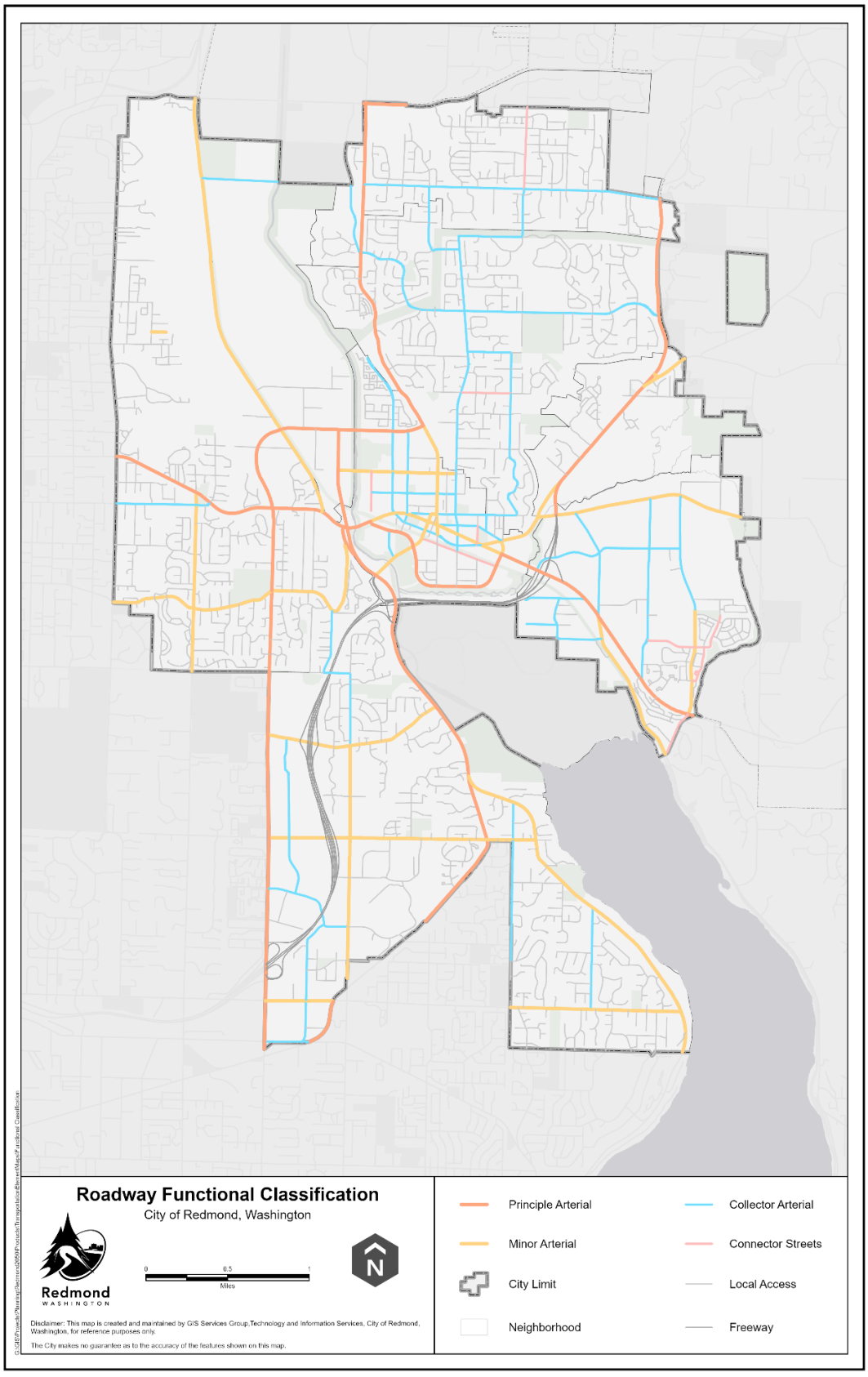
Street System

Redmond's street system comprises 197 centerline miles of streets ranging from the SR 520 freeway that supports regional mobility to local streets that provide property access. Table 4-1 summarizes Redmond's street system. Figure 4-2 shows a map of Redmond's street system.

TABLE 4-1 REDMOND STREET SYSTEM

Functional Class	Centerline Miles
Principal Arterial	17.7
Minor Arterial	20.5
Collector Arterial	23.7
Connector	2.8
Local Access	123.9
Freeway	8.0

Figure 4-1 Redmond Street System Map



Along the 197 centerline miles of roadway there are 36 structures, such as culverts and weirs, that partially or completely block fish passage in Redmond streams. State regulations generally require that any capital projects that "touch" a fish barrier, like a road widening, must bring the stream crossing up to standard. While the City has not conducted cost estimates for each crossing, based on the general characteristics of the crossings and actual costs from past projects, the total cost is believed to be in the range of several tens of millions of dollars.

Transit System

King County Metro Transit and Sound Transit operate public transit service in Redmond. Table 4-2 summarizes current transit service in Redmond. Figure 4-3 shows a map of transit service in Redmond.

TABLE 4-2 TRANSIT SERVICE IN REDMOND

Route[1]	Service Area	Type[2]	September 2023 Status[3]
B	Redmond TC-Bellevue TC	RapidRide	Full
216	Redmond-Sammamish-Issaquah-Bellevue-Mercer Island-Seattle	Peak Hour	Suspended
221	Ed Hill-Bellevue College	All-day	Full
224	Duvall-Novelty Hill-Redmond TC	DART[4] all-day	Full
225	Kenmore-Overlake/RTS	All-day	Reduced
226	Bellevue TC-Overlake-Eastgate	All-day	Full
229	Overlake-Bellevue-Seattle	Peak Hour	Suspended
230	Redmond-Overlake-Bellevue-Kirkland	All Day	Full
232	Duvall-Redmond TC-Bellevue TC	Peak-hour	Suspended
233	Redmond-Overlake-Bellevue	All Day	Suspended
242	Seattle-Overlake	Peak hour	Suspended
244	Kenmore-Kingsgate-Overlake	Peak Hour	Suspended
245	Kirkland TC-Overlake-Eastgate	Frequent all-day	Full
247	Overlake-Bellevue-Renton-Kent	Peak Hour	Suspended
248	Redmond-Kirkland	All Day	Suspended
249	Idylwood-Overlake-Bellevue	All-day	Full
250	Avondale-Kirkland-Bellevue TC	Frequent all-day	Full
268	SE Redmond-Downtown Seattle	Peak-hour	Suspended
269	Issaquah-SE Redmond-Overlake	All-day	Full
291	Redmond-Kingsgate	Peak hour	Suspended
441	Edmonds-Lynnwood-Redmond-Overlake	Peak Hour	Suspended
ST 541	Overlake-U District	Peak-hour	Suspended

Route[1]	Service Area	Type[2]	September 2023 Status[3]
ST 542	Redmond TC-Green Lake	All-day	Full
ST 544	Overlake-S Lk Union	Peak-hour	Suspended
ST 545	SE Redmond-Downtown Seattle	Frequent all-day	Full
564	Puyallup-Federal Way-Kent-Renton-Bellevue-Overlake	Sound Transit Frequent all-day	Suspended
565	Federal Way-Kent-Renton-Bellevue-Overlake	Sound Transit Frequent All Day	Suspended
929	Redmond-Duvall-Carnation-Fall City	All Day	Suspended
930	Totem Lake-Redmond TC	DART all-day	Full
931	UW Bothell-Woodinville-Redmond	All-day	Suspended
982	Redmond-Seattle	Peak Hour	Peak Hour

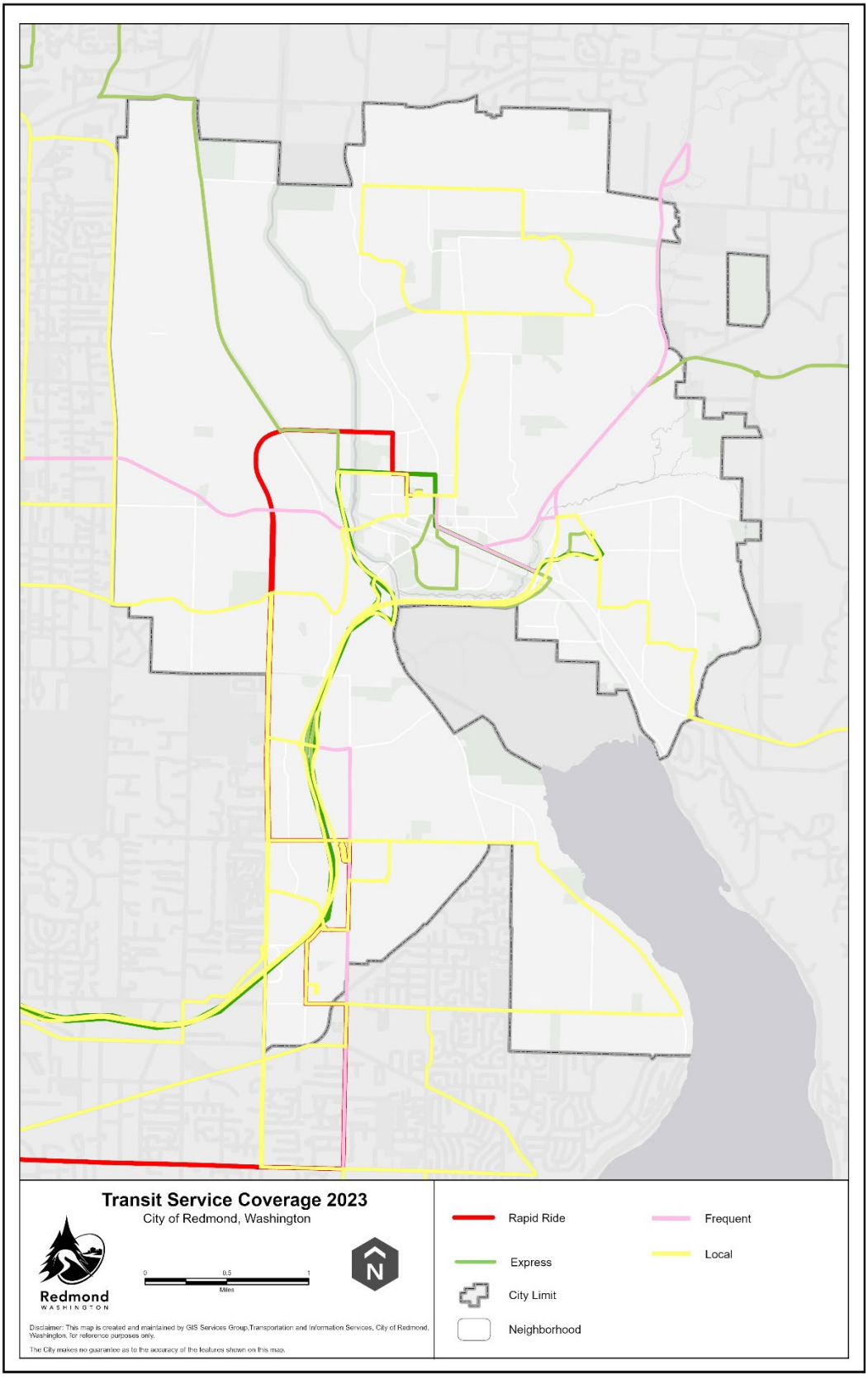
[1]"ST" means "Sound Transit"

[2] "Frequent" means 15-minute service frequency

[3] Sound Transit and King County Metro have temporarily reduced or suspended service on some routes due to the COVID-19 pandemic. "Full" means that the transit agency is operating all or almost all service in place prior to the COVID-19 pandemic. Although service reductions are expected to be temporary, the reduced service levels accurately represent existing conditions and so are reported here.

[4] DART is fixed-route transit service operated in King County under contract with Hopelink, using smaller transit vehicles with the flexibility to perform a limited number of off-route deviations upon request.

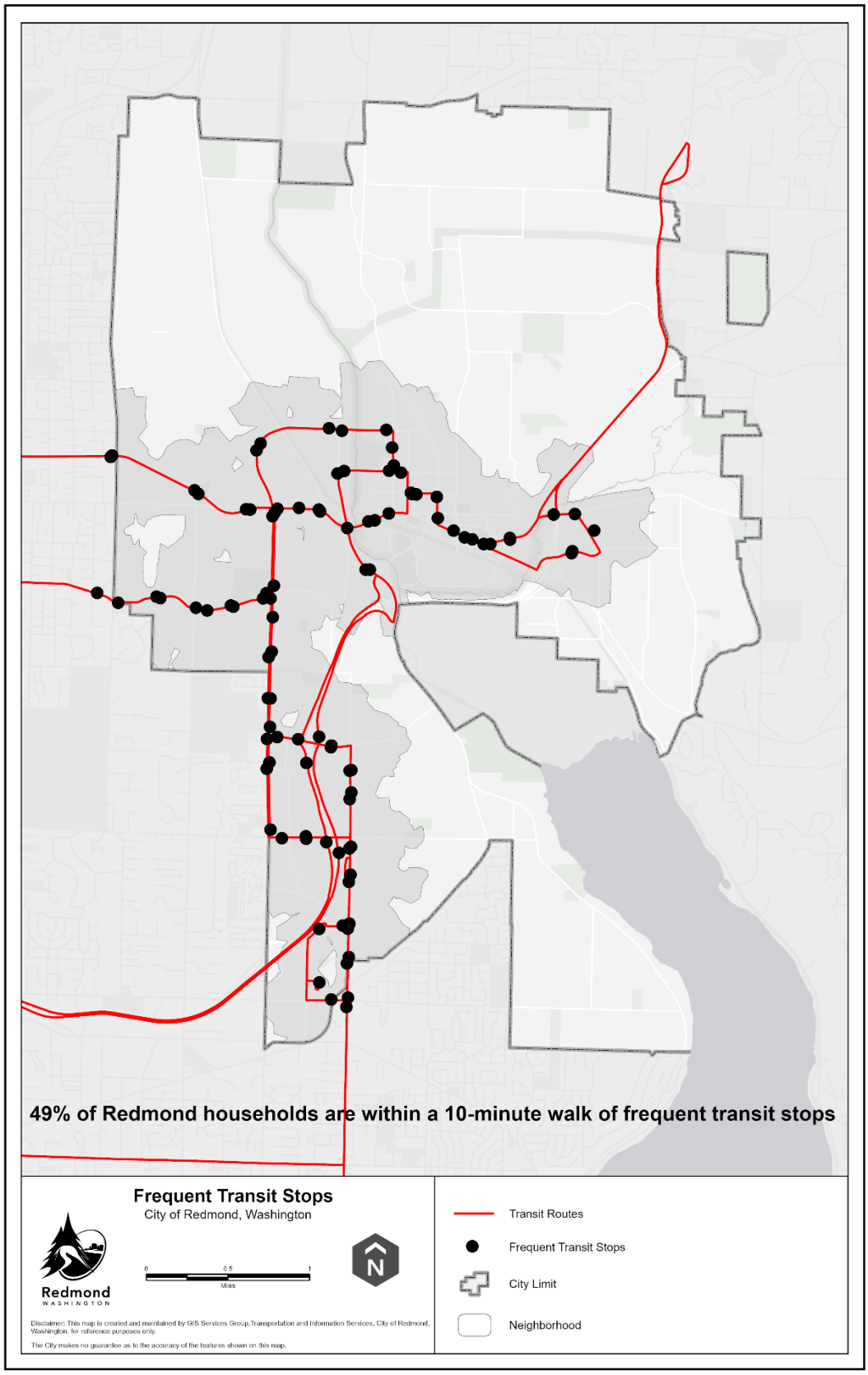
FIGURE 4-2 REDMOND AREA TRANSIT



Route 931 serving NE 124th St. and Red-Wood Road was suspended due to COVID-19 and shown on the map.

The current transit system puts about 49 percent of Redmond households within a 10-minute walk of frequent transit. These areas are mainly in Downtown and Overlake, with portions of Grass Lawn, Education Hill, and Southeast Redmond also encompassed. The number of households with good access to frequent transit can be increased by investing in transit, providing more housing options near frequent transit, or both. Figure 4-4 shows the areas in Redmond within a 10-minute walk of frequent transit.

FIGURE 4-3 HOUSEHOLDS NEAR FREQUENT TRANSIT



Metro and Sound Transit also operate park-and-ride lots in Redmond, summarized in Table 4-3 below.

TABLE 4-3 REDMOND PARK-AND-RIDES

Park-and-Ride	Location	Owner	Parking Stalls
Bear Creek P&R	7760 178th Pl. NE	King County Metro	283
Overlake Village P&R	2650 152nd Ave. NE	King County Metro	203
Redmond P&R	16201 NE 83rd St.	King County Metro	377
Redmond Technology Station	15590 NE 36th St.	Sound Transit	*
Southeast Redmond Station	176th Ave. NE & NE 70th St.	Sound Transit	*

* Redmond Technology Station (320 stalls) and Southeast Redmond Station (1,400 stalls) will open with light rail service in 2024-25

Electronic fare is paid with an ORCA card. A list of places where ORCA cards can be obtained is provided at https://orcacard.com/ERG-Seattle/getACard.do.

Pedestrian System

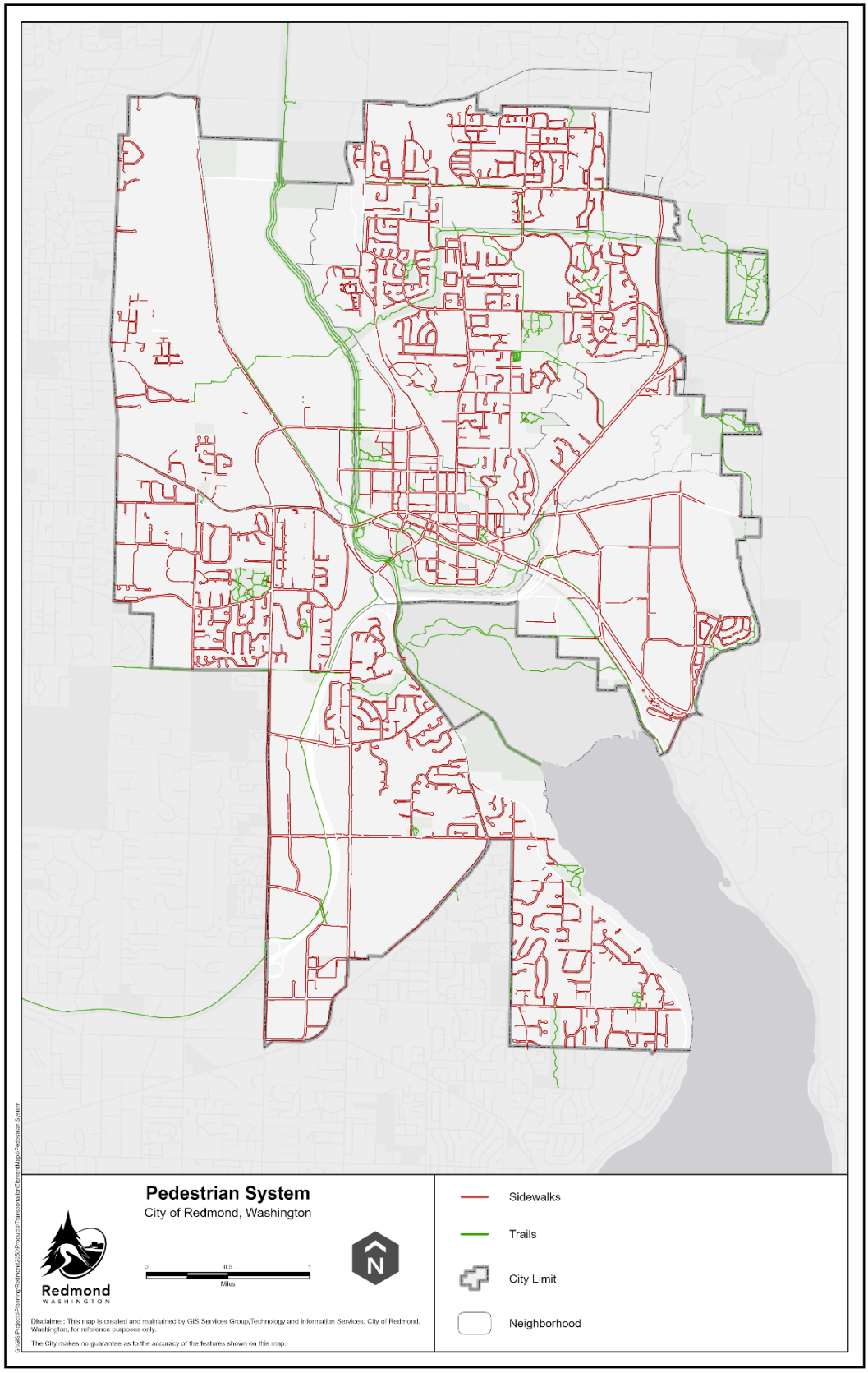
Redmond's pedestrian system comprises 249 miles of sidewalks and paved trails. Table 4-4 summarizes Redmond's pedestrian system by facility type. Figure 4-5 shows a map of Redmond's pedestrian system.

TABLE 4-4 REDMOND PEDESTRIAN SYSTEM

Facility Type*	Miles
Sidewalk	226.2
Trail – Paved (City)	15.2
Trail – Paved (County)	5.0
Trail – Paved (State)	3.0

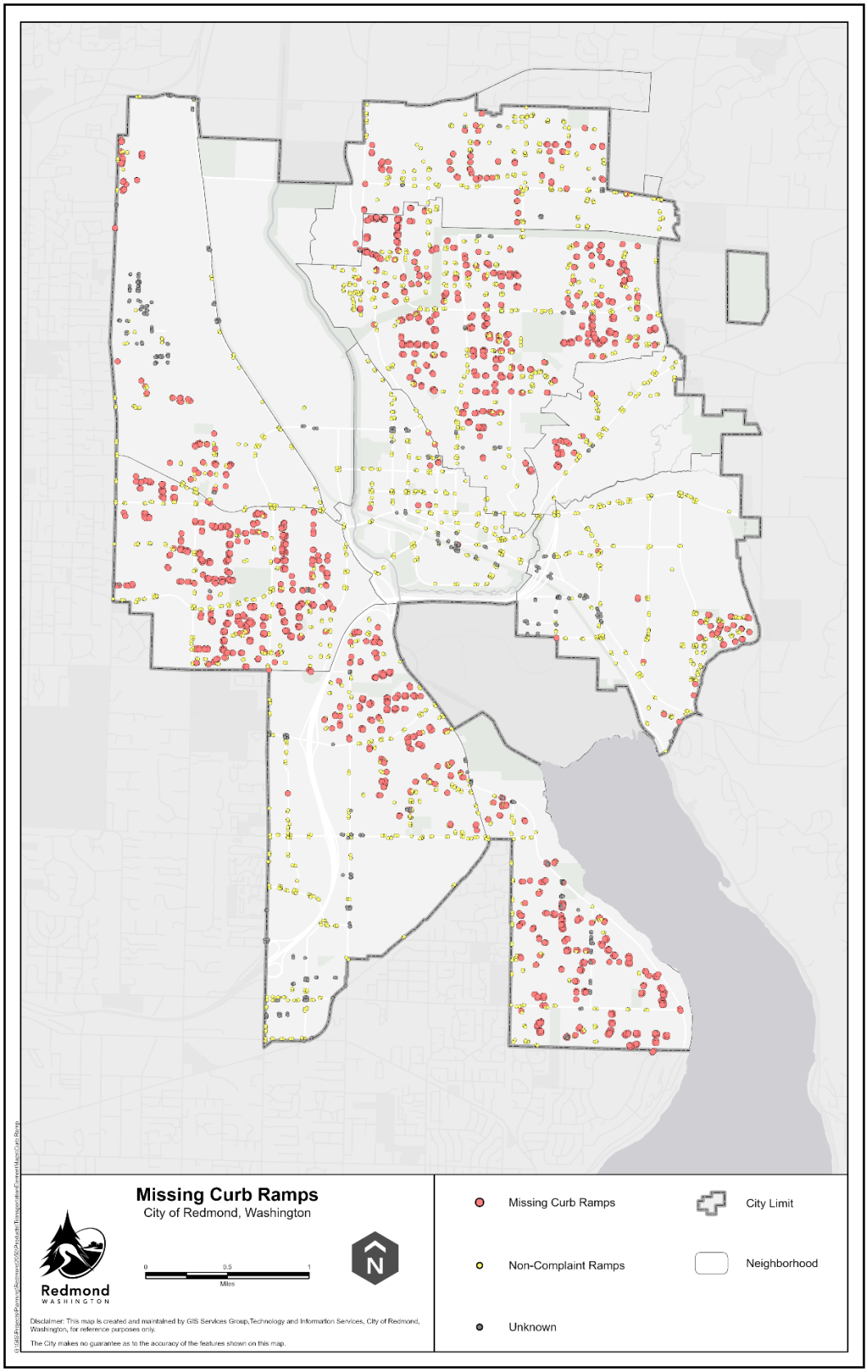
* There are 23.7 miles of public and private soft-surface trails in Redmond. These do not comply with transportation ADA requirements and so are not technically a part of the transportation system.

FIGURE 4-4 REDMOND PEDESTRIAN SYSTEM MAP



Curb ramps are a critical element of the pedestrian system, making the system accessible to more people, for example those using wheelchairs or pushing strollers. Redmond upgrades sidewalk curb ramps to be compliant with the Americans with Disabilities Act (ADA). Redmond owns about 5,000 ramps. While ramps were generally ADA compliant when constructed, approximately 80 percent are not compliant with current ADA standards, including locations where there should be a ramp but there is not a ramp. Figure 4-6 shows the locations of curb ramps that either do not meet current standards or are missing according to current standards.

FIGURE 4-5 REDMOND CURB RAMPS



Bicycle System

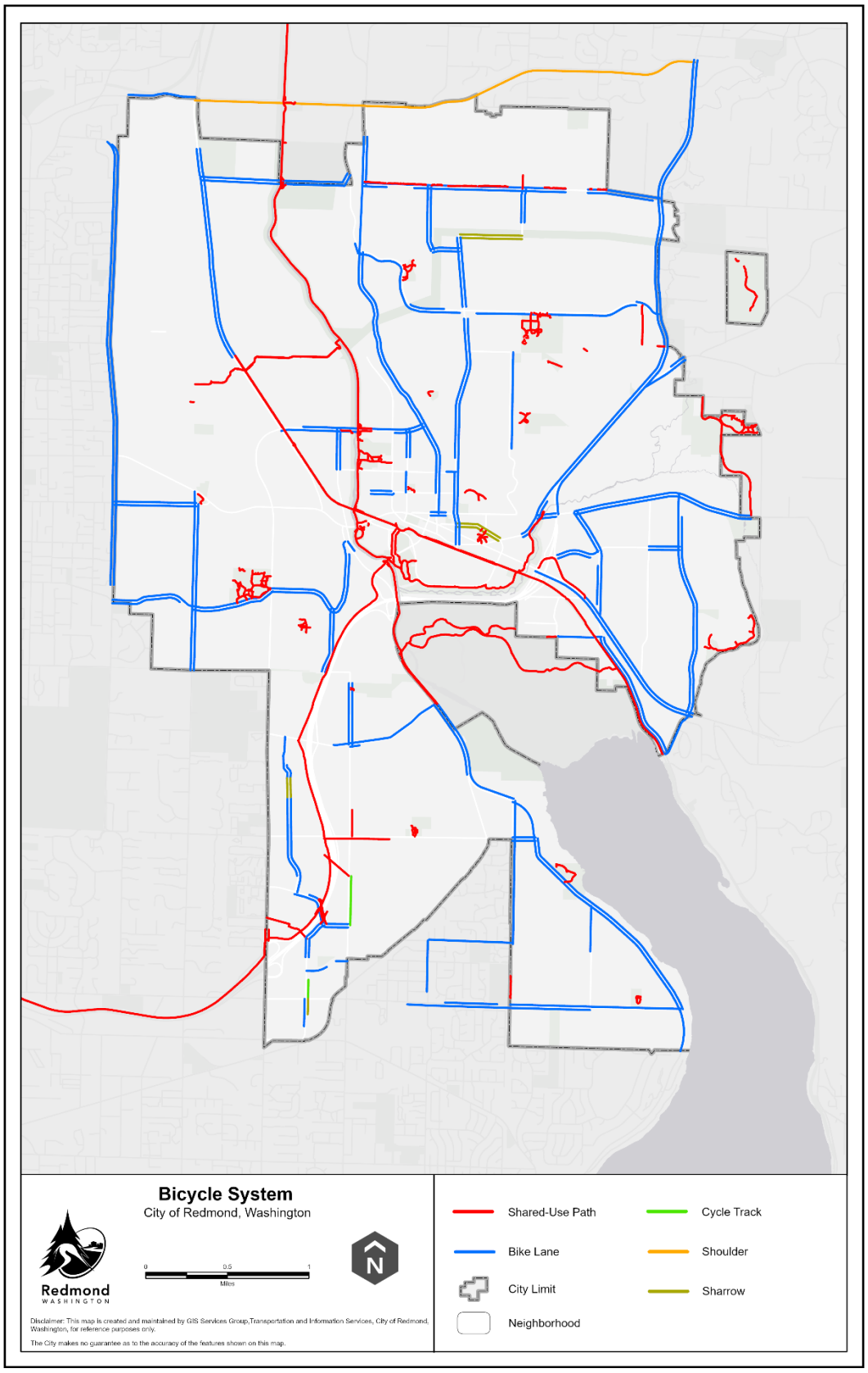
Redmond's bicycle system comprises 77 miles of bicycle facilities, including bicycle lanes, shared lanes, and shared paths that are also counted as part of the pedestrian system. Table 4-5 summarizes Redmond's bicycle system by facility type. Figure 4-7 shows a map of Redmond's bicycle system.

TABLE 4-5 REDMOND BICYCLE SYSTEM

Facility Type	Miles
Bicycle Lane	56.6
Cycle Track	0.3
Shared Lane (Sharrow)	1.6
Substandard bicycle lane	4.8
Shared Path – Paved (City)	3.1
Shared Path – Paved (County)	7.6
Shared Path – Paved (State)	3.1

* Some shared paths do not meet bicycle facility width standards and so are not included in the table

FIGURE 4-6 REDMOND BICYCLE SYSTEM MAP



Freight Access and Distribution

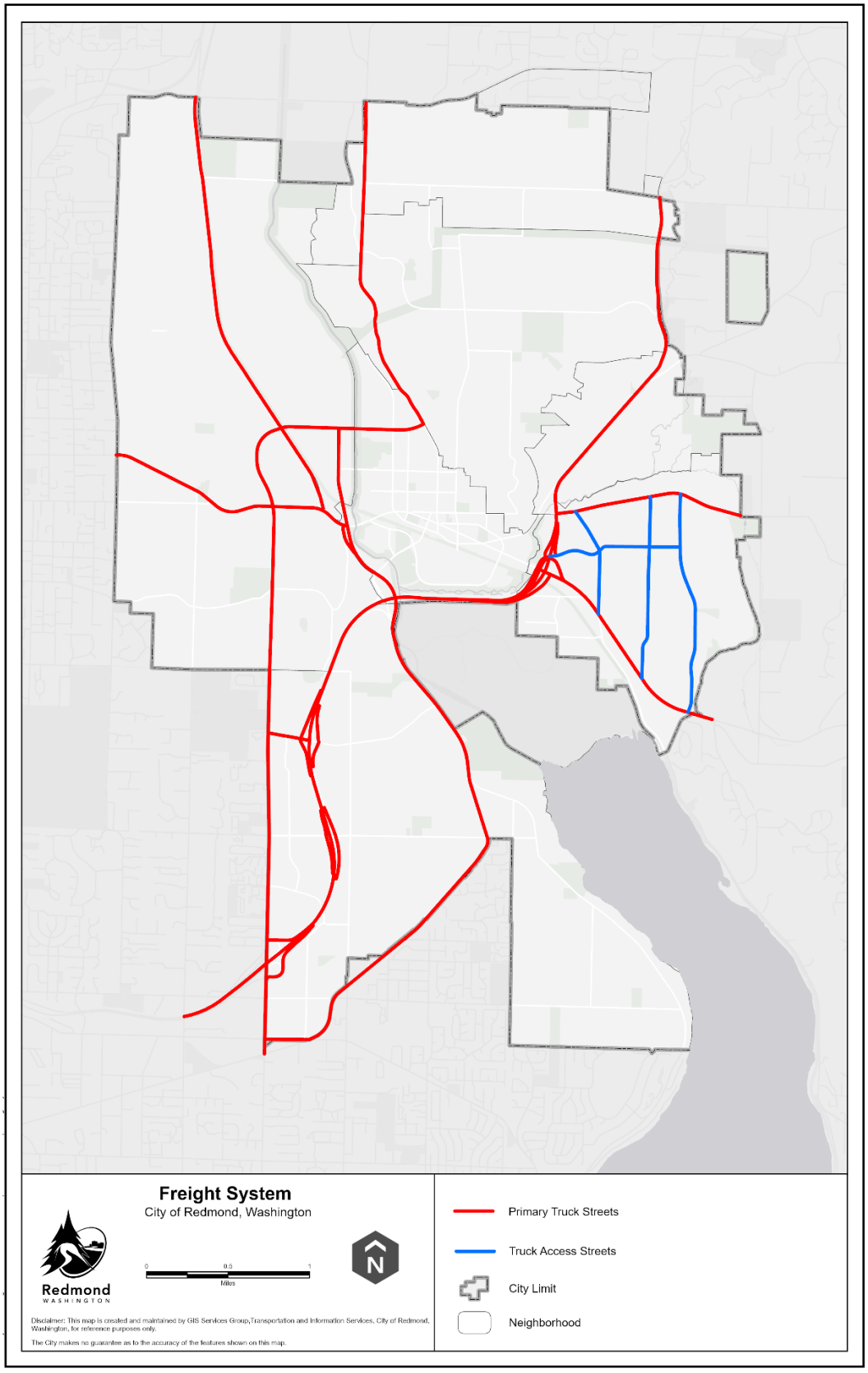
Redmond maintains a 36-mile two-tier freight route system that includes “primary truck streets,” “truck access streets,” and the SR 520 freeway. Primary truck streets accommodate through truck traffic in Redmond. They are arterials that directly connect with regional roadways like SR 520 or that currently have high volumes of trucks and are predicted to have high volumes of trucks in the future. Truck access streets connect the major industrial and commercial area in the Southeast Redmond neighborhood with primary truck streets. Truck access streets support access and movement of trucks between manufacturing companies and primary truck streets, which are important to the economic vitality of manufacturing companies. Designating truck access streets is not meant to increase truck volumes on those streets, nor intended to increase the speed of trucks on truck access routes.

Table 4-6 summarizes Redmond’s freight route system by facility type. Figure 4-8 shows a map of Redmond’s freight route system.

TABLE 4-6 REDMOND FREIGHT SYSTEM

Facility Type	Centerline Miles
Primary Truck Street	20.8
Truck Access Street	4.1
SR 520 (including ramps)	10.9

FIGURE 4-7 REDMOND FREIGHT SYSTEM MAP



Parking

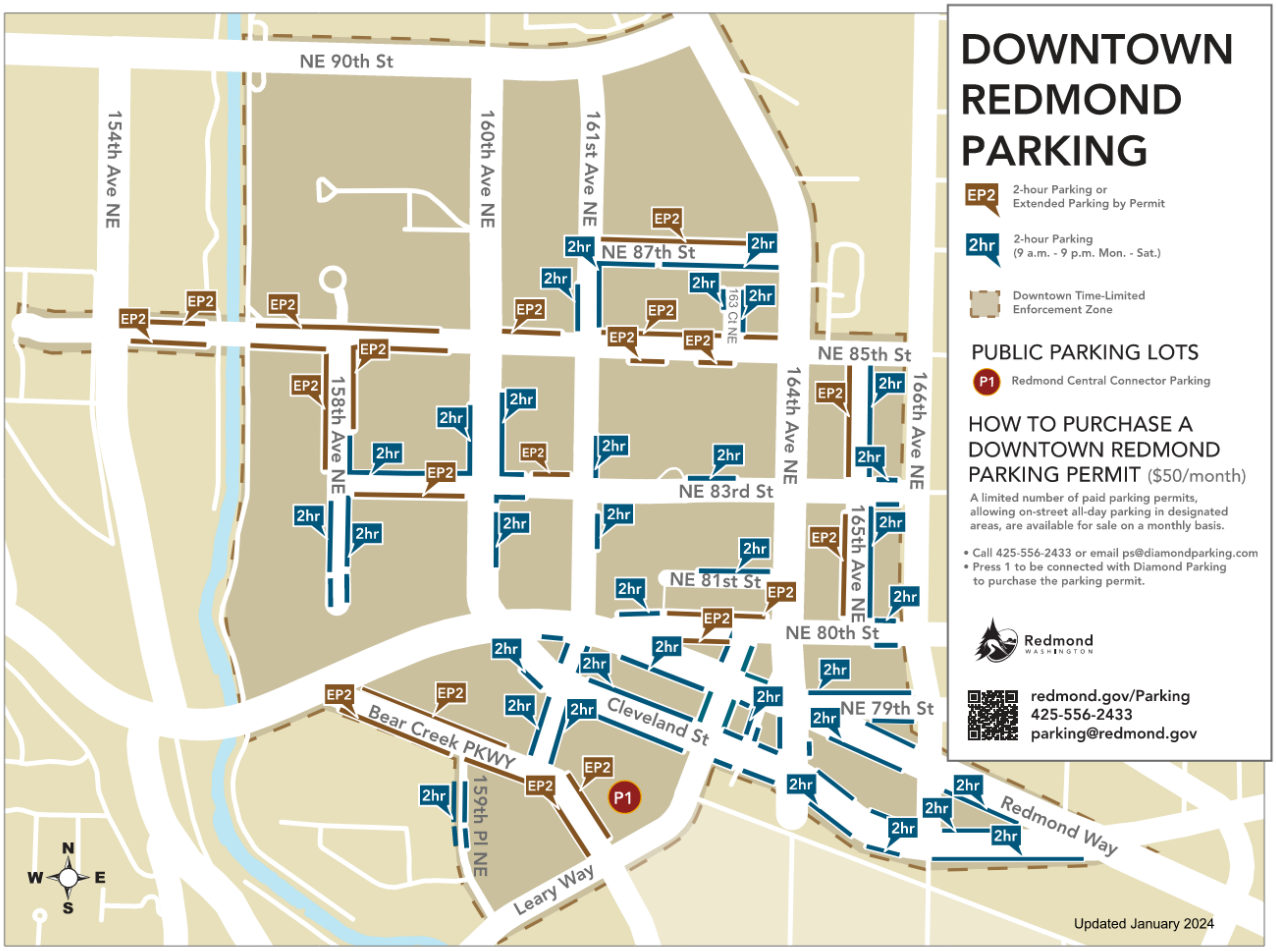
Outside of Downtown Redmond, Redmond's public parking supply consists almost entirely of on-street parking. This parking is distributed throughout the city, with the majority being on-street parking on local streets in residential neighborhoods. In most parts of Redmond, on-street parking supply far exceeds demand. Redmond does not track the total amount of on-street parking citywide. Downtown Redmond is an exception, where the City has begun to manage the on-street parking through time limits and all-day permits to bring supply and demand into better balance in high-demand areas.

Information about the parking supply in Downtown is summarized in Table 4-7. In Table 4-7, "commercial" means a lot or garage with a mixture of different shared of single use types; "city" means parking for City-related uses and services; "civic" means parking for civic, county, or municipal-related uses like schools, fire stations, community centers, and the library; "public" means park-and-ride and publicly-managed free or pay lots; "private" means not for public use and access may be restricted. Figure 4-9 shows a map of where the City manages the on-street parking supply.

TABLE 4-7 DOWNTOWN REDMOND PARKING

Type	Stall Count
On-Street	1,156
Off-Street – Commercial	9,882
Off-Street – City	613
Off-Street – Civic	433
Off-Street – Public	613
Off-Street – Private	524

FIGURE 4-8 DOWNTOWN ON-STREET PARKING MANAGEMENT MAP



Inventory of Programs

Transportation Demand Management

The City sponsors a robust transportation demand management (TDM) program to expand mobility and access, improve travel choices, and support continued growth and development. TDM includes strategies that change travel behavior – how, when, and where people travel – in order to increase transportation system efficiency and achieve specific objectives, such as improved mobility, road and parking cost savings, increased safety, energy conservation, and pollution emission reductions (Victoria Transport Policy Institute).

Redmond's programs include:

- Partnerships with Businesses and Organizations. Redmond partners with businesses and non-profit organizations in the community to increase mobility and access. For example, Hopelink works to provide Redmond community members educational opportunities and access to alternative transportation services. During 2020 Hopelink was able to connect over 70 Redmond

residents to transportation resources and services such as ORCA LIFT, ORCA RRFP, and annual subsidized cards. The Greater Redmond Transportation Management Association (GRMTA) has connected Redmond businesses to grants, new programing, and provided clarity on transportation needs during the pandemic. As the need for outdoor dining grew during the pandemic, the GRTMA worked with neighborhood businesses to develop pedestrian safety plans and install safety measures to support expanded outdoor business operations in downtown.

- GoRedmond. The GoRedmond program provides incentives and other resources for commuters, employers, and schools, helping them make travel choices that benefit them and the community. For example, a GoRedmond grant was used to supply Hopelink with pedestrian trolley carts to make it more convenient for food bank customers to use transit. Redmond's large employers have robust programs of their own, substantially reducing single-occupant vehicle travel in favor of other modes.
- Transportation Management Programs. Since the mid-1980s, all new major commercial developments in Redmond have been required to implement programs that reduce single-occupancy vehicle travel. Some multifamily developments also require transportation management programs when developers seek reduced off-street parking. Elements of these programs include on-site information and resources for alternative travel choices, designated carpool and vanpool parking spaces, and ongoing monitoring and measurement of program success.

Community Transportation Services

Community transportation services comprise a suite of services to meet critical mobility needs that are not well served by private or traditional public transit. Hopelink operates three of these services: Dial-A-Ride Transit (DART), in partnership with Metro, which provides semi-fixed-route public transit; Medicaid Transportation for non-emergency medical transportation; and the Mobility Management program, which provides travel education, supports the coordination of special needs transportation, and analyzes the need for and recommends improvements to mobility services.

This collection of services also includes Metro's Access Transportation, which provides paratransit service required under the Americans with Disabilities Act (ADA), and could in the future include services like Metro's Community Van, which currently operates in several Eastside communities as a supplement to fixed-route bus service. Hopelink offers more information about additional programs online at https://www.hopelink.org/need-help/transportation.

Regional Transportation

Redmond participates in a variety of statewide and regional forums to advance its transportation interests in the region. Redmond's regional interests include:

- SR 520, I-405 corridors, and I-90 corridors. Redmond supports completion of multimodal improvements throughout these corridors to support regional mobility.
- Eastside arterials. Redmond shares key arterials with neighboring jurisdictions that often function as alternatives to freeway use, subjecting arterials to significant regional pass-through traffic. Redmond's interest is in connecting regional destinations while ensuring that arterial corridors are compatible in scale with the City's land use and community character goals.

- Regional trails. Redmond is connected to an exceptional regional trails network and works with partners to connect and improve these trails to improve mobility for those walking, rolling, and biking.
- Public transit. As noted elsewhere, Redmond partners with Metro and Sound Transit to deliver public transit service in Redmond. The City advocates with both agencies on both policy and service decisions. Both Metro and Sound Transit have governing or advisory bodies that include local elected officials. Redmond currently has a councilmember appointed to the Regional Transit Committee, which advises the King County Council on transit-related policy.
- Transportation funding. The City advocates for transportation funding to support capital projects – such as freeway tolling that supports capital improvements in freeway corridors – as well as system maintenance.
- Environmental sustainability. Redmond's pursuit of environmental sustainability goals is enhanced by working regionally. Specific issue areas include alternative fuels that reduce pollution from ozone, particulates, and greenhouse gases; and water quality improvements.
- Parking. Parking in Redmond is a regional issue in that regional entities like transit agencies control some of the off-street parking supply in Redmond. Transit agencies are beginning to manage parking through pricing, a strategy supported in regional planning documents.
- Technology. Transportation technology is rapidly evolving, as are the potential applications of technology to improving mobility. For example, Redmond together with other jurisdictions is implementing technology like Intelligent Transportation Systems and adaptive signals to use the existing system efficiently. As more devices become more connected, Redmond and others will have the ability to gather and analyze large amounts of data to make both operational and policy decisions. This ability has privacy and ethical implications that must be considered.

Appendix B

Multimodal Level-of-Service Standards

The Growth Management Act (GMA) (RCW 36.70A) requires that communities establish a level of service (LOS) standard for all locally owned roads and locally or regionally operated transit routes. The GMA gives wide latitude to communities about how to go about establishing LOS standards and does not prescribe any specific methodology. The primary function of establishing an LOS standard is to ensure that the community builds new infrastructure in a way that keeps pace with growth. The GMA amended by HB 1181 in 2023 to ensure that communities adopt LOS standards that focus more on just vehicle travel—in other words, communities must adopt multimodal LOS or MMLOS standards.

In addition to GMA requirements, PSRC's multi-county planning policies also require that communities consider all modes when planning.

How LOS Standards Are Used

Before identifying MMLOS recommendations for Redmond, it is important to understand how LOS standards can be used by jurisdictions. There are two main ways that LOS standards are used:

- Transportation Concurrency – Transportation concurrency, often simply referred to as concurrency, is a fundamental element of the GMA. When LOS is referred to in the GMA, it is specifically related to transportation concurrency. At its core, the transportation concurrency LOS standard is established within the Transportation or Capital Facilities Element of the Comprehensive Plan to ensure that there is adequate transportation infrastructure in place to serve the planned growth identified in the Land Use Element. As noted earlier, the GMA does not prescribe a specific LOS standard, which is a recognition that communities may have differing expectations of how the transportation system functions and what constitutes a satisfactory LOS.
- Development Review and Permitting – Another area where LOS standards are frequently applied is for development review. In this case, the LOS standard is applied when preparing a transportation impact analysis or environmental impact statement. If the development causes the LOS standard not to be met or worsens an already substandard condition, mitigation can be identified to reduce or eliminate the conditions that caused the LOS standard violation. Permitting requirements can be set to require that LOS standards are met which can include frontage improvements, off-site mitigation, or a fee-in-lieu contribution.

After the passage of the GMA in 1990, communities generally adopted vehicle LOS standards that were used for both transportation concurrency and development review and permitting. In other words, the same metric and standard were applied to both transportation concurrency and for a transportation impact analysis.

MMLOS in Redmond

Within the transportation planning community, Redmond has long been recognized as a leader in multimodal transportation planning. Specifically, Redmond adopted the first plan-based multimodal transportation concurrency LOS standard in 2008. This MMLOS standard is still in use today and many communities throughout Washington State have emulated Redmond's plan-based concurrency LOS standard.

Redmond's Transportation Concurrency LOS Standard

Redmond's LOS standard for transportation concurrency is rooted in the city's multimodal Transportation Facilities Plan (TFP). The TFP is prepared in conjunction with the Comprehensive Plan's Land Use Element and considers the growth in population and employment within Redmond and the neighboring jurisdictions. Unlike systems that focus on the performance of the vehicle network, Redmond's concurrency standard tracks implementation of the improvements identified in the TFP and requires that the city build new investments ahead of or at-pace with growth identified in the Comprehensive Plan.

A simple way to think of Redmond's transportation concurrency LOS standard is as follows:

- Redmond can accommodate 20 percent of planned growth so long as it has built or committed funding to build 20 percent of the transportation improvements defined in the TMP.

Since the TFP is fundamentally multimodal, Redmond's transportation concurrency LOS standard is also multimodal since it does not focus on building infrastructure solely for vehicles.

In addition to the MMLOS transportation concurrency standard, the TMP also identifies a number of other multimodal performance measures, as shown in **Figure 1**.

Figure 1: City of Redmond Transportation Performance Measures

MMLOS Enhancements for Redmond

As part of Redmond 2050, Redmond is refining the way that transportation system supply and demand are calculated, shifting from a calculation based on person-miles traveled to a calculation based on person trips. This change is to simplify calculations and align with the proposed changes

to Redmond's transportation impact fees, which are used, in part, to fund new transportation infrastructure using a one-time fee paid for by new development.

Of the other TMP performance measures that relate to MMLOS, they each have merit in evaluating the performance of the transportation system and identifying new projects.

- **Connectivity** – this performance measure can help to identify areas of Redmond that are physically proximate, but where the actual travel distance is long. The classic example is of a cul-de-sac neighborhood that might be a few hundred feet from a shopping area, but it might be more than a mile to get to that shopping area because there are no roads, paths, or sidewalks connecting the two. Connectivity is a key measure being explored by WSDOT as the agency looks to adopt MMLOS metrics and standards. This performance measure does not need to be recalculated frequently as it is complex to calculate and does not change unless a new connection is made.
- **Network Completion** – this is an important measure of how complete the street, active transportation, and transit networks are relative to an "ultimate" build-out condition.
- **Mode Share** – calculating the share of travel by means other than SOV travel is required for regional growth centers by the PSRC multi-county planning policies. This performance metric will be maintained to monitor progress on shifting how people travel through denser land uses and more multimodal connectivity.
- **Vehicular Congestion** – the current metric measured in average seconds of delay per mile is useful for a traffic engineer but may not be understandable to the layperson. This performance measure will be changed for how vehicular congestion is calculated using standard measures from the Highway Capacity Manual for intersection delay or roadway segment delay. Bellevue, for example uses both intersection volume/capacity ratios and HCM roadway segment delay to calculate vehicle delay. It is important to note that it is not recommend to adopt a vehicular congestion LOS standard, but measuring vehicle congestion as part of a multimodal approach to identifying transportation projects is an important aspect of multimodal transportation planning.
- **Transit Ridership** – given the level of investment in transit in Redmond and surrounding communities. The City's current approach of reporting data from King County Metro and Sound Transit will continue.
- **Safety, Environment, and Street Preservation** – these performance measures are important for the city to track but are less-related to MMLOS.

Level of Traffic Stress for MMLOS

One innovation that has occurred since the last TMP update is the idea of the Level of Traffic Stress, or LTS, as an MMLOS performance measure. LTS is similar to vehicle LOS in that it can consider various features of a sidewalk, roadway, bike lane, cycletrack, or trail and calculate how well it accommodates active modes (walking, biking, scooters, wheelchairs, etc.). However, unlike

vehicle LOS and earlier active mode LOS calculations, it is not based on how crowded an active mode facility is, rather it is based on how comfortable people are using that facility.

The idea of LTS stems from research in the 1990s from the Mineta Transportation Institute at San Jose State University in California. Initially, the research focused on bicycling and found that many people were uncomfortable bicycling in a vehicle lane on busier streets with higher speeds. In fact, some people were uncomfortable enough to determine that bicycling was not a viable means of travel for them, even though it was permissible under the law. Similar findings were made for bicycle lanes—while they can work well on smaller, slower, lower-volume streets, most people do not feel comfortable bicycling in a bike lane on a high-speed arterial street. This lack of comfort pushes some people who might bike to drive instead. Since the initial work on bicycle LTS, the idea has also spread to pedestrian travel. Similarly, greater separation from fast, high-volume vehicle travel makes walking more comfortable and thus a more viable means of traveling between places. LTS is measured on a scale of 1 to 4, with 1 being the most comfortable and 4 being the least comfortable. Often LTS 1 is referred to as a facility where small children or the elderly would feel completely comfortable traveling and LTS 4 is where people will only travel out of absolute necessity. Keep in mind that it may not always be feasible to achieve LTS 1 when considering impacts to adjacent land uses, the cost to build a facility, or environmental issues. Therefore, cities that have adopted LTS tend to have a range of LTS targets, much like cities sometimes allow for poor vehicle operations in certain areas in consideration of other constraints.

Bicycle Level of Traffic Stress

The Redmond Bicycle Design Manual provides guidance on bicycle facility selection by analyzing characteristics of the street to determine the appropriate bicycle facility type for that street. Bicycle Level of Traffic Stress (LTS) is a key component that aims to address the needs, skills, and desires of a wide range of bicyclists. Figure 2 below shows different levels of comfort with bicycling and the surveyed percentage of the population that falls within them. The "Interested but Concerned" percentage of the population - those who would like to ride a bicycle more but have concerns about their personal safety - is the largest percentage of the population and so is the design user for the facilities and treatments as shown in the manual.

A bicyclist's perception of their personal safety riding on a given street is greatly influenced by their proximity to and interaction with motorized traffic. At low volumes and speeds of traffic, many people feel safe and comfortable sharing the street with traffic or crossing the street in unmarked crossings. As traffic speed and volumes increase, their perception of safety degrades significantly, resulting in a feeling of increased stress and discomfort.

Figure 2: Bicycle Facility Design User Profiles

Comfort Typology of Bicyclists

Design User Profile	Non-Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
Percent of Population	31-37%	51-56%	5-9%	4-7%

Note: the percentages above reflect only adults who have stated an interest in bicycling.

A bicycle level of traffic stress (LTS) rating from 1 to 4 is used in Redmond's Bicycle Design Manual to classify streets based on how stressful they are for riding a bicycle, with LTS 1 being the least stressful and LTS 4 being the most stressful.

Table 1 shows the LTS rating system created for the City of Redmond's streets. The LTS ratings consider characteristics of the street including posted speed limit and the amount of motor vehicle traffic (Average Annual Daily Traffic, or AADT) as well as characteristics of the bicycle facility on the street.

Table 1: Bicyclist Level of Traffic Stress on Streets in City of Redmond

Roadway Characteristics		Type of Bicycle Facility						
Posted Speed[1]	AADT	Mixed Traffic	Bicycle Boulevard	Bicycle Lane[2,3] (painted)	Buffered Bike Lane[2,3] (painted >/=2')	Buffered Bike Lane[4] (with vertical elements)	Separated Bike Lane[5] or Sidepath	Shared Use Path
< / = 20	<1500	1	1	1	1	1	1	1
	1501-3000	2	2	1	1	1	1	
	3001-6000	2	n/a	2	2	2	1	
25	<1500	1	2	1	1	1	1	
	1501-3000	2	2	2	1	1	1	
	3001-6000	3	n/a	2	2	2	2	
	6000+	3	n/a	3	2	2	2	
30	<1500	3	n/a	2	2	2	2	
	1501-3000	3	n/a	2	2	2	2	
	3001-6000	3	n/a	2	2	2	1	
	6000+	3	n/a	3	3	3	2	
35	<1500	4	n/a	4	3	2	1	
	1501-3000	4	n/a	4	3	2	1	
	3001-6000	4	n/a	4	3	3	1	
	6000+	4	n/a	4	3	3	2	
> / = 40	Any	4	n/a	4	3	3	2	

Notes:

1. Table assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
2. On-street parking adjacent to the bicycle facility increases the level of traffic stress.
3. Number of driveways and volume of turning motor vehicles increase the level of traffic stress.
4. Buffer includes intermittent vertical elements (precast curbs, flexible posts, etc).
5. Bike lane separated from motor vehicle traffic by a landscape strip, parking, or other robust vertical protection.

Table adapted from: Mekuria, Maaza C.; Furth, Peter G.; Nixon, Hilary (2012) *Low-stress bicycling and network connectivity:* Mineta Transportation Institute. *WSDOT Design Bulletin Designing for Level of Traffic Stress* (2022) and NACTO *Urban Bikeway Design Guide.* Bicycle facility types as defined in the City of Redmond Bicycle Design Manual (2023).

Transit Level of Service Standards and Priority Connections

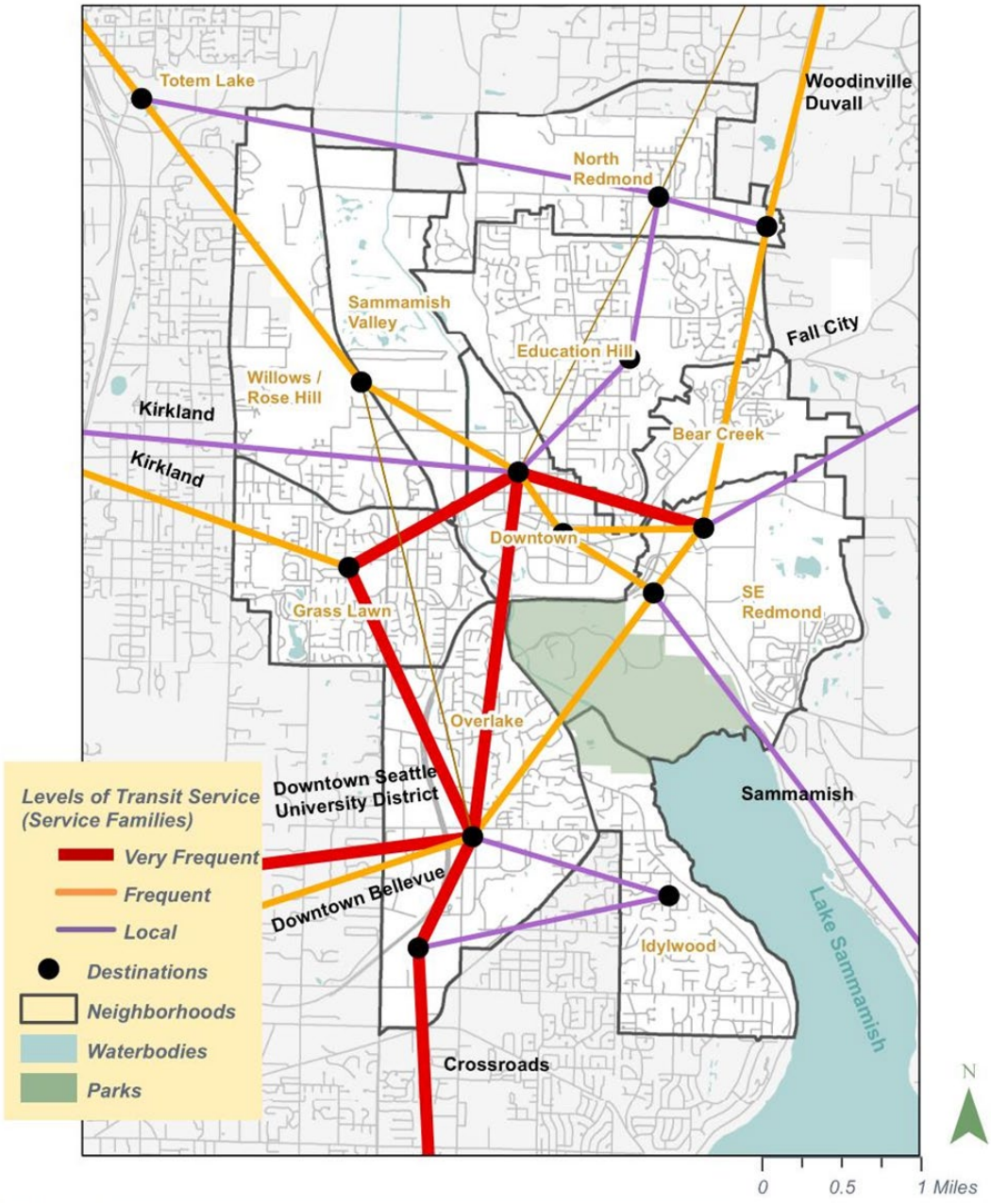
The priority connections and service standards in the following map identify the most important local and regional connections for Redmond and the levels-of-service needed to meet community needs. The following process was used to develop the priority connections and service standards:

- Identify priority connections between key destinations, including neighborhood centers and major regional destinations, based on travel needs and demand, and desired connections between transit services.

- Apply network design principles, focusing on providing frequent transit service that connects Redmond's centers to the region, and Redmond neighborhoods to centers and the regional transit spine. Each connection is designed to meet a wide variety of user groups and trip purposes, and meet the needs of multiple markets.

- Identify preferred travel paths that represent a balance between travel speed and coverage (access to transit) for Redmond's centers and neighborhoods.

- Set appropriate "Service Families" that define the desired level of service in terms of the frequency of service by time of day. These standards are established by identifying potential transit demand based on population and employment density measures (persons and jobs per acre), as well as overall travel demand measures (all-day person trips) along the corridor.



Vehicle Miles Traveled (VMT)

The HB 1181 (2023) amendments to the GMA require cities to identify actions that cities can take to reduce VMT as part of future Comprehensive Plan updates. In the Redmond 2050 EIS, an analysis was performed on VMT in Redmond. The results are shown in **Table 2**.

Table 2 – Average Weekday VMT, Total and Per Capita

Existing Condition		2050 No Action		2050 Preferred Alternative	
VMT	VMT per Capita	VMT	VMT per Capita	VMT	VMT per Capita
540,500	8.7	695,200	6.9	766,490	6.6

Redmond has established a 50% per-capita VMT reduction target from 2017 levels by 2050. It is anticipated to remain steady at 7,300 miles per person per year without local action. This VMT reduction target is set in consideration of ongoing vehicle electrification strategies and policies at the state and federal and local levels. The VMT reduction targets may need to be revised once WSDOT or PSRC establish state and regional VMT targets in the coming years.

Appendix C

Estimated Multimodal Level-of-Service Impacts to State-Owned Facilities

The Growth Management Act requires that jurisdictions evaluate the impact of planned land use and transportation network changes on state facilities. As part of the Environmental Impact Statement (EIS) for 2050 Redmond Comprehensive Plan update, the City of Redmond performed a multimodal transportation impact analysis across the entire city, including the two state routes that travel through Redmond: SR 202 and SR 520. This memorandum summarizes the findings of the multimodal LOS impacts on these two facilities.

Context

SR 202 travels through much of the city as either a Principal or Minor Arterial. It extends from the north city limit at NE 124th Street where it is also known as Redmond-Woodinville Road into Downtown Redmond where the road name changes to 164th Avenue NE. SR 202 then turns east and follows the alignment Redmond Way/Redmond-Fall City Road until it leaves the city just east of 188th Avenue NE.

SR 520 runs as a freeway from the city limit at 148th Avenue NE to its terminus at the intersection of Union Hill Road/Avondale Road.

Impact Summary

Impacts to state owned facilities in Redmond were assessed by comparing the 2050 No Action alternative (which assumes that the current Comprehensive Plan remains unchanged) to the Action Alternatives. The EIS presents the full analysis for all three Action Alternatives, but for brevity, only the Preferred Alternative is presented in this memorandum. The 2019 Existing Conditions data is also presented for context.

Impacts are described quantitatively from the perspective of vehicle traffic operations and qualitatively for active modes and transit. Note that this analysis also considers MMLOS metrics related to Level of Traffic Stress (LTS) described in Appendix B.

Traffic Operations

Traffic operations were specifically evaluated at two intersections along SR 202 as part of the EIS (intersections are where arterial streets are most constrained and are commonly the basis for traffic operations impact assessments):

- Redmond Way/NE 70th Street
- Redmond Way/East Lake Sammamish Parkway

Freeway operations are evaluated along segments of roadway and two sections of SR 520 were evaluated as part of the EIS:

- West of 148th Avenue NE
- East of West Lake Sammamish Parkway

For simplicity, traffic operations results are converted from a quantitative measurement of traffic flow to a letter grade that describes the degree of congestion during the PM peak hour. LOS A represents a virtually empty road and LOS F indicates heavy congestion where the demand for travel exceeds the capacity of the road. Specific details on the LOS thresholds and quantitative units of measurement are provided in the EIS. WSDOT has set a LOS target of LOS E for SR 202 and LOS D for SR 520. These LOS targets seek to maximize the utilization of the roadway while keeping traffic congestion levels in a range that is typical for a large urban area.

The PM peak hour traffic operations results are summarized in **Table 1**.

Table 1: State Owned Facility LOS

State Facility	Existing (2019) Conditions	2050 No Action	2050 Preferred Alternative
SR 202: Redmond Way/ NE 70th Street	LOS B	LOS D	LOS F
SR 202: Redmond Way/ E Lake Samm Pkwy	LOS E	LOS F	LOS F
SR 520: West of 148th Ave NE*	LOS C	LOS D	LOS E
SR 520: East of W Lake Samm Pkwy*	LOS B	LOS B	LOS B

Note: * The peak direction of travel in the PM peak hour is eastbound. The results in this table are for eastbound travel only.

The results in Table 1 show that LOS is expected to degrade, indicating more traffic congestion by 2050 because of growth in Redmond and the region as a whole. The Preferred Alternative shows more LOS degradation at SR 202/Redmond Way/NE 70th Street and SR 520 west of 148th Avenue NE compared to the No Action Alternative. This additional traffic congestion is generally attributable to the fact that the Preferred Alternative has a greater level of population and employment growth compared to the No Action Alternative. As described in the Comprehensive Plan EIS, under the No Action Alternative, Redmond would not be able to accommodate its share of regional population or employment growth, which is inconsistent with regional planning policies and requirements set forth by PSRC.

The higher levels of growth under the Preferred Alternative would result in more traffic congestion, but it is important to consider that the Preferred Alternative has lower per-capita vehicle miles traveled (VMT) and higher non-private vehicle mode share compared to the No Action alternative. In other words, while Redmond would be accommodating more residents and jobs with the Preferred Alternative, the travel would be more efficient from the perspective of fewer people driving and more people waking, rolling, biking, or using transit. Reducing dependance on driving and the environmental impacts of vehicle travel is an important goal of the Comprehensive Plan.

Transit Ridership

Based on data in the EIS, transit ridership is anticipated to grow between 2019 and 2050, with the highest levels of transit ridership under the Preferred Alternative. Additional people riding transit, particularly light rail, will reduce the impacts on WSDOT facilities; therefore, higher transit ridership is identified as a benefit to state owned facilities. **Table 2** summarizes average weekday transit boardings occurring anywhere in Redmond under the three scenarios.

Table 2: Citywide Transit Ridership

Transit Ridership	Existing (2019) Conditions	2050 No Action	2050 Preferred Alternative
Average Weekday Boardings	11,000	26,500	28,800

Active Modes

Similar to transit ridership, additional growth in population and employment will increase the number of walking, rolling, and bicycling trips in Redmond. In addition, much of the growth planned for 2050 is expected to be in transit-oriented, mixed-use neighborhoods where people tend to use active modes more. The Comprehensive Plan EIS did not specifically evaluate active mode share, but it does track non-SOV mode share for all trips and commuting trips. The results are presented in **Table 3**.

Table 3: Citywide Non-SOV Mode Share

Mode Share	Existing (2019) Conditions	2050 No Action	2050 Preferred Alternative
Non-SOV Mode Share – All Trips	55%	56%	56%
Non-SOV Mode Share – Commute Trips	36%	43%	44%

The higher non-SOV mode shares under the 2050 Preferred Alternative are beneficial to state owned facilities from the perspective of reducing vehicular demand. However, additional people walking, rolling, and biking on or parallel to some state facilities could be an issue if there are not comfortable places for active mode users to travel. Along SR 520, this is not an issue because of the SR 520 trail and Bear Creek Trail, that parallel the freeway. Additionally, portions of Redmond Way are parallel to the Redmond Central Connector trail and many of the sidewalks through Downtown Redmond have parking and or landscape buffers to separate pedestrians from vehicle traffic. However, there are segments of Redmond-Woodinville Road (see **Figure 1**) and Redmond-Fall City Road that have unbuffered bike lanes and basic attached sidewalks that (while better than no facility) are not likely to meet WSDOT's target for LTS 2 or better on these facilities. To mitigate this potential impact to LTS, Redmond will look for opportunities to identify parallel bicycle routes, opportunities to enhance the pedestrian environment, and/or roadway improvements to improve active mode infrastructure in conjunction with WSDOT.

Figure 1: View north along Redmond-Woodinville Road Showing Standard Bike Lanes and an Unbuffered Sidewalk (source: Google, 2023)

Appendix D – Travel Demand Forecast

Background

The City of Redmond's Comprehensive Plan update develops a comprehensive and multimodal vision for the future and will guide the City's transportation investments and activities through 2050. This memo delves specifically into the travel demand modeling undertaken to support the Comprehensive Plan update, and the associated model outputs that were analyzed. Specifically, the results of the travel demand modeling were used to inform and refine the projects included in Appendix G, Transportation Facilities Plan

Performance Measures

The performance measures shown in **Figure 1** are used to demonstrate the City's progress toward meeting its transportation goals. The travel demand model was used to analyze selected measures under a 2050 timeframe, including mode share, transit boardings, congestion, and air quality. The City considered several future land use alternatives, as documented in the Redmond 2050 Environmental Impact Statement (EIS). For the sake of brevity, the travel demand modeling results for just the Preferred Alternative are presented here.

Figure 1: City of Redmond Transportation Performance Measures

Mode Share

Currently, the single occupancy vehicle (SOV) is the most common form of travel in Redmond. The City of Redmond seeks to provide a range of transportation options so that residents, employees, and visitors can choose alternatives to the SOV and, in doing so, can reduce congestion and negative environmental consequences of driving.

To track progress on the goal of providing alternative transportation options, the City of Redmond set a target in 2013 that 53% of all trips and 45% of commute trips be taken via a non-SOV mode by 2030. As shown in **Table 1**, under the 2050 analysis horizon, 44% of commute trips are estimated to be made by non-SOV modes, missing the 2030 target by 1%. The share of all trips made by non-SOV modes is forecasted to be 56%, which surpasses the 2030 target. Under the Preferred Alternative, households and jobs are more concentrated near transit, including the new Link light rail stations in Overlake, Marymoor, and Downtown, which results in the higher non-SOV mode share for all trips. Redmond employment centers in Overlake and Downtown draw employees from across the Seattle-Bellevue metro region, and non-SOV modes may be less practical for some commuters, particularly those located away from high-frequency transit. This result indicates that there is room for transportation demand management strategies and the opportunity for further enhancements to the already widespread employer shuttle programs active in Redmond.

Table 1. Mode Share, 2050 Preferred Alternative

Scenario	Non-SOV Mode Share	
	All Trips	Commute Trips
2030 Target	53%	45%
2050 Preferred Alternative	56%	44%

Source: Fehr & Peers, 2023.

Transit

Transit ridership is defined as average weekday boardings for all transit stops/stations within Redmond. This includes boardings on Metro and Sound Transit buses, as well as Link light rail since service to Redmond will be operational by 2025.

Table 2 summarizes the 2030 target transit boardings and the 2050 Preferred Alternative. The Preferred Alternative is expected to have about 2,000 more daily transit boardings than the 2030 target. Increasing transit ridership is a critical component of the City's growth strategy for the Preferred Alternative, which directs most additional housing and employment to the Downtown and Overlake urban centers.

Table 2. Daily Transit Boardings, 2050 Preferred Alternative

Scenario	Daily Transit Boardings
2030 Target	26,700
2050 Preferred Alternative	28,800

Source: Fehr & Peers, 2023.

While it is notable that there are forecast to be more transit trips under the 2050 Preferred Alternative than the 2030 target, it is worth considering that there are another 20 years of growth in employment and population between the 2030 target and the 2050 Comprehensive Plan horizon. If we were to scale the 2030 target according to employment and population growth, we would find the forecasted 2050 target to be around 34,600 daily transit boardings, which is greater than the forecasted transit boardings in the 2050 Preferred Alternative.

Congestion

Vehicular congestion is expressed as the average delay (in minutes and seconds) incurred during a one-mile trip on principal, minor, and collector arterials in Redmond during the p.m. peak hour (5 p.m.-6 p.m.). **Table 3** summarizes the arterial delay per mile for the 2030 target and the 2050 Preferred Alternative. Arterial delay under the Preferred Alternative is projected to be 56 seconds, ten seconds more than the 2030 target of 46 seconds.

While the Preferred Alternative does not meet the 2030 target, the City acknowledges that delay for roadways users will continue to grow as long as the number of jobs and housing units reliant on SOV travel increases in Redmond. Travelers can avoid peak-period delay by choosing travel modes that are not subject to congestion like biking, walking, or transit that operates in its own lane/right-of-way; shifting the timing of trips; and by reducing unnecessary trips during peak periods. Realistically, Redmond cannot expand roadways to hold congestion levels constant in the future as many streets are already built out to the edge of the right-of-way. While there may be limited and strategic widening of roadways and intersections to address bottlenecks, widespread road widenings that would impact many homes and businesses are counter to the City's growth strategy.

Table 3. Peak Hour Arterial Delay, 2050 Preferred Alternative

Alternative	Arterial Delay per Mile
2030 Target	46 seconds
2050 Preferred Alternative	56 seconds

Source: Fehr & Peers, 2023.

Level of Service

Level of Service (LOS) is a qualitative measure that assesses the operational conditions of a roadway or intersection. The Highway Capacity Manual (HCM) is a widely used reference for evaluating and defining LOS. It categorizes LOS from A to F, with A representing free-flow conditions and F indicating congestion and conditions where demand exceeds the supply during the analysis period (typically the peak hour of the day). The City of Redmond has not set a target for intersection LOS, as it is impractical to provide a target LOS at all intersections during the peak hour when considering fiscal, environmental, and right-of-way constraints. It is important to note that every property in the City of Redmond has a roadway/vehicular connection and that the overall capacity of the transportation system increases when more people choose to walk, bike, or take transit, which take up far less space and fewer resources than driving a vehicle.

Because there is no 2030 target to compare the 2050 Preferred Alternative against, **Table 4** summarizes the expected traffic operations at key study intersections for the 2050 Preferred Alternative and the 2050 No Action Alternative. Under the Preferred Alternative, all study intersections are expected to operate at LOS E or F. Intersections that would operate with higher delay under the Preferred Alternative than the No Action Alternative are shown in bold. The traffic operations results for intersections near the city limits of Redmond also provide an indication of how traffic volumes and congestion may be affected in neighboring jurisdictions.

Table 4. Intersection Level of Service, 2050 Preferred Alternative

ID	Intersection	LOS / Delay (seconds)	
		2050 No Action	2050 Preferred Alternative
1	NE 124th St/Willows Rd	F / 97	**F / >120**
2	NE 90th St/Willows Rd	F / 92	**F / 104**
3	Redmond Way/148th Ave NE	F / >120	F / >120
4	Leary Way/W Lake Sammamish Pkwy	E / 68	E / 65
5	Union Hill Rd/Avondale Way	F / 117	**F / >120**
6	NE 70th St/Redmond Way (SR 202)	D / 47	**F / >120**
7	Redmond Way (SR 202)/E Lake Sammamish Pkwy	F / >120	F / 106
8	NE 51st St/148th Ave NE	F / 105	F / 85
9	NE 40th St/148th Ave NE	E / 66	E / 63
10	NE 24th St/148th Ave NE	F / 119	F / 116

ID	Intersection	LOS / Delay (seconds)	
		2050 No Action	2050 Preferred Alternative
11	NE 20th St/148th Ave NE	F / >120	F / >120
12	NE 24th St/152nd Ave NE	E / 61	**F / 93**
13	NE 40th St/156th Ave NE	E / 68	**E / 73**
14	Turing St/156th Ave NE	F / 117	**F / >120**
15	Bel-Red Rd/156th Ave NE	E / 69	E / 62

Note: All study intersections are signalized.
Source: Fehr & Peers, 2023.

Table 4 shows that several intersections are expected to operate with greater levels of delay and lower LOS scores under the 2050 Preferred Alternative compared to the 2050 No Action Alternative. The primary reason for this difference is the 2050 Preferred Alternative includes about 10,000 greater households, and 15,000 greater jobs than the 2050 No Action Alternative.

Table 5 shows projected 2050 volumes and LOS under the No Action Alternative and the Preferred Alternative for SR 520. Compared to the No Action Alternative, the Preferred Alternative would increase SR 520 volumes up to 7%, with the largest increase occurring in the eastbound direction east of West Lake Sammamish Parkway. However, this roadway segment is still expected to operate at LOS C[1]. The increased housing and job growth concentration in the Overlake and Downtown areas under the Preferred Alternative result in higher volumes on SR 520 west of 148th Ave NE, and LOS could fall to LOS E in both directions at this location. In addition, the increased volumes under the Preferred Alternative could exacerbate the eastbound queue spillback from the signals at NE Union Hill Road/Avondale Road and SR 202/East Lake Sammamish Parkway.

[1] This eastbound segment of SR 520 experiences PM peak hour congestion under 2023 conditions, but this is due to queues spilling back from the intersections Avondale Road and Union Hill Road and SR 202 and East Lake Sammamish Parkway. The freeway segment of SR 520 has enough capacity to meet current and future travel demands.

Table 5. SR 520 Operations, 2050 Preferred Alternative

Location	PM Peak Hour Volume / LOS			
	2050 No Action		2050 Preferred Alternative	
	EB	WB	EB	WB
East of West Lake Sammamish Parkway	4,250 / B	3,530 / B	4,540 / C	3,650 / B
West of 148th Avenue NE	5,540 / D	5,580 / D	5,620 / E	5,750 / E

Note: EB = eastbound and WB = westbound.
Source: Fehr & Peers, 2023.

WSDOT also considers the number of additional trips that may be added to a state highway segment. Per Design Manual Chapter 1130.09(2)(a), WSDOT considers a proposal to have a probable significant adverse impact to the state highway system if it meets either or both of these thresholds:

- Addition of ten (10) or more AM or PM peak-hour vehicle trips assigned to an individual approach leg to a state highway intersection.
- Addition of twenty-five (25) or more AM or PM peak-hour vehicle trips assigned to a state highway segment (2-way travel) or intersection (total 25 trips all legs).

Based on the projected growth, it is expected that the Preferred Alternative would exceed those thresholds on SR 520 from its terminus at Avondale Rd NE to I-405, SR 202 from NE 80th Street to NE 124th Street, and I-405 from NE 8th Street in Bellevue to NE 128th Street in Kirkland.
The increase in travel on WSDOT facilities is not driven solely by growth in Redmond. The surrounding cities and unincorporated King County are all expecting growth over the coming decades in line with the regional growth strategy outlined by PSRC.

Air Quality

The Comprehensive Plan recognizes the environment as a community priority. Transportation Element policies strive to improve access to environmentally friendly travel choices like walking, biking, and transit, and through individual project design. The following measures, which focus on air quality and vehicle-miles-traveled (VMT), provide insight into whether the transportation system in and around Redmond is doing its part for the environment.

The Preferred Alternative could result in approximately 65% more total greenhouse gas (GHG) emissions than the 2050 No Action Alternative. The increase in transportation emissions of the Preferred Alternative is driven by both the higher number of households and jobs as well as the type; the Preferred Alternative includes higher numbers of retail and industrial jobs as well as single family homes relative to the other alternatives.

Per capita emissions in the 2050 Preferred Alternative would be roughly 6% higher than in the 2050 No Action Alternative. The No Action Alternative is expected to generate approximately 208 $MTCO_2e$ per Redmond resident/employee, while the Preferred Alternative is expected to generate approximately 221 $MTCO_2e$ per Redmond resident/employee (driven by the energy emissions associated with greater employment growth).

Table 6. Lifespan GHG Emissions ($MTCO_2e$)

Type of Emissions	2050 No Action	2050 Preferred Alternative
Embodied Emissions	901,300	1,507,000
Energy Emissions	9,547,400	15,611,800
Transportation Emissions	1,091,100	1,965,400
Total Emissions	11,539,800	19,084,200
Emissions Per Capita	**208**	**221**

Notes: Data above reflects emissions expected to be generated by new development and does not include existing land uses and transportation. Lifespan emissions assume an average building lifespan of 62.5 years.
Sources: King County SEPA GHG Emissions Worksheet completed by Fehr & Peers, 2023; BKR Travel Demand Model and EMFAC2021 database analysis completed by Fehr & Peers, 2023.

Because the City's energy, fossil fuel, and GHG emissions goals are based on total reductions, the Preferred Alternative is less likely to meet the City's targets than the No Action. However, the contribution of the increment of growth under the Preferred Alternative should be considered relative to both the No Action Alternative's planned growth as well as the existing land uses. The

primary differences in growth and land use between the No Action and Preferred Alternative is that the Preferred Alternative would meet the Puget Sound Regional Council multi-county growth requirements for the City, while No Action would not. Moreover, the projected emissions per capita are expected to be less than similar development located elsewhere in the region given Redmond's proximity to light rail connecting to residential and employment centers around the region.

Vehicle Miles Traveled

The City aims to reduce per capita VMT by at least 50% by 2050. The travel demand model was used to assess the likelihood of achieving this goal under each alternative. For this analysis, VMT was summarized for all trips generated by households in Redmond (including the miles traveled both within and outside city limits).[2] Results for the Existing Condition and the 2050 Preferred Alternative are summarized in **Table 7**.

The Preferred Alternative would result in an increase of total VMT by over 41% compared to the Existing Condition, but the per capita VMT would decrease by 24%. The increase in total VMT is in line with projected population and job growth in the Preferred Alternative. The 24% reduction in VMT per capita in the Preferred Alternative as compared to the Existing Condition would not meet the City's goal of 50% reduction by 2050. To achieve this goal, broader action at the county and state level would likely be required to address factors beyond the City's control.

Table 7. Daily Vehicle Miles Traveled

Existing Condition		2050 Preferred Alternative	
VMT	VMT per Capita	VMT	VMT per Capita
540,500	8.7	766,490	6.6

Note: Per capita calculation is based on total projected population in Redmond.
Source: Fehr & Peers, 2023.

[2] Note that this is a different type of VMT summary than referenced in the GHG emissions section which includes 100% of VMT for trips that occur entirely within Redmond and 50% of VMT for trips that have only one end in Redmond, such as a commute trip made by someone who lives in Redmond but works outside Redmond).

Appendix E

Impacts to Neighboring Jurisdictions

Background

As part of the Redmond 2050 Comprehensive Plan Update a transportation evaluation was conducted in support of an Environmental Impact Statement (EIS). The EIS analysis incorporates a run of the Bellevue-Kirkland-Redmond (BKR) travel demand model which includes an evaluation of all major roadways in and around Redmond. Using output from the BKR model, we are able to assess how growth within Redmond and other communities in the Puget Sound Region affects traffic in the surrounding jurisdictions. The results in this memorandum include the following:

- Existing Conditions – the modeled traffic volumes from the base year 2019 BKR model.
- No Action – the 2050 forecast of traffic volumes assuming no change to Redmond's Comprehensive Plan and background growth in the surrounding communities.
- Preferred Alternative – the 2050 forecast of traffic volumes assuming the Redmond 2050 Comprehensive Plan Preferred Alternative and background growth in the surrounding communities.

These three BKR model run results were selected to show the degree of change that will happen regardless of any change on Redmond's part (the difference between 2050 No Action and Existing Conditions) and the specific effects of the Preferred Alternative (the difference between the Preferred Alternative and the No Action).

Results Table

Table 1 presents the results of the BKR model runs for Existing Conditions, No Action, and the Preferred Alternative.

Table 1 – PM Peak Hour BKR Model Volumes for Roadways Between Redmond and Neighboring Jurisdictions

Roadway	Location	Existing (2019) Conditions	2050 No Action	2050 No Action – Existing*	2050 Preferred Alternative	Pref Alt – No Action
East Lake Sammamish Parkway	South of SR 202	1,990	2,690	*700 (1.0%)*	2,150	*-540*
SR 202	East of 188th Ave NE	3,320	3,430	*110 (<0.5%)*	3,480	*50*
Union Hill Road	West of 196th Ave NE	2,080	2,430	*350 (0.5%)*	2,460	*30*
Novelty Hill Road	West of 196th Ave NE	1,260	1,360	*100 (<0.5%)*	1,380	*20*
Avondale Road	North of NE 116th St	2,000	2,670	*670 (1.0%)*	2,630	*-40*
Red-Wood Road (SR 202)	North of NE 124th St	2,450	3,040	*590 (0.7%)*	3,050	*10*
NE 124th St	West of Willows Rd	3,890	5,210	*1,320 (1.0%)*	5,290	*80*
Redmond Way	West of 132nd Ave NE	2,650	3,640	*990 (1.1%)*	3,590	*-50*
SR 520	West of 148th Ave NE	7,920	10,980	*3,060 (1.1%)*	11,210	*230*
NE 24th St	West of 148th Ave NE	1,170	1,920	*750 (1.7%)*	2,060	*140*
Bel-Red Road	South of NE 20th St	2,030	2,680	*650 (0.9%)*	2,750	*70*
148th Ave NE	South of NE 20th St	2,750	3,600	*850 (0.9%)*	3,670	*70*
156th Ave NE	South of NE 24th St	2,150	2,960	*810 (1.1%)*	3,080	*120*
West Lake Sammamish Parkway	South of NE 24th St	330	760	*430 (2.8%)*	760	*0*

Note: * This column shows the absolute difference and annual growth rate between 2050 No Action and Existing Conditions.

Conclusions

Table 1 indicates that traffic volumes are expected to grow between the 2050 No Action and Existing Conditions. This growth is typical for Western Washington, which continues to see robust job growth and migration from many parts of the United States as well as other countries. For the most part the annual growth rate is about 1.0% (with a few locations higher or lower). This growth rate lower than the regional growth rate of 1.6% per year observed between 2010 and 2020, a period of rapid growth, and more in line with long-term average growth for the Puget Sound Region.

Some of the notable changes in traffic volumes shown in Table 1 include strong growth NE 24th Street (1.7%) which is reflection of long-planned growth in Redmond's Overlake regional growth center and Bellevue's Bel-Red neighborhood. However, growth on other Overlake-area roadways is more moderate, showing the benefit of light rail to provide mobility in one of the fastest-growing areas of King County. West Lake Sammamish Parkway also shows strong growth (2.8%) which is driven by a relatively low initial volume of traffic under existing conditions and busier traffic on parallel roads between SR 520 and I-90 like 156th Ave NE and 148th Ave NE. There may be opportunities to work with the City of Bellevue to manage demand on West Lake Sammamish Parkway, which otherwise is not expected to see substantial changes in land uses.

When comparing the growth between No Action and the Preferred Alternative, most roadways see a modest change in PM peak hour traffic of less than 100 vehicles per hour. At this level, most drivers would not be able to notice a change in traffic congestion levels. However, under the Preferred Alternative there are larger increases in traffic (greater than 100 vehicles per hour) on SR 520, NE 24th Street, and 156th Ave NE near the Overlake regional growth center. This change in traffic is caused by the greater land use intensities planned in Overlake under the Preferred Alternative compared to No Action. Adding more growth to Overlake allows Redmond to meet the regional growth targets in the most employment and transit-rich part of the city. The only other notable change in traffic between the Preferred Alternative and No Action condition is on East Lake Sammamish Parkway, which is expected to see a decrease of 540 PM peak hour vehicles. In reviewing the model files, this change in volume is a combination of traffic redistributing to other routes and some traffic diverting through the Marymoor neighborhood to reach new destinations in this redevelopment area as well as light rail. However, the model may be overstating the degree to which people would shift away from this major arterial.

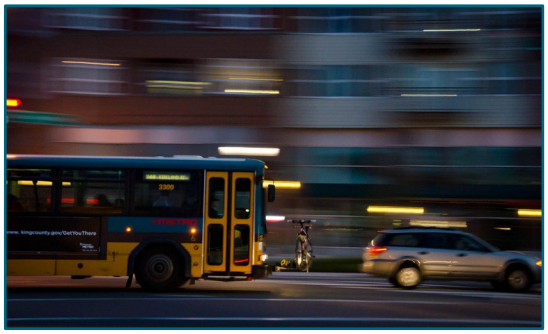
Overall, Redmond can meet its commitment to accommodate a reasonable share of regional growth with relatively modest changes to traffic in surrounding jurisdictions. This result reflects a future condition where people have more options to travel than driving a vehicle because of transit oriented development and a strong investment in expanding multimodal travel options in Redmond.

Appendix F

Travel Demand Management Strategies

Introduction

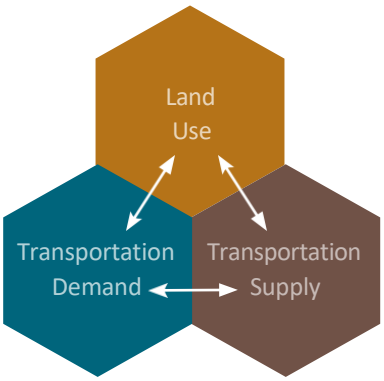
Realizing the City's vision will require an integrated, strategic approach to transportation that manages current and future transportation assets to maximize mobility, increase access, and support growth and development. The City, Redmond businesses, and the community have a strong track record of collaboratively using Transportation Demand Management (TDM) tools to expand mobility and access, improve travel choices, and support continued growth and development. The strategies and actions identified here focus on partnerships, coordinated policies, and innovative tools that leverage this past success, and chart a new direction, to support travel choices, mobility, economic vitality and the growth and development of Redmond's urban centers.



Strategic Approach to TDM

There are three major elements that are part of an integrated approach to transportation planning and implementation:

Transportation Demand Management (TDM) seeks to implement policies, programs, and strategies that proactively manage transportation demand to achieve a balance between Land Use, Demand, and Supply in support of the City's vision. Rather than a replacement for actions that address transportation supply and land use, TDM works in coordination with these actions to achieve the City's vision.



Transportation Demand
The travel needs of people, goods, and services

Land Use
The places people and goods travel to and from

Transportation Supply
The infrastructure used for travel

What is TDM?

Transportation Demand Management (TDM) includes strategies that change travel behavior (how, when, and where people travel) in order to increase transportation system efficiency and achieve specific objectives, such as improved mobility, road and parking cost savings, increased safety, energy conservation, and pollution emission reductions (Victoria Transport Policy Institute).

Redmond's approach focuses on tools, resources, programs, and partnerships that improve access and mobility to support economic growth and community character, and make alternative travel choices easier to use and access.

Historically, TDM has been used to manage and mitigate peak period congestion. A broader, more integrated approach to travel needs is necessary to support the City's vision. The City's approach to transportation is "systems-based," comprising a broad range of strategies, actions, and outcomes. This approach supports a well-functioning, holistic "transportation system" that supports the City's vision. Using programmatic elements will support a well-functioning system that, in the end, is much more than the sum of its parts. There are three main advantages to TDM that should be leveraged to support a successful transportation system:

Flexible: TDM measures can be adapted to meet a specific need, or for a unique audience or user group. The City regularly partners with local businesses and schools to develop TDM solutions that are tailored to achieve outcomes.

Fast: When compared with capital projects, TDM measures can be implemented quickly, with less lead time. Combined with flexibility, this allows TDM measures to be both timely and responsive to a community travel need.

Cost–effective: TDM measures can be scaled to meet the need in a cost–effective manner, and are typically less costly than physical infrastructure projects.

Implementing Innovative Tools to Support Growth and Vitality

The City has an integrated and successful TDM program that focuses on partnerships and collaboration with larger employers and providing outreach and resources to meet travel needs and address travel demand. This has greatly enhanced the person-carrying capacity of the City's transportation infrastructure. For example, the tools, resources, and mobility support provided by the City have resulted in increased efficiencies and effective person-carrying capacity equivalent to four freeway lanes of capacity. The City will continue to develop and implement innovative tools, in collaboration with the community, to help increase access and maximize the person–carrying capacity of our infrastructure.

Meeting a More Diverse Set of Travel Needs

As Redmond's centers develop and travel patterns shift due to hybrid work arrangements, it is important to address a broad range of travel needs throughout the day. Redmond will expand its approach to TDM to provide support to smaller employers and residents, as well as visitors and customers.

Making Redmond an Attractive Place to Locate and Grow

Cities compete to attract investment that creates and retains jobs. Successful TDM programs reduce transportation costs for new businesses and make workplaces more attractive, key to attracting skilled talent in today's economy. In support of Redmond's broader economic development

strategy, the City will continue to develop positive partnerships and programs with employers and property owners to support transit, carpool, vanpool, bicycle, and pedestrian travel options. This enables businesses to locate and grow in Redmond with fewer costs, allows more space to be dedicated to revenue-generating activities rather than parking, and improves employee and customer access.

Connecting Travelers with Travel Choices

A key theme throughout the Transportation Element is a desire from the community to be able to travel without a car — be it by bike, transit, walking, carpooling, or vanpooling. Knowledge on how to use these travel choices, and "start-up costs" can be significant barriers to trying these travel choices for the first time. Using transit requires not only knowing which transit routes to take, but also knowing when they come and go. Vanpooling and carpooling require finding a travel partner. For a new bicycle rider, finding safe and comfortable routes, and knowing how to deal with Pacific Northwest weather, can be challenging.

A major element of the City's TDM approach is providing information, tools, and resources to individual travelers, and to employers, schools, and other community groups, that help make a variety of travel choices more accessible, easier to understand, and, as a result, easier to use. This includes customized transit and bicycling route information, "ride-matching" tools that help travelers find a carpool or vanpool partner, as well as incentives and fare subsidies for new transit or vanpool riders that help defray the initial costs associated with trying a new mode of travel.

Leveraging New Technology

Every day, advances in technology create new opportunities to provide travelers with more accurate, relevant, and real-time information that make using alternative travel choices even easier. The City has been on the forefront of leveraging these technologies, and will continue to use technology to provide Redmond travelers with the information needed to make the travel choices they want.

Implementation Actions and Priorities

The following section outlines program elements, implementation actions, and new direction for TDM as part of the City's overall approach to transportation.

Develop Tools and Resources for Individual Travel Choices

The City provides creative resources, tools, and incentives for Redmond residents, employees, and businesses through an award-winning and nationally acclaimed TDM program, which is a public-private partnership between the City, local employers, King County Metro, and Move Redmond. Local businesses use this program to manage their own transportation programs, and offers nearly 32,000 employees and residents a one-stop place for resources, travel information, "starter" incentives for transit, vanpool, carpool, bicycling, and walking, and enables users to track and view the impact and benefits of their travel activities. These elements are instrumental in providing improved information, resources, and incentives that make travel choices, such as walking, biking, transit, carpooling, and vanpooling, more accessible and easier to use.

The City supports an entrepreneurial approach to TDM, with a focus on providing support and resources for local businesses and community organizations to develop innovative transportation solutions.

Continue to Implement and Adapt the City's TDM Program

Continuing to leverage TDM program tools to provide information, resources, incentives, and starter fare subsidies will assist the individual commuter starting or joining a vanpool, carpool, or using transit. Key areas for growth for this program are further integration with social media to help expand outreach, and leveraging interactive travel information tools that make alternative transportation choices easier to use, such as OneBusAway, which provides real-time transit arrival and departure information.

Develop Innovative Outreach Materials and Events

The City collaborates with community groups to develop innovative travel information materials, such as Redmond's Bicycling Guide and Transit Map, as well as custom materials for employers, schools, and community groups, to help meet and support travel needs. Through the City's TDM program, the City also actively engages with employers, employees, and the community at transportation events hosted throughout Redmond. The City should take advantage and seek additional opportunities to utilize technology investments to improve processes, such as streamline electronic distribution of commute and travel information through online and social media channels.

Provide Transportation Assistance and Resources for Redmond Businesses and Organizations

A key element of Redmond's TDM program is providing tools, resources, and support to businesses and community organizations to develop innovative transportation programs and solutions. The City provides innovative online management tools that are used by employers and community groups to manage their own transportation programs. This makes the City's investments more effective by leveraging and combining resources, promotes more efficient and entrepreneurial use of transportation resources, and reinforces Redmond as a positive place to do business.

Enhance Online Tools and Management Features to Support Business and Community Travel Programs

The City should continue to develop and improve the online management tools provided through its TDM program. Areas for growth include adapting existing tools to better accommodate residential- and school-based travel programs, and supporting the implementation for groups of smaller employers, for example, at business parks.

Implement TDM Program Grants to Meet Community Travel Needs

The City's TDM grant program provides seed funding for new or enhanced commute programs through a grant application process. The City should continue to implement this grant program to meet employer and community travel needs, and should leverage opportunities to coordinate with other City programs and goals, such as grant opportunities for public parking in downtown.

Streamline Regulation in Support of the City's Vision

All new major commercial developments in Redmond are required to implement Transportation Management Programs as a condition of development. In addition, large employers are required to implement the Washington State's Commute Trip Reduction (CTR) program. Both programs support the development of tools and resources for alternative travel choices at individual employment and development sites in Redmond. These programs help support the City's mode split goals, as well as Washington State's Environmental Policy and Growth Management Acts.

Support and Enable Innovative Private Sector-Based Solutions

The role of the City acting as a "guide" versus a "regulator" is key to collaborative problem solving. In support of this approach, the CTR and Transportation Demand Management programs should continue to be implemented in collaboration with employers and property owners to develop innovative solutions that are effective at supporting transportation needs, as well as effective at meeting program goals. Flexibility and innovation in achieving desired outcomes should be encouraged, and data and ongoing performance measurement should be used to monitor progress and guide future actions.

Develop Tools to Support Successful Outcomes

Many of the tools provided by the City are actively used by employers and property owners to support successful on-site TDM programs. The City should continue to develop and enhance these tools to provide collaborative, business-supportive resources that successfully streamline implementation of both the State Commute Trip Reduction Program and the City's Transportation Demand Management Program.

Commute Trip Reduction (CTR) Law

The Washington State Legislature adopted the Commute Trip Reduction law in 1991, incorporating it into the Washington Clean Air Act. This law affects larger employers (>100 employees arriving during the a.m. peak period) in the state's most populated counties. The goals of the program are to reduce traffic congestion, reduce air pollution, and petroleum consumption through employer-based programs that decrease the number of commute trips made by commuters driving alone.

Mobility Management Programs

Since the mid-1980s, all new major commercial developments in Redmond have been required as a condition of development to implement transportation management programs. The goal of these programs is to achieve a 70 percent or lower rate of commuting by single occupant vehicles. Elements of these programs include on-site information and resources for alternative travel choices, designated carpool and vanpool parking spaces, and ongoing monitoring and measurement of program success.

Coordinate Planning and Implementation to Support Neighborhood-Based Outcomes

A holistic, coordinated approach will be critical to achieve Redmond's vision for its centers. The City is taking a deliberate approach that coordinates economic development, transportation, and growth, and leverages regional, state, and federal grant matching opportunities that support more efficient focused development within centers.

Coordinate and Support the City's Parking Strategies

As the City continues to grow and mature, managing the use of both on-street and off-street parking, supply will become increasingly important to maintain and increase access to businesses and services. The City should facilitate and support property owner and employer efforts to manage their available parking to balance competing needs (e.g., between employees and customers). New tools and solutions should be developed to address emerging issues, including parking management and parking spillover mitigation.

Implement TDM Tools in Coordination with Major Construction Projects

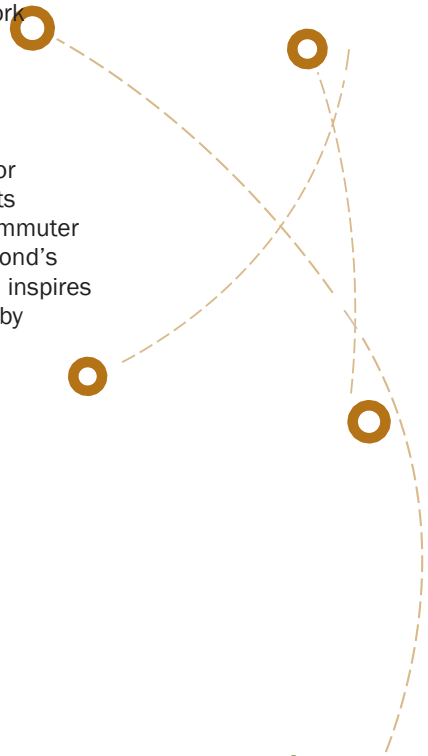
When significant transportation construction affects travel to, from, or within Redmond, such as major road closures, or construction on major highways or freeways, information about and incentives for alternative travel choices should be made available.

Leverage the City's Economic Development Potential

Redmond is a major employment destination, and its daytime population far exceeds its residential population. As part of a broader economic development strategy, there is an important opportunity to coordinate TDM actions and outreach efforts to leverage the economic activity of Redmond's work force, and make Redmond a great place to live, work, and play.

Support Local Businesses

Encourage reinvestment back into the local economy by promoting Redmond as a destination for customers, and supporting customer access by walking, bicycling, carpooling, or transit. Elements include incorporating incentives that support local businesses as part of the TDM program's commuter rewards outreach, and coordinating with cultural events and arts programs that enhance Redmond's identity as a destination. Supporting local businesses enhances Redmond's image and identity, inspires customer loyalty, and helps make biking, walking, and transit use viable for non-commute trips by actively supporting travel choices.



2024-2050 Transportation Facilities Plan (TFP)

ID	Name	Neighborhood	Street_From	Street_To	Description	Project_Type	Estimate
10	SR 520 Trail Grade Separation at NE 51st St	Overlake	520 Trail	<Null>	Grade separate the 520 Trail at NE 51st Street.	Other	$7,634,621
31	148th Ave NE and NE 51st St Right Turn Lanes	Overlake	520 Trail	148th Ave NE	Add a second right turn lane from westbound NE 51st Street to Northbound 148th Avenue NE.	Intersection improvement - signals	$2,705,850
46	150th Ave NE & NE 51st St Signal	Overlake	NE 51st St	<Null>	Add north leg to intersection of 150th Ave and 51st St and signalize this intersection.	Intersection improvement - signals	$2,445,607
47	152nd Ave NE Main Street	Overlake	2600 Block	NE 24th St	Implement 152nd Avenue NE main street from NE 24th Street to 2600 Crossing to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	Roadway capacity (corridor widening for bike or vehicle lane)	$7,100,000
47.01	152nd Ave NE Main Street North	Overlake	24th St	31st St	Implement 152nd Avenue NE main street from 2600 Crossing to Plaza Street / DaVinci to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	Half street	$15,729,868

49	152nd Ave NE Main Street South of 24th	Overlake	NE 24th	NE 20th St	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24st Street to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	Full street	$39,169,343
50	156th Ave NE & Bel-Red Rd Turn Lane	Overlake	156th Ave NE	<Null>	Add southbound right-turn lane.	Intersection improvement - signals	$2,400,000
51.01	156th Ave NE Shared Use Path	Overlake	NE 40th St	NE 51st St	Construct shared use path on the east side of 156th Avenue from 40th Street to 51st Street	Roadway capacity (corridor widening for bike or vehicle lane)	$9,306,150
56.01	NE 40th St Shared Use Path - West	Overlake	148th Ave NE	SR 520	Shared use path on the south side of 40th Street from 148th Avenue to the 520 Trail	Roadway capacity (corridor widening for bike or vehicle lane)	$9,483,555

62.01	NE 40th St Improvements	Overlake	163rd Ave NE	172nd Ave	Add paved trail on south side of 40th Street from 163rd Avenue to West Lake Sammamish Parkway	Roadway capacity (corridor widening for bike or vehicle lane)	$5,201,700
66.01	51st St Shared Use Path	Overlake	148th Ave	SR 520	Provide multi-use trail on north side of NE 51st St between 148th Ave NE and SR 520.	Roadway capacity (corridor widening for bike or vehicle lane)	$2,735,250
72	140th Ave NE and Redmond Wy Turn Lanes	Grass Lawn	NE 80th St	Redmond Way	Add second northbound left turn lane and extend bicycle lanes from 80th Street through the intersection of 140th Ave and Redmond Way.	Roadway capacity (corridor widening for bike or vehicle lane)	$361,453
75	NE 116th St Widening Segment II	North Redmond	167th PL	179th PL	Widen NE 116th St from 176th Ave to 178th Ave NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, street lights, storm drainage, underground power, right-of-way and easement acquisition.	Roadway capacity (corridor widening for bike or vehicle lane)	$9,673,162
77	NE 116th St Segment III	North Redmond	179th PL	Avondale Rd	NE 116th St Segment III. Location: NE 116th Street (East End) from 179th Avenue NE to Avondale Rd. Description: Widen remaining sections of NE 116th St from 179th Avenue to Avondale Road. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way and easement acquisition.	Roadway capacity (corridor widening for bike or vehicle lane)	$20,702,850

88	NE 76th St Widening 520 to 178th Pl	SE Redmond	EB 520 Ramp	178th Pl NE	widen roadway to include three 12' travel lanes and two bike lanes and 6' sidewalks, realign roadway to comply with COR minimum horizontal curve radius requirement. At the signalized intersection of Fred Meyer and Target, add crosswalk to west leg, use existing right run drop lane eastbound, re-aligned to account for roadway widening. At intersection of 76th and eastbound 520 ramps add a crosswalk enabling pedestrian and bicycle crossing. Improve transit amenities.	Roadway capacity (corridor widening for bike or vehicle lane)	$5,574,000
89	76th St & 178th Pl Intersection Improvements	SE Redmond	178th Pl NE	<Null>	Improve the intersection by accommodating WB-67 trucks for all movements, adding northbound and southbound right turn only lanes, completing bike lanes, widening sidewalks to 6' wide, and better sight lines.	Intersection improvement - signals	$6,758,359
90	NE 76th St Widening	SE Redmond	178th Pl NE	185th Ave NE	Widen roadway to include a 12' center turn lane, two 12' travel lanes and two 5.5' bike lanes and 6' sidewalks on both sides of roadway.	Roadway capacity (corridor widening for bike or vehicle lane)	$3,150,000
111	124th St and 162nd Pl Intersection Improvements	North Redmond	162nd Pl NE	<Null>	Construct intersection improvements at 124th Ave NE and 162nd Pl NE. Includes the addition of turn lanes on NE 124th and modifications on 162nd Pl for sight distance as well as intersection control. Coordination with King County Roads as project is outside City limits.	Intersection improvement - signals	$4,489,800
113	192nd Ave NE Extension	SE Redmond	NE 68th St	Union Hill Rd	Construct new 192nd Ave NE from NE 68th St to Union Hill Rd. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, street lights, traffic control, storm drainage, right-of-way and easements.	Full street	$38,072,000
119	Avondale Way Extension	Downtown	Redmond Way	NE 76th St	Construct a new north/south non-motorized connection between Redmond Way and NE 76th Street. Needed cost estimate review.	Full street	$36,442,004

156	Willows Rd Widening	Sammamish Valley	NE 116th St	NE 124th St	Widen Willows Road from NE 116th St to NE 124th St. Improvements include 2 through lanes in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, transit amenities, street lights, storm drainage, underground power, right-of-way and easement acquisition.	Roadway capacity (corridor widening for bike or vehicle lane)	$22,006,950
170	158th Ave NE Extension	Downtown	Redmond Way	NE 83rd St	Construct new 159th Ave NE from Redmond Way to NE 83rd St. Improvements include 1 through lane in each direction, parking, sidewalks, street lights, pedestrian amenities, transit stop amenities, storm drainage, right-of-way and easements.	Full street	$10,469,000
172	150th Ave NE Bicycle Lane Completion	Overlake	NE 51st St	NE 40th St	Fill in gaps in bicycle facility network on 150th Avenue NE from NE 51st Street to NE 40th Street in both directions, and improve curve radius to allow for truck movements through existing chokepoint. Widen roadway to west and build retaining walls.	Roadway capacity (corridor widening for bike or vehicle lane)	$16,583,635
201	Redmond Central Connector Phase 3	Sammamish Valley			12 foot regional trail from the Redmond Central Connector Phase II to 124th Street	Multi-use Path	$4,245,000
288	151st Ave NE South-DaVinci	Overlake	NE 20th St	NE 24th St	Construct new 151st Avenue NE between NE 20th Street and NE 24th Street. Refer to the Overlake Neighborhood Plan for more details. Coordinate with the Overlake Village South Study.	Full street	$9,000,000
289	NE 22nd St, West	Overlake	148th Ave NE	152nd Ave NE	Construct new NE 22nd Street from 148th Avenue NE to 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan.	Full street	$19,000,000

290	NE 22nd St, East	Overlake	152nd Ave NE	Bel-Red Rd	Construct new NE 22nd Street from 152nd Avenue NE to Bel-Red Road and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan.	Full street	$7,500,000
310	Lumiere - NE 24th to NE 26th	Overlake	NE 24th St	Hopper St	Construct Lumiere Access Street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	Full street	$12,098,000
311	DaVinci - NE 27th to NE 28th	Overlake	Hopper St	Shen St	Construct DaVinci neighborhood street from Turing Street to Shen Street in accordance with Overlake Village Design Standards, including 1 travel lane,parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail.	Full street	$8,867,000
312	DaVinci - NE 24th to NE 26th	Overlake	NE 24th St	Hopper St	Construct DaVinci neighborhood street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane,parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail.	Full street	$20,393,000
313	Hopper Street	Overlake	152nd Ave NE	DaVinci	Construct Hopper Street Access Street from DaVinci to 152nd Ave in accordance with Overlake Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	Full street	$17,906,000
314	Turing Street	Overlake	NE 27th St	152nd Ave NE	Construct Access Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	Full Street	$31,593,902
315	Shen Street	Overlake	Hopper St	152nd Ave NE	Partial completion by the Overlake Access Ramp project. Cost estimate review needed.	Full Street	$28,998,333
339	NE 95 St. Bridge Replacement	Bear Creek	NE 95th St		NE 95th Street Bridge Replacement	Other	$884,000
360	NE 70th Street Extension Phase 2 Construction	SE Redmond	Redmond Way	180th Ave NE	Construct a new street connection up to City standards on NE 70th Street between 180th Avenue NE and Redmond Way	Full street	$2,500,000

361.01	Sammamish River Trail Extension from 51st Street to Bel-Red Road	Overlake			Extend Sammamish River Trail at east side of West Lake Sammamish Parkway from 51st Street to Bel-Red Road	Roadway capacity (corridor widening for bike or vehicle lane)	$19,804,808
362	172nd Ave NE Extension	North Redmond	NE 124th St	NE 128th St	172nd Ave NE gate opening at NE 124th St and traffic calming improvements	Other	$1,340,000
364	NE 76th Street Extension (Segment 2)	SE Redmond	188th Ave NE	192nd Ave NE	Construct new NE 76th St from 188th Ave NE to 192nd Ave NE. Improvements include 1 through lane in each direction, left turn lanes or medians to create a 3 lane section, bike lanes, sidewalks, street lights, traffic control, storm drainage, right-of-way and easements. Consider roundabout at 185th Ave and 76th St.	Full street	$16,278,000
366.01	156th Ave NE Two-Way Cycletrack	Overlake	Bel-Red Road	NE 40th St.	Construct two-way cycle track on the east side of 156th Avenue from 28th Street to 40th Street	Roadway capacity (corridor widening for bike or vehicle lane)	$7,695,059
370	NE 116th St Widening Segment I, Phase II	North Redmond	Red-Wood Rd	167th Pl NE	Complete NE 116th St from Red-Wood Road to 167th Place NE. Improvements include one through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, street lights, storm drainage, underground power, right-of-way, and easement acquisition. Improvements coordinate with project # 356: the construction of a roundabout at NE 116th Street and 162nd Avenue NE.	Roadway capacity (corridor widening for bike or vehicle lane)	$6,220,000
371	Redmond Way Widening	Downtown	168th Ave NE	164th Ave NE	Add second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 166th Avenue. Project would include one travel lane, on-street parking, sidewalk, right-of-way, utilities and streetscape improvements	Other	$12,008,433

378	173rd Ave NE Connection	SE Redmond	NE 67th St	NE 70th St	Construct collector arterial (see RZC Appendix 8A).	Full street	$23,220,800
382	176th Ave NE Retrofit-LW Tech Segment	SE Redmond		NE 65th St	Widen Roadway Per Appendix 8A	Roadway capacity (corridor widening for bike or vehicle lane)	$4,383,000
384	NE 65th St Retrofit	SE Redmond	Marymoor Park boundary	East Lake Sammamish Parkway	Retrofit collector arterial (see RZC Appendix 8A)	Full street	$22,653,390
386	NE 67th St Retrofit	SE Redmond	173rd Ave NE	176th Ave NE	Retrofit collector arterial (see RZC Appendix 8A)	Full street	$23,697,742
387.01	148th Corridor from NE 20th to SR520	Overlake	Bel-Red Road	EB SR 520 on-ramp	Add northbound through lane on 148th Ave NE between Bel-Red Road and the eastbound SR 520 on ramp	Roadway capacity (corridor widening for bike or vehicle lane)	$14,372,626
389	West Lake Sammamish Parkway Roundabout	Overlake	West Lake Sammamish Parkway	<Null>	Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road	Intersection improvement - no signals	$8,720,843
392	NE 70th St Retrofit	SE Redmond	173rd Ave NE	Redmond Way	Construct collector arterial street (see RZC Appendix 8A). North half of street to be completed as part of DRLE	Full street	$11,936,272
396	176th Ave from 70 to Red Way	SE Redmond	NE 70th St	Redmond Way	Construct connector street with right-in, right-out access at Redmond Way to function as a third entrance to the subarea.	Full street	$9,587,340

404	176th Ave NE Retrofit-67th Segment	SE Redmond	MId Segment	LW Segment	Widen Roadway Per Appendix 8A	Roadway capacity (corridor widening for bike or vehicle lane)	$5,327,564
405	176th Ave NE Retrofit-Middle Segment	SE Redmond	NE 65th St	NE 70th St	Widen Roadway Per Appendix 8A	Roadway capacity (corridor widening for bike or vehicle lane)	$4,043,493
406	176th Ave NE Retrofit-North Segment	SE Redmond		NE 70th St	Widen Roadway Per Appendix 8A	Roadway capacity (corridor widening for bike or vehicle lane)	$5,589,000
502	24th St Multimodal Imp from 148 to Bel-Red	Overlake	148th Ave NE	Bel-Red Rd	Add new cycle tracks and sidewalks to 24th Street between 148th Avenue and Bel-Red Road, see Overlake South Plan.	Roadway capacity (corridor widening for bike or vehicle lane)	$8,667,000
710	Avondale Road School Bus Pull Outs	Bear Creek			Install school bus pullouts on Avondale Road including at Novelty Hill Road , NE 95th St, 188th, Ave NE/182nd Ave NE, 180th Ave NE, and NE 90th St.	Other	$2,623,000

1063	RedWood Rd and NE 109th St Improvements	Education Hill	Red-Wood Rd		North-Souths Corridors Study	Intersection improvement - signals	$1,140,000
1150	Lumiere Ave	Overlake	NE 20th St	NE 24th St	Lumiere Ave from NE 20th St to NE 24th St	Full street	$28,504,473
1151	NE Koll Drive	Overlake	152nd Ave NE	DaVinci	NE Koll Drive (2100 block) from Da Vinci Ave to 152nd Ave - private street but publicly accessible	Roadway capacity (corridor widening for bike or vehicle lane)	$3,193,943
1166	70th Street Cycle Track	SE Redmond	SR 202	180th Avenue	One way cycle track built by development by shifting curb line south. Part of comfortable bike system connecting Marymoor Station to SE Redmond.	Full Street	$3,093,464
1182	Willows North Bus Lane	Willows-Rose Hill	90th Street	124th Street	Add northbound bus only or HOV only lane. Replaces one general purpose lane south of 9900 Block and replaces bike lanes from 9900 Block to 124th Street - cannot remove bike lanes until Redmond Central Connector complete providing new, more comfortable bike facility	Other	$1,403,910
1192	40th Street Shared Path, East	Overlake	163rd Avenue	West Lake Sammamish Parkway	Shared path on the south side of 40th Street with segments of cycle track where appropriate	Roadway capacity (corridor widening for bike or vehicle lane)	$7,106,922

3112	Brill Street	Overlake	DaVinci	152nd Ave NE	Non-Motorized vehicle and Fire Access between DaVinci and 152nd Ave NE	Roadway capacity (corridor widening for bike or vehicle lane)	$1,737,540
3113	Bridge Structure and Repair Program	Citywide	Citywide		Started in 2001, bridge inspections and to coordinate maintenance and repair	Program	$3,900,000
3114	Street Channelization Improvement and Maintenance Program	Citywide	Citywide		Replace worn pavement markings and signs for compliance; install new/innovative pavement markings and signs for channelization changes and safety concerns	Program	$3,250,000
3115	Transportation Benefit District Implementation	Citywide	Citywide		Transportation improvements to be funded by the Transportation Benifits District	Program	$143,000,000
3116	Street Lighting Program	Citywide	Citywide		Install new street lights and/or upgrade existing to LED at key locations where additional illumination would benefit safety and user accessibility.	Program	$1,950,000
3117	Transportation Demand Management	Citywide	Citywide		Started in 1997	Program	$2,210,000
3118	Traffic Safety Improvements	Citywide	Citywide		Targeted Safety Improvement Projects for safe, protected crossings	Program	$2,600,000

Appendix H – Transit and Active Transportation Networks

Introduction

This appendix describes in more detail how Redmond's policy objectives for transit and active transportation networks will be achieved.

Transit System

Since the mid-20th century, urban transit systems have served suburban areas chiefly with peak-hour express service to city centers, together with low-frequency local routes. Prioritizing suburban residents working office jobs in city centers excluded not only large swaths of workers on non-traditional shifts but also people making non-commute trips, which make-up the vast majority of trips. The COVID-19 pandemic laid this bare, as ridership on peak-hour express service plunged while routes serving transit-dependent essential workers held their own. Routes dependent on office dwellers continue to struggle while all-day, frequent routes that serve multiple purposes thrive.

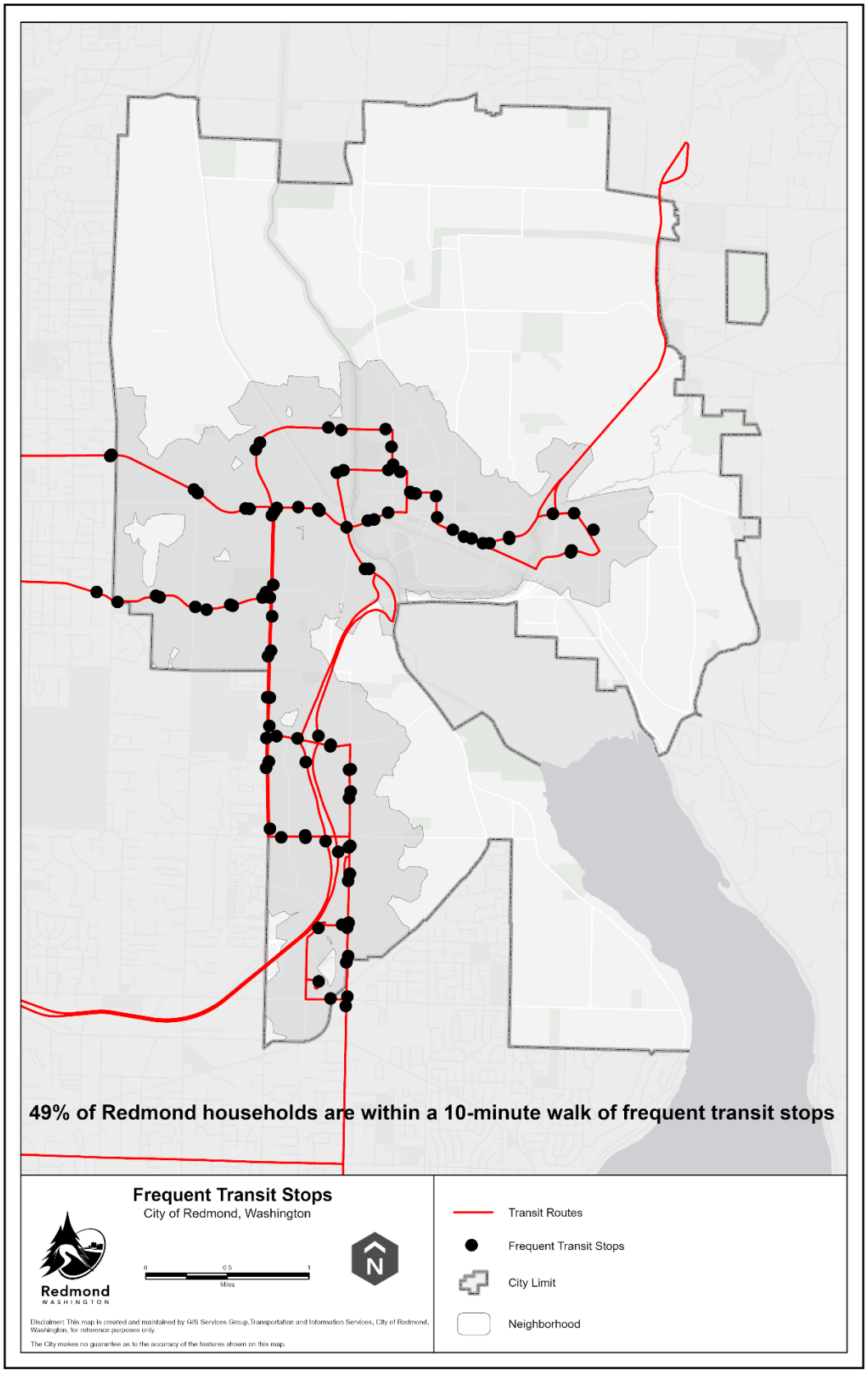
Redmond is transforming from a suburb to a city: a community with dense centers and complete neighborhoods, where people look to transit to get them around town and the region for many types of trips. A comprehensive system of interconnected transit services is critical to improve and sustain Redmond's economic vitality, support the growth and development of Redmond's centers, and meet the mobility needs of community members. There are three key elements that will help the transit system grow to meet a broader range of travel needs throughout the day: 1) a core network of all-day, frequent transit service and a complementary network of supporting services; 2) improving access to, and the speed and reliability of, transit; and 3) identifying key priorities, strategies, and actions between now and 2050 that leverage the investment in light rail.

Transit System Development

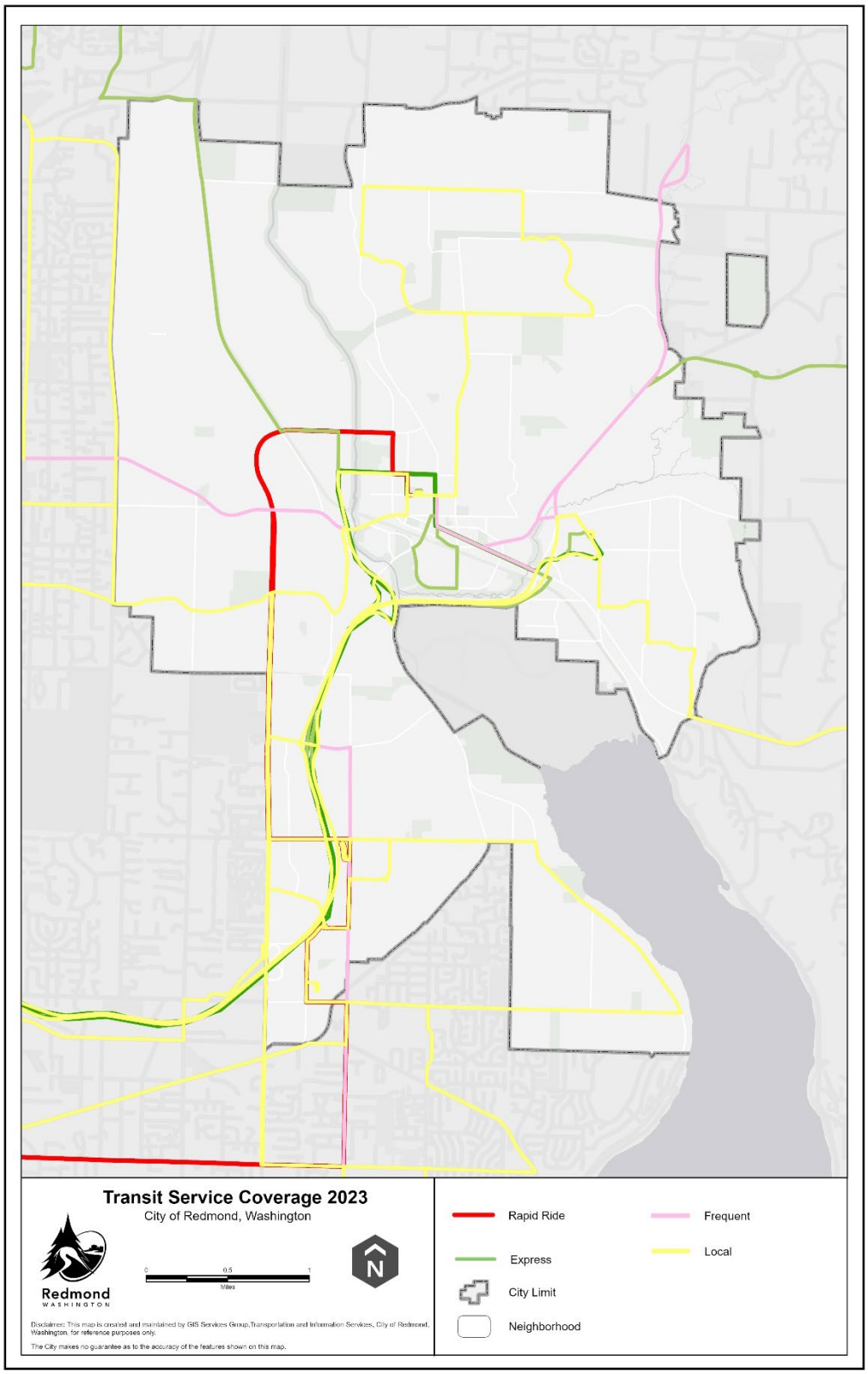
The primary transit agencies operating in Redmond are Sound Transit and King County Metro. While Redmond does not provide transit service directly, it does play a role in identifying priorities and strategies for transit service implementation in collaboration with these transit agencies. Both Metro and Sound Transit face an uncertain funding environment today and into the foreseeable future. It is important for the City to identify the priorities for adding and maintaining transit service. The City will use the transit connections and level-of-service standards specified in this appendix to guide investments in transit service over time. These standards identify the most important "priority connections" between local and regional destinations and specify appropriate levels of transit investment. In addition, these standards will be used to evaluate and assess the transit network as changes, restructures, and reinvestments occur. Where appropriate, the City may partner with transit agencies, employers, and nearby jurisdictions to help support the funding of key transit connections. These actions can help meet transit frequency and hours

of operation standards. The City plays a more direct role in facilitating bus transit speed and reliability, as well as improving access to bus and rail transit corridors and stops. Improving speed and reliability, as well as improving access for pedestrians and bicyclists, are critical for these corridors to meet community travel needs. See *Appendix B Multimodal Level of Service Standards* for Transit Level of Service Standards and Priority Connections.

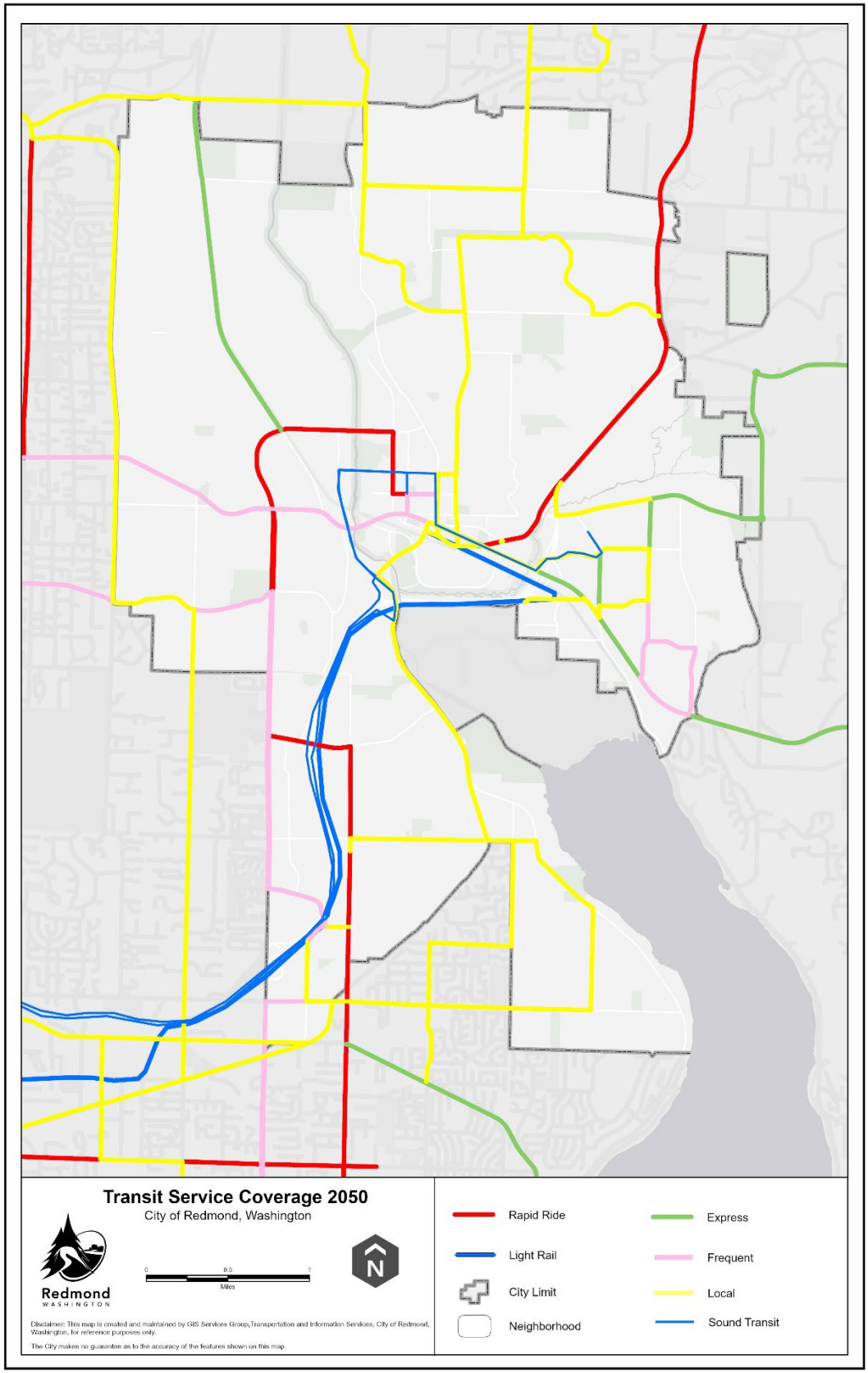
Transit Service Frequency 2023



Transit Service Coverage 2023



Transit Service Coverage 2050



Pedestrian System

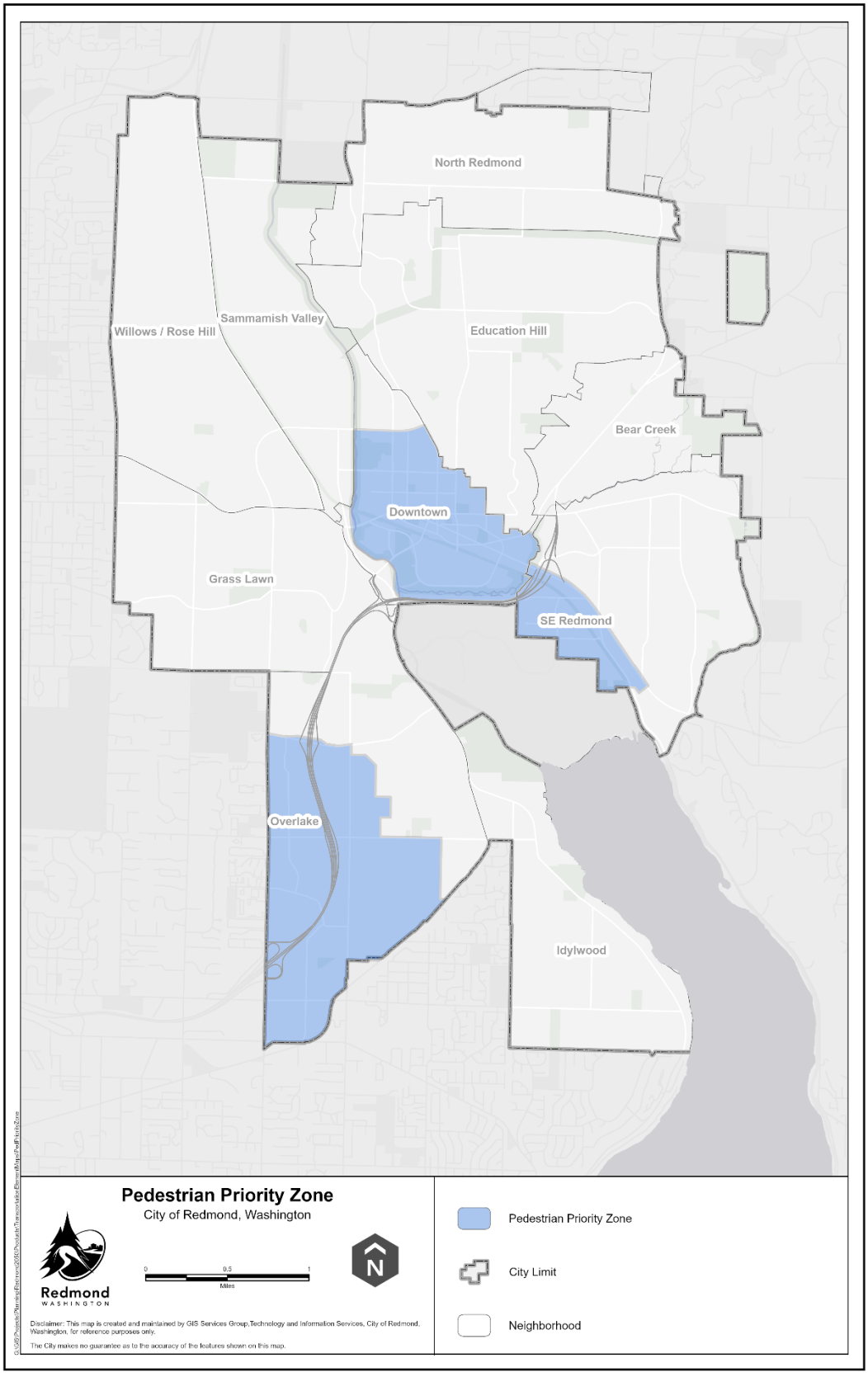
The overall transportation vision relies heavily on a successful pedestrian system that is interwoven into an integrated multimodal transportation system to create a walkable Redmond. The pedestrian strategic approach to making Redmond more walkable is threefold: 1) create high-quality pedestrian environments in centers and light rail station areas; 2) complete a high-density, well-connected network of pedestrian facilities throughout all Redmond neighborhoods; and 3) improve the safety and comfort of all facilities including pedestrian crossings and increasing the separation of pedestrians from traffic.

Every trip, including transit and automobile trips, begins and ends with walking. Walking serves as a foundation for a successful transportation system by meeting significant travel demand in centers, providing efficient access to transit, connecting neighborhood destinations, and creating a vibrant street life. The pedestrian environment is as much about a sense of place (sidewalk cafes, spaces for events, gathering places for conversation, enjoying art and green spaces, and window shopping) as it is the most basic form of travel. An important part of the vision for this plan is creating a safe, walkable Redmond.

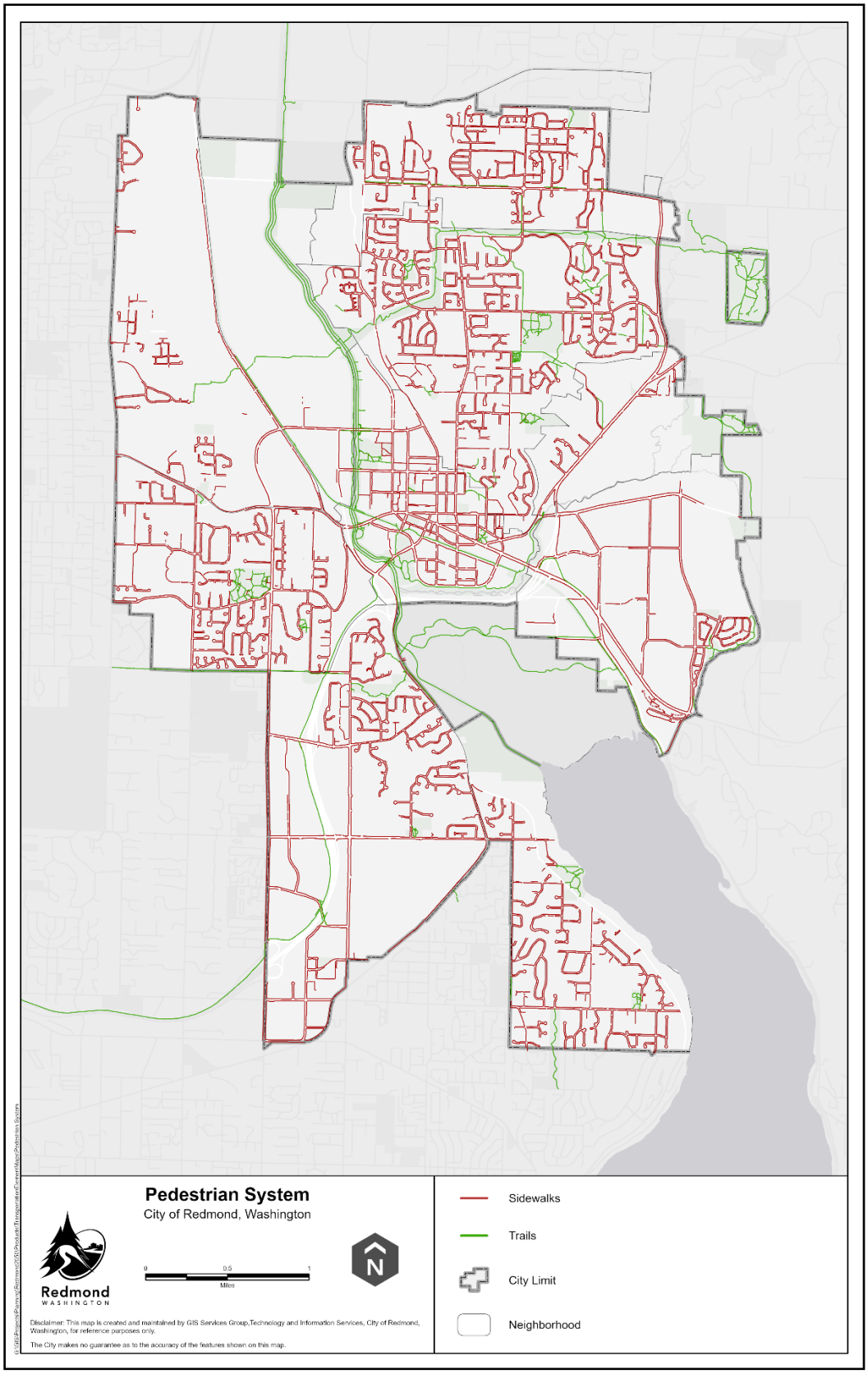
Pedestrian Priority Zones

Urban walking environments will provide mobility for high numbers of pedestrians and form vibrant streetscapes that create a high quality of life in Downtown, Overlake, and Marymoor Village as shown in the pedestrian zone map.

Pedestrian Priority Zones



Pedestrian System 2023



American Disabilities Act (ADA)

The pedestrian system will be designed to provide mobility for all. Public and private investment supports the transition to a pedestrian system that is usable for the mobility impaired, including design treatments, such as curb ramps. This approach also supports the City's compliance with the federal Americans with Disabilities Act (ADA). In order to ensure ADA compliance, the City will create an ADA transition plan.

Bicycle System

Many local trips could be comfortably completed using a bicycle if the available facilities between destinations are safe and comfortable for the user. The accelerating adoption of e-bikes further expands the kinds of trips that can be accomplished on bike.

The bicycle strategy to encourage a significant increase in bicycle trips has three main parts: 1) complete a network of low traffic stress cycling facilities, such as paved shared-use paths, cycle tracks that physically separate the bicyclist from the street and automobile traffic, and bike boulevards on lower volume, lower speed streets; 2) complete a dense network of on-street facilities that shorten bicycle trip lengths and also act as a feeder system to the spine of low traffic stress facilities ; and 3) provide for abundant access to bicycles through shared micromobility program where a person can rent a bicycle, scooter, or other micromobility device. Convenient bike parking, and robust education and encouragement programs round out the complete bicycle strategic approach for Redmond.

Low traffic stress facilities are the foundation of the bicycle strategy because the "interested but concerned" percentage of the population represents the majority of cyclists.

Comfort Typology of Bicyclists

Design User Profile	Non-Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
Percent of Population	31-37%	51-56%	5-9%	4-7%

Note: the percentages above reflect only adults who have stated an interest in bicycling.

Bicycle Travel Supports Urban Mobility

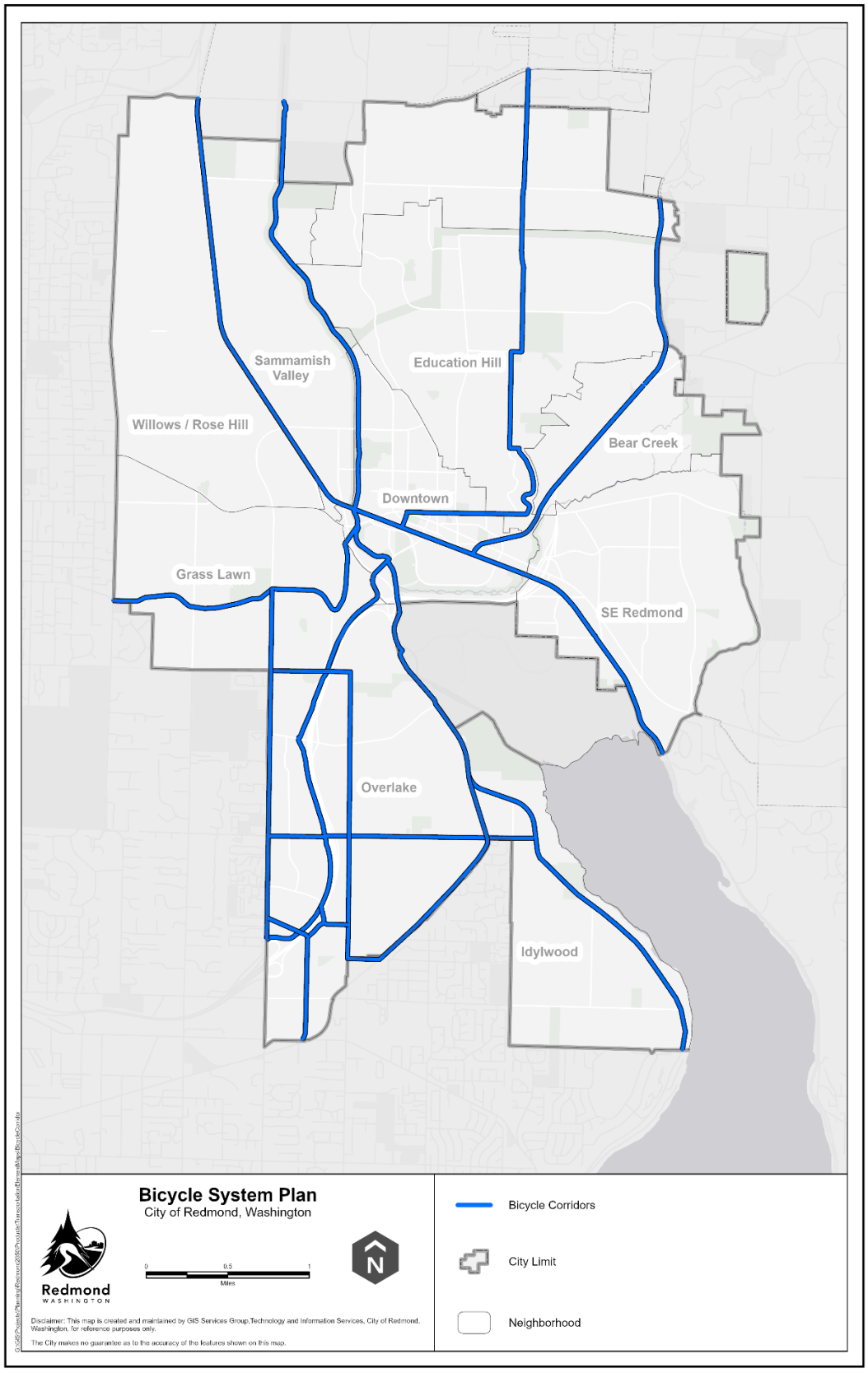
Bicycling is important for supporting light rail ridership. Vehicle parking will be limited due to cost and property impacts, whereas bicycle parking is inexpensive and takes up very little space. Bicycling also significantly increases the number of people that can conveniently access light rail without an automobile. Sound Transit estimates that by 2030, 33 percent of light rail riders will access the Overlake Village station by walking or bicycling (East Link Light Rail FEIS Appendix H1 Table 7-12, East Link Light Rail FEIS Appendix H1 Table 4-11).

The images below illustrate one of the fundamental challenges we face and why a transportation network with increased reliance on active transportation modes is envisioned: moving 200 people in a two-block space means total gridlock by vehicle, even with five lanes, but only takes one lane width when the same 200 people are riding bicycles.

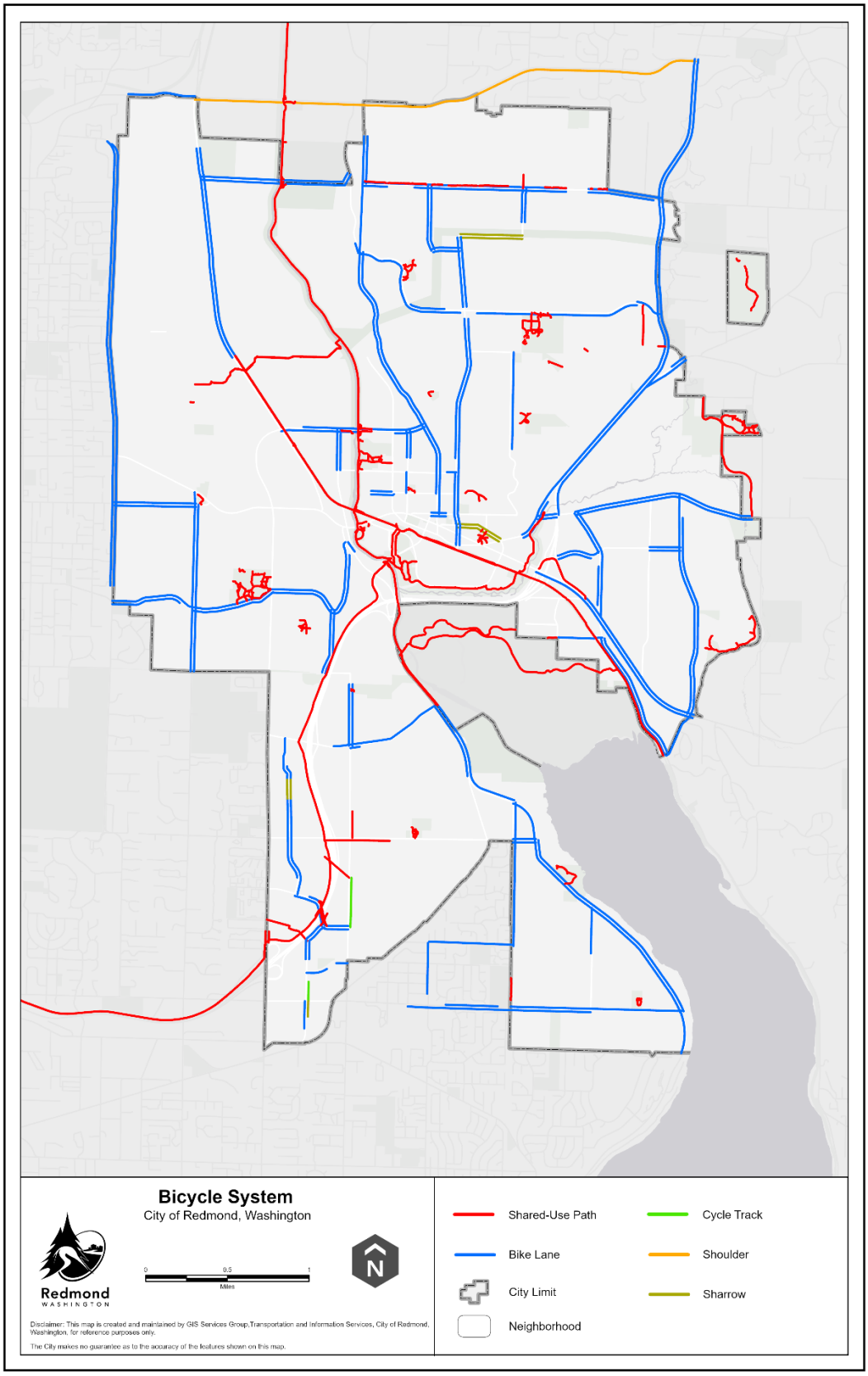
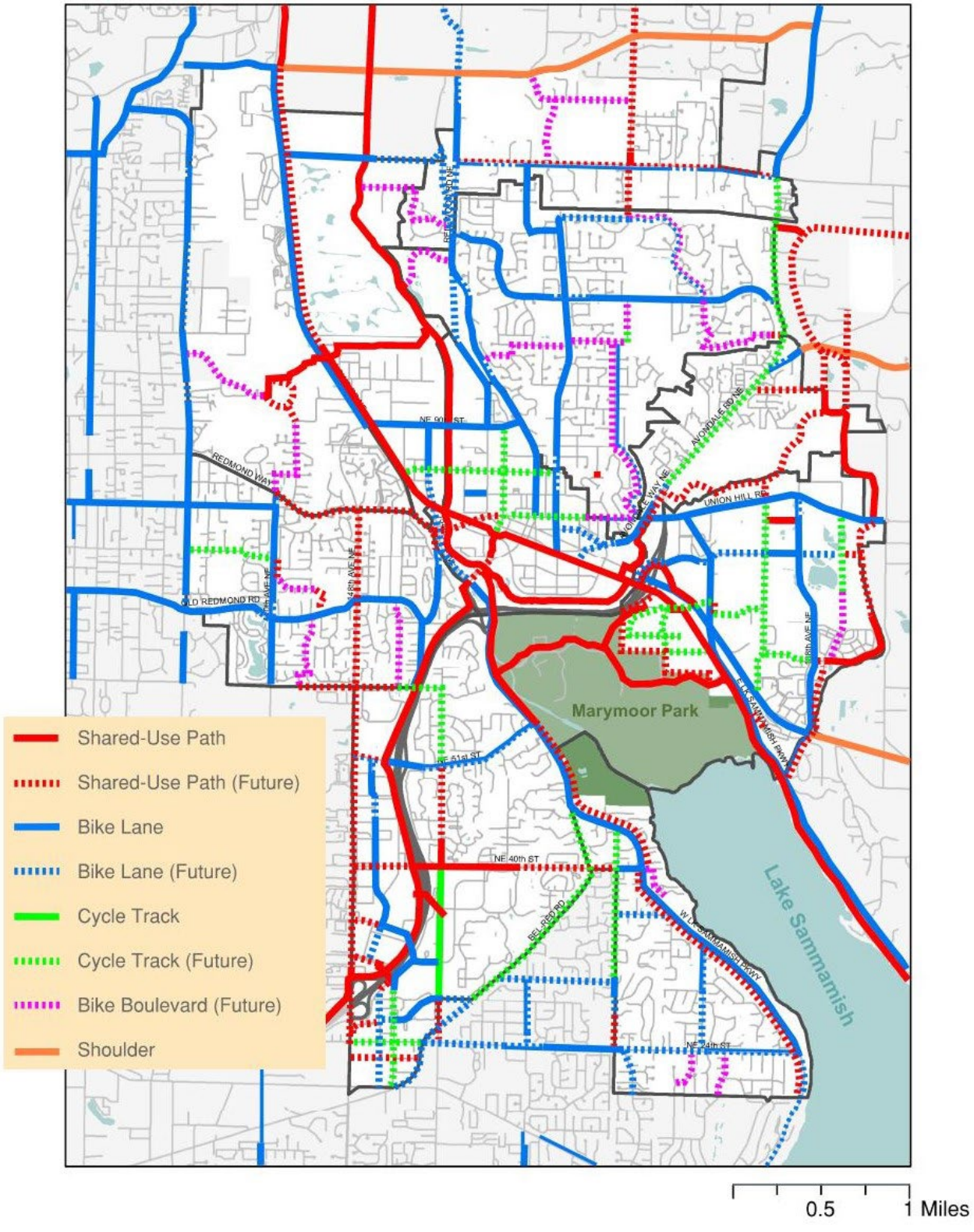
Bicycle System Development

The Redmond Bicycle Design Manual defines the level of traffic stress (LTS) for bicycle facilities in different roadway characteristics, from LTS 1 (lowest stress) to LTS 4 (highest stress). For example, a shared use path is always LTS 1 while painted bicycle lane ranges from LTS 1 on low speed, low volume streets to LTS 4 on high speed, high volume streets. Redmond's goal is to achieve LTS 2 or better on all bicycle modal corridors as shown in the following map.

Bicycle Modal Corridors



Bicycle System 2023



Bicycle System 2050