

# Exhibit 1: Redmond Comprehensive Plan Amendments

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## Exhibit 1A: Goals, Vision, and Framework Element

*Only narrative, policies and graphics with proposed changes are shown.*

### B. Our Future Vision for Redmond in 2030

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

#### **Community Vision Statement**

In 2030 Redmond citizens describe their community as one that is complete, offering a wide range of services, opportunities, and amenities. It's a community that has acted to maintain a balance among the three pillars of sustainability, while accommodating growth and change. As a result, Redmond's high quality of life, cherished natural features, distinct places, and character are enhanced.

The community's evolution has successfully woven the small town feel of older, established neighborhoods with the energy and vitality of Redmond's urban centers. The result is a place where people are friendly, often meet others they know and feel comfortable and connected. It is a place where diversity and innovation are embraced, and action is taken to achieve community objectives. It's a place that is home to people from a variety of ethnic backgrounds, which contribute to the richness of the city's culture.

Achieving a balance between accommodating growth and preserving Redmond's unique features and livability was challenging, but over the past 20 years through the clear, shared direction contained in the Comprehensive Plan, the vision has taken shape and throughout Redmond the results are apparent.

**In 2030 Redmond's two urban centers — Downtown and Overlake—are thriving centers of residential and commercial activity. Downtown is an outstanding place to work, shop, live and recreate** and is a destination for many in Redmond and in the region. Attractive offices, stores, services, and residential developments have contributed to a new level of vibrancy, while retaining a comfortable, connected feel that appeals to residents, business and visitors. Many more people live Downtown, and housing choices include a wide range of pricing options. Strategic public and private investments have created a true multidimensional urban center with several new and expanded public amenities, including the City Hall campus, Downtown Central Park and the Redmond Central Connector; that are gathering places for the community; an arts and community cultural center; a pedestrian connection to Marymoor Park; a vibrant Saturday market and a variety of quality arts and cultural programs and performances.

Various portions of Downtown have their own identities, design and appeal, and it is easy to walk, bicycle, use transit or drive between them as well as to the rest of Redmond and the region. Many visitors walk or take transit to get to their destinations or park in one of the conveniently located garages.

The congestion of 20 years ago has been tempered primarily by providing convenient and effective transportation alternatives together with improved operations and then increased capacity in strategic locations, such as SR 520 and important connections in the street grid.

Old Town thrives as a focus for retail activity that attracts pedestrians, providing a distinctive selection of stores, restaurants, boutiques and theaters, as well as varied housing opportunities. New buildings blend with refurbished buildings, retaining the area's historic character. Cleveland Street is a pleasant place to walk or sit, and people fill the street during the day and evening. The Redmond Central Connector (the former railroad right-of-way) has been transformed to an urban green space that people of all ages enjoy, with convenient access to light rail, as well as places to stroll, gather and talk with others, celebrate, or stop and peek in store windows while walking to Old Town or Redmond Town Center.

Large open spaces, such as the Sammamish River, Downtown Central Park, the Redmond Central Connector, Anderson Park and Bear Creek, as well as abundant landscaping and a system of parks and other gathering places, create a sense of Downtown as an urban place within a rich natural environment.

A network of walkways, trails, vista points and plazas enable people to enjoy the natural beauty of the river, views of surrounding hillsides and mountains and other points of interest. Recent developments along the Sammamish River are oriented to and embrace the river, while maintaining adequate natural buffers.

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

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

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

## C. Framework Policies

### Land Use

#### **FW-13 Ensure that the land use pattern in Redmond meets the following objectives:**

- Takes into account the land's characteristics and directs development away from environmentally critical areas and important natural resources;
- Encourages redevelopment of properties that are underutilized or inconsistent with the Comprehensive Plan designation;
- Supports the preservation of land north and east of the city outside of the Urban Growth Area, for long-term agricultural use, recreation and uses consistent with rural character;
- Provides for attractive, affordable, high-quality and stable residential neighborhoods that include a variety of housing choices;
- Focuses and promotes office, housing and retail development in the Downtown and Overlake Urban Centers;
- Provides for the transition of the Marymoor Local Center to be a location that includes housing, services and a diversity of employment opportunities;
- Retains and encourages research and development, high technology and manufacturing uses in portions of Overlake, Downtown, Willows and Southeast Redmond;
- Provides for industrial uses in suitable areas, such as portions of the Southeast Redmond Neighborhood;
- Provides opportunities to meet daily shopping or service needs close to residences and work places;
- Provides and enhances the geographic distribution of parks and trails to support active, healthy lifestyles; and
- Advances sustainable land development and best management practices, multimodal travel and a high quality natural environment.

### Marymoor

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

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

## Exhibit 1B: Land Use Element

*Only narrative, policies and graphics with proposed changes are shown.*

# Future Vision for Redmond: Land Use

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

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

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

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

**In 2030 Redmond's two urban centers — Downtown and Overlake — are thriving centers of residential and commercial activity. Downtown is an outstanding place to work, shop, live and recreate**

and is a destination for many in Redmond and in the region. Attractive offices, stores, services and residential developments have contributed to a new level of vibrancy, while retaining a comfortable, connected feel that appeals to residents, business and visitors. Many more people live Downtown, and housing choices include a wide range of pricing options.

**Overlake has become a regional urban center**

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

During the past 20 years, redevelopment of Overlake Village has brought retail storefronts closer to the street and improvements to streetscapes to reflect the green character of Redmond, making the area more hospitable to transit, pedestrians and bicyclists. This portion of Overlake has also become much more diverse, featuring small neighborhoods with a variety of housing choices, small-scale shopping and services to serve employees and residents, and connections to a network of parks, sidewalks, trails and transit

services. In many ways, Overlake has demonstrated that high technology uses can thrive in a sustainable urban setting that offers opportunities to live, work, shop and recreate for an increasingly diverse workforce.

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

## **Redmond in 2030 has maintained a very green character.**

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

## **Organization of This Element**

### **Introduction**

### **A. General Land Use Policies**

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

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

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

## Introduction

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

The pattern of uses that make up Redmond help support the community's long-term vision and goals by describing locations where development is appropriate and where there are the desired intensity and general character. Redmond's preferred land use pattern is summarized in Framework Policy FW-3.

### **FW-13      Ensure that the land use pattern in Redmond meets the following objectives:**

- Takes into account the land's characteristics and directs development away from environmentally critical areas and important natural resources;
- Encourages redevelopment of properties that are underutilized or inconsistent with the Comprehensive Plan designation;
- Supports the preservation of land north and east of the city, outside of the Urban Growth Area, for long-term agricultural use, recreation and uses consistent with rural character;
- Provides for attractive, affordable, high-quality and stable residential neighborhoods that include a variety of housing choices;
- Focuses and promotes office, housing and retail development in the Downtown and Overlake Urban Centers;
- Provides for the transition of the Marymoor Local Center to be a location that includes housing, services and a diversity of employment opportunities;

- Retains and encourages research and development, high technology and manufacturing uses in portions of Overlake, Downtown, Willows and Southeast Redmond;
- Provides for industrial uses in suitable areas such as Southeast Redmond;
- Provides opportunities to meet daily shopping or service needs close to residences and work places;
- Maintains and enhances an extensive system of parks, trails and open space; and
- Advances sustainable land development and best management practices, multimodal travel and a high-quality natural environment.

## B. Land Use Plan Map and Designations

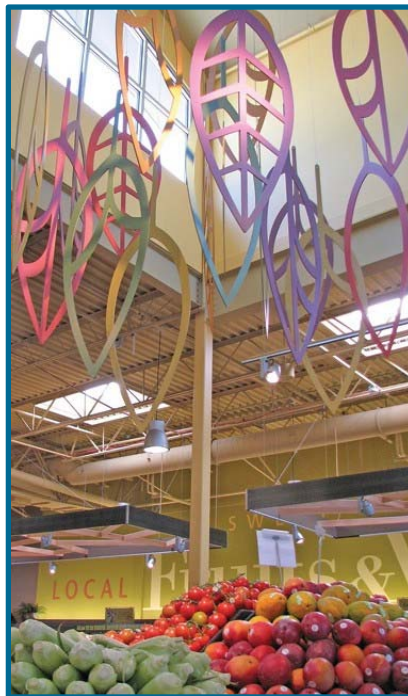
The Comprehensive Land Use Plan Map (see Map LU-1 at the end of the Land Use Element) graphically displays the preferred land use pattern. The different areas on the Comprehensive Land Use Plan Map are referred to as designations. The policies below provide guidance regarding the purpose of each designation,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

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

- Redmond's land use and community character objectives;



*Salmon sculpture along the Sammamish River Trail*



*Decorated foyer at Puget Consumers Cooperative Market*



*O'Leary Park*

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



Rivertrail community

**LU-27 Apply zones consistent with the Comprehensive Land Use Plan Map designations as follows:**

Land Use Plan Map Designation	Consistent Zones
Single-Family Constrained	R-1, R-2, R-3
Single-Family Urban	R-4, R-5, R-6, R-8 and Residential Innovative (RIN)
Multifamily Urban	R-12, R-18, R-20, R-30
Neighborhood Commercial	NC-1, NC-2
General Commercial	General Commercial
Downtown Mixed-Use	Downtown Zones
Overlake Mixed-Use	Overlake Zones
Business Park	Business Park
Manufacturing Park	Manufacturing Park, Industry
Design District	Design District
<u>Marymoor Design District</u>	<u>MDD1, MDD2, MDD3, MDD4, MDD5</u>
Urban Recreation	Urban Recreation
Semirural	RA-5

## Designation Policies

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### LU-36 Multifamily Urban Designation

#### *Purpose.*

Provide for high-density residential neighborhoods that are urban in character. Provide for neighborhoods of multifamily residences, small lot single-family homes, and attached single-family (multiplex) homes on lands suitable for these intensities.

Focus high-density housing in the following locations:

- In or near the Downtown, Overlake or the Marymoor Local Center in support of Redmond's centers;
- Near other employment and commercial nodes; and
- Where high levels of transit service are present or likely, or where there is adequate access to an arterial.

**Allowed Uses.** Implement this designation through zones that allow densities of 12 to 30 dwelling units per gross acre. Permit multifamily residences and, in suitable locations, detached or attached single-family home.

*Neighborhood commercial area*



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

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

**LU-47 General Commercial Designation**

*Purpose.*

Provide for retail and service businesses that serve community needs and are better suited for locations outside of the Urban Centers or Neighborhood

Commercial zones. Examples of these businesses include retail uses that may have some adverse impacts if located close to primarily residential neighborhoods or other commercial uses, uses that are land extensive, uses that tend to attract vehicle trips from locations beyond surrounding neighborhoods, and activities that involve wholesale commercial uses.

*Allowed Uses.*

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

### **Urban-Urban and Local Centers**

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

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

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

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

## **Urban Centers**

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

## **Local Center**

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

## General Policies

- LU-48** Designate portions of Redmond's Downtown and the Overlake neighborhoods as Urban Centers under the Countywide Planning Policies and Regional Growth Centers under VISION 2040. Recognize these areas as such in all relevant local, regional policy, planning and programming forums. Through plans and implementation strategies, encourage and accommodate focused office, retail and housing growth, and a broad array of complementary land uses. Prioritize capital investment funds to build the necessary infrastructure for these Urban Centers, including transportation, utilities, stormwater management and parks. Also, emphasize support for transit use, pedestrians and bicycling.
- LU-49** Leverage local, regional, state and federal agency funding for needed public facilities and services within Redmond's Urban Centers. Give priority to these centers for transit service and improvements, as well as for other transportation projects that will increase mobility to, from and within these Urban Centers.
- LU-50** Establish development standards, including level of service standards, impact fees, and public facility plans and funding

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

## Designation Policies

### LU-XX Marymoor Design District Designation

#### Purpose.

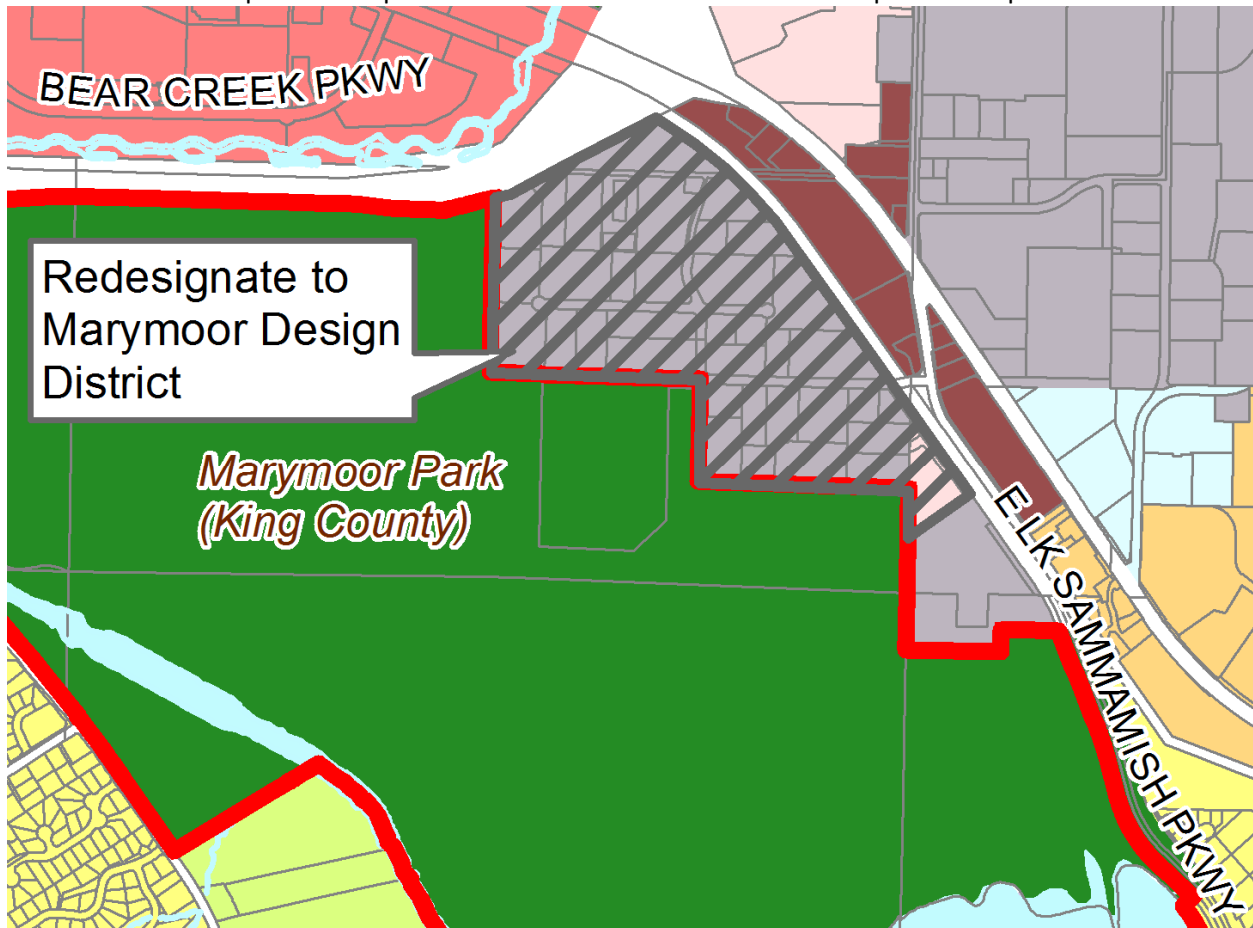
Encourage the development of the Marymoor Design District subarea as a place that:

- Provides a walkable area that develops in a way that leverages investment in light rail and supports Bear Creek, Lake Sammamish and Redmond's drinking water aquifer and other natural features;
- Provides opportunities for transit-oriented housing, services and employment at and near the planned light rail station;
- Supports business growth and adaptation, and allows general retail and service uses;
- Provide multifamily living opportunities, enhanced by proximity to a regional park and trail, and other services; and
- Provides for a street grid that enhances walkability and connectivity.

#### Allowed Uses.

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

Amendments to Map LU-1 Comprehensive Land Use Plan shown in excerpt from map below:



## Exhibit 1C: Housing Element

*Only narrative, policies and graphics with proposed changes are shown.*

### **Community Values and Neighborhood Quality**

Over the next 20 years, Redmond's anticipated housing growth will mostly occur in the Downtown and Overlake Urban Centers, along with some housing growth in the Marymoor Local Center. Investments in light rail and other transit improvements in these areas will provide unique opportunities to enable people to live nearby. Specific plans for each of Redmond's neighborhoods (as found in the Neighborhoods Element of the Comprehensive Plan) will help ensure that any new development will respect, enhance and be appropriate for the unique characteristics and residents of each neighborhood.

## Exhibit 1D: Economic Vitality Element

*Only narrative, policies and graphics with proposed changes are shown.*

### A. Land Use Plan and Regulations

**EV-7 Support the retention and attraction of land uses using the following siting criteria:**

- Focus major employment and a variety of businesses, including retail, office, services and entertainment uses that are compatible with a mixed-use urban environment, in the Downtown and Overlake Urban Centers [and the Marymoor Local Center](#) ;
- Focus additional employment in the Willows/Rose Hill and SE Redmond Neighborhoods;
- Maintain properties currently developed with manufacturing uses for manufacturing and other uses permitted within the zone, recognizing that the types of manufacturing uses and needs change over time; and
- Concentrate businesses where uses are complementary and can make efficient use of the existing infrastructure.

## Exhibit 1E: Transportation Element

*Only narrative, policies and graphics with proposed changes are shown.*

### Introduction

To achieve Redmond's goals and vision, the Transportation Element policies are designed to guide development of the city's transportation system to serve the "full build out" permitted by the Land Use Plan contained in the Land Use Element and permitted by adopted zoning. The transportation policies are designed to guide the actions of public agencies such as the City, as well as private decisions related to individual developments. Transportation policies are the foundation for development regulations that implement Redmond's Comprehensive Plan.

Under the Comprehensive Plan, significant amounts of new residential and commercial development, with associated population and employment, are forecasted. Redmond's growth targets through 2030 are contained in Table LU-I in the Land Use Element. Land uses surrounding the city are assumed to develop in a pattern consistent with the regional strategies, including VISION 2040 and Transportation 2040. Land use and transportation forecasts for these surrounding areas were developed by the Puget Sound Regional Council and are integrated into the assumptions underlying the Transportation Element policies.

In developing a transportation system that serves current and future needs, Redmond's transportation policies support sustainable programs, projects and services that address economic, social and environmental needs. Redmond's transportation policies promote sustainability by:

- Developing a transportation system that supports mixed land uses, particularly in the Downtown and Overlake Urban Centers and in the Marymoor Local Center;
- Offering multimodal travel choices; and
- Ensuring the safe and environmentally sound use of the system.

### B. Local and Regional Transit

Transit is a key element of Redmond's multimodal infrastructure and plays a critical key role in providing connections, mobility and access both regionally and locally.

The VISION 2040 and Transportation 2040 plans contain the regional growth and transportation strategies for the central Puget Sound region. These plans call for channeling future growth into regional growth centers and linking of these centers with light rail and other forms of transit. The Countywide Planning Policies for King County expand on this strategy by outlining guidelines for the designation and development of centers and measures to be taken by local jurisdictions in support of a regional high capacity transit system, including regional express bus, light rail and commuter rail service.

Redmond's Comprehensive Plan designates portions of the Downtown and Overlake neighborhoods as Urban Centers that warrant investment in light rail transit to provide both local and regional connections. Southeast Redmond, with significant employment and housing, is another destination for light rail transit service and an appropriate location for a light rail transit maintenance facility.

**TR-10** ContinueComplete planning for the extension of Sound Transit's East Link to Redmond Overlake, Southeast Redmond and Downtown, within the alignment identified on Map TR-1. Work closely with Sound Transit and other agencies to ensure that the Southeast Redmond Station Park and Ride is seamlessly integrated into the transit-oriented neighborhood.

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

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

## C. Walking and Bicycling

### A System of Pedestrian and Bicycle Facilities

The needs of bicyclists, pedestrians and transit users must be integrated in all roadway projects. Sidewalk networks should be well connected with opportunities for regular safe street crossings. The availability of bicycle facilities can encourage people to bike rather than drive for short- and moderate- distance trips. If a roadway is designed to discourage vehicular speeding, it can be comfortably used by pedestrians and bicyclists alike. Transit-friendly design should support a high level of transit activity and include provision for pedestrians safely crossing the street on their return trip.

Walking and bicycling provide numerous individual and community benefits related to health, safety, the environment, transportation and quality of life. People who cannot or prefer not to drive should have safe and efficient transportation choices. Roadway, sidewalks, trails, designated bicycle areas, and other areas of public circulation should be designed to provide the highest level of safety for the protection of human life and to ensure that there are transportation choices for people of all ages and abilities. Pedestrian facilities must meet

ADA accessibility requirements. Safe, convenient and interconnected transportation networks should be provided for all major modes of transportation. An integrated, safety-oriented pedestrian and bicycle system increases mobility choices, reduces reliance on single-occupant vehicles, provides convenient access to schools, designated centers, transit systems, parks and other recreation areas throughout the city, and encourages regular physical activity to enhance health and wellness. It is the intent of the following policies to promote and facilitate the safe and effective use of our transportation network.

**TR-12** Assign high priority to pedestrian and bicycle infrastructure projects and mitigation that address safety and connectivity needs, provide access to Downtown and Overlake Urban Centers, and the Marymoor Local Center to encourage safe and active crossings at intersections and routes to schools, provide linkages to transit, and complete planned bicycle and pedestrian facilities or trails.

## Exhibit 1F: Capital Facilities Element

*Only narrative, policies and graphics with proposed changes are shown.*

### Introduction

The Capital Facilities Element is a critical part of Redmond's Comprehensive Plan. It establishes policies to direct the development of the City's capital investment program in support of the community's vision for the future. It guides the actions of public agencies, as well as private decisions related to individual developments.

The Capital Facilities Element helps achieve Redmond's vision by:

- Providing a clear definition of the role and purpose of the City's capital investment program, which refers to all planning and budget documents that guide Redmond's capital investments;
- Assuring that capital facility investments are prioritized to support growth in the locations targeted in the Land Use Element, including infrastructure to support the Downtown and Overlake Urban Centers and the Marymoor Local Center;
- Identifying service standards for capital facilities to meet community expectations for municipal service delivery;
- Requiring that adequate long-term financial capacity exists to provide capital facilities needed to support expected growth, while maintaining adopted service standards;
- Furthering Redmond's sustainability principles by minimizing environmental impacts of capital facilities when possible and mitigating unavoidable impacts; and
- Anticipating capital asset maintenance and replacement.

## Exhibit 1G: Neighborhoods Element

*Only narrative, policies and graphics with proposed changes are shown.*

### Neighborhood Character

**N-SE-7** Promote neighborhood communication and inclusiveness such as through neighborhood meetings, checking in regarding neighborhood priorities ~~identified in the neighborhood plan's "Third Document,"~~ and other opportunities for people to remain informed and share feedback regarding City and neighborhood topics.

### Housing

**N-SE-22** Ensure housing opportunities in Southeast Redmond that are affordable to all economic segments of the population for those at a variety of income levels by requiring that a ~~minimum of 10 percent portion~~ of the units in all new developments of 10 units or more be affordable as specified in the Redmond Zoning Code and Municipal Code. Pursue opportunities to increase the number and affordability level of dwellings through combining land use requirements and other programs such as the Multifamily Tax Exemption, to individuals or families earning 80 percent or less of the King County median income. Provide at least one bonus market rate unit for each affordable unit.

As part of any rezone that increases residential capacity, require an additional portion of the units to be affordable to low- and moderate-income households.

### Marymoor Subarea

The Marymoor Subarea is home to a wide variety of uses including high-tech manufacturing, graphics production, schools and colleges, video game research and development, catering, breweries, fitness centers, and religious facilities. It also is a low-lying area close to Bear Creek and Lake Sammamish, creating opportunities to embrace the natural environment and redevelopment challenges due to high groundwater. The area's proximity to Marymoor Park combined with the extension of light rail will create pressure for change. The light rail will bring increased local and regional transportation options and opportunities for transit-oriented development. Land use changes will create opportunities for people to live, work and shop near transit. Recognizing that, this plan emphasizes supporting businesses as they grow and change, including space for artists, and creating opportunities for new housing affordable at a range of incomes near Marymoor Park. It also recognizes the need for multidisciplinary infrastructure planning in the near future to support the vision for this area. The vision is for a walkable, denser subarea that features opportunities for living, employment, community gathering, education, shopping, and traveling to other Redmond and central Puget Sound destinations.

The Marymoor Subarea and a portion of the adjacent subareas are a designated Local Center reflective of the planned population and employment growth and transit service for this area. Designated local centers are activity nodes where employment, services and housing are accommodated in a compact manner at sufficient densities to make efficient use of urban land and support transit and other multimodal access.

The Marymoor Local Center is shown in Map N-SER-2

**N-SE-34** ~~Provide funding for and complete an interdisciplinary infrastructure plan for this subarea given the change in land use that is expected over time prior to adopting new zoning regulations for the Marymoor Subarea. Include utilities, parks, transportation and parking strategies, land use standards such as minimum density as part of the plan, and as identified in policy N-SE-40, transit-oriented development that provides for residential capacity in close proximity to the light rail station. Also, ensure that the subarea supports adjacent natural areas, including Bear Creek, the aquifer, and the Sammamish River. Complete this study prior to having updated zoning regulations go into effect for the Marymoor Subarea.~~

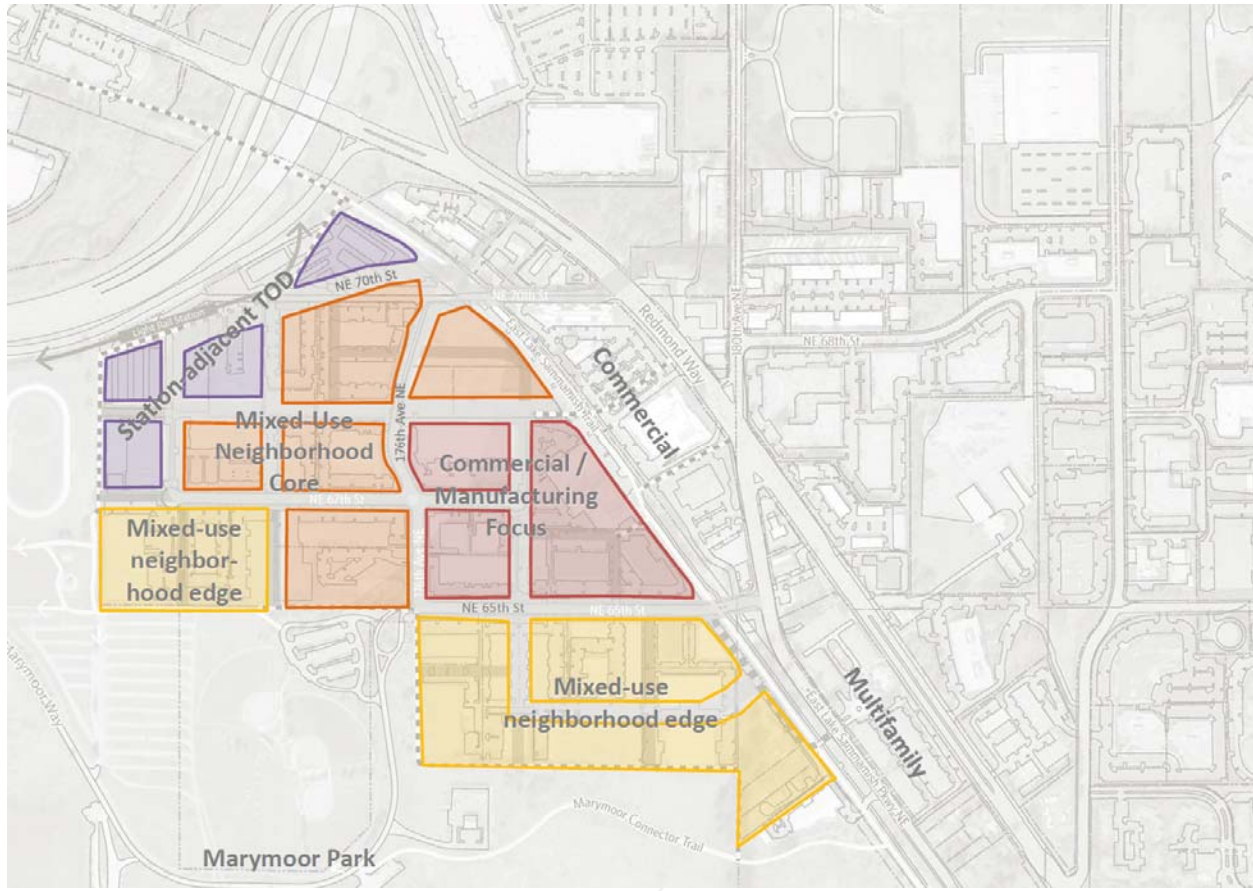
**N-SE-35** ~~Work with subarea stakeholders to develop a transition strategy that promotes the continued economic vitality of existing and future manufacturing uses and is consistent with the vision for the subarea prior to adopting new zoning regulations for the Marymoor Subarea. Such a strategy will characterize existing uses as “transitional” rather than nonconforming and may include overlay zoning, transition zoning, or other innovative zoning techniques that accomplish the policy intent.~~

**N-SE-35.5** Implement a land use transition strategy in the Marymoor Design District to effect a transition from existing uses to land uses that are consistent with the subarea vision in a way that allows for the continued economic vitality of existing and future manufacturing uses and encourages the reasonable expansion, modification and re-leasing of existing properties over their useful economic lives. The five core concepts of the strategy are:

- Expanding allowed uses such that multifamily homes, where allowed, are built when the market demands them while not making existing uses non-conforming, and continuing to allow other land uses that exist in the subarea as allowed uses.
- Maintaining reasonable investment thresholds that, when exceeded, would trigger requirements for compliance with site and design standards, such as site and building design, that are consistent with the vision.
- Allowing the land use transition to occur according to market conditions and not establishing timing triggers that would create non-conforming uses or otherwise require uses to change on a pre-determined schedule, especially considering the challenges of redeveloping areas covered by binding site plans.
- Using development incentives to encourage the transition and achieve public goods such as public parks or plazas.
- Ensuring that new uses accommodate the operations of manufacturing park uses through site design for compatibility and requiring notice to prospective residents that the subarea has active manufacturing activities and is adjacent to a regional park with loud events.

**N-SE-35.7** Implement zoning regulations consistent with the transition strategy outlined above, the results of the 2016 Marymoor Subarea Infrastructure Planning Study, and the land use concept shown in Figure N-SE-1 below.

Figure N-SE-1: Marymoor Subarea Land Use Concept



#### **Station-adjacent transit-oriented development**

*The activity hub.* The most intense development occurs in this zone, with employment uses preferred closest to the station

#### **Mixed-use neighborhood core**

*The gathering spot.* A mixed-use multifamily neighborhood with ground-floor retail/pedestrian-supportive uses on key corners and other ground-floor non-residential uses elsewhere

#### **Commercial / manufacturing focus**

*The innovation zone.* A mix of today's businesses and tomorrow's innovators working in diverse fields, drawn to the area by easy transit access and a variety of amenities

#### **Mixed-use neighborhood edge**

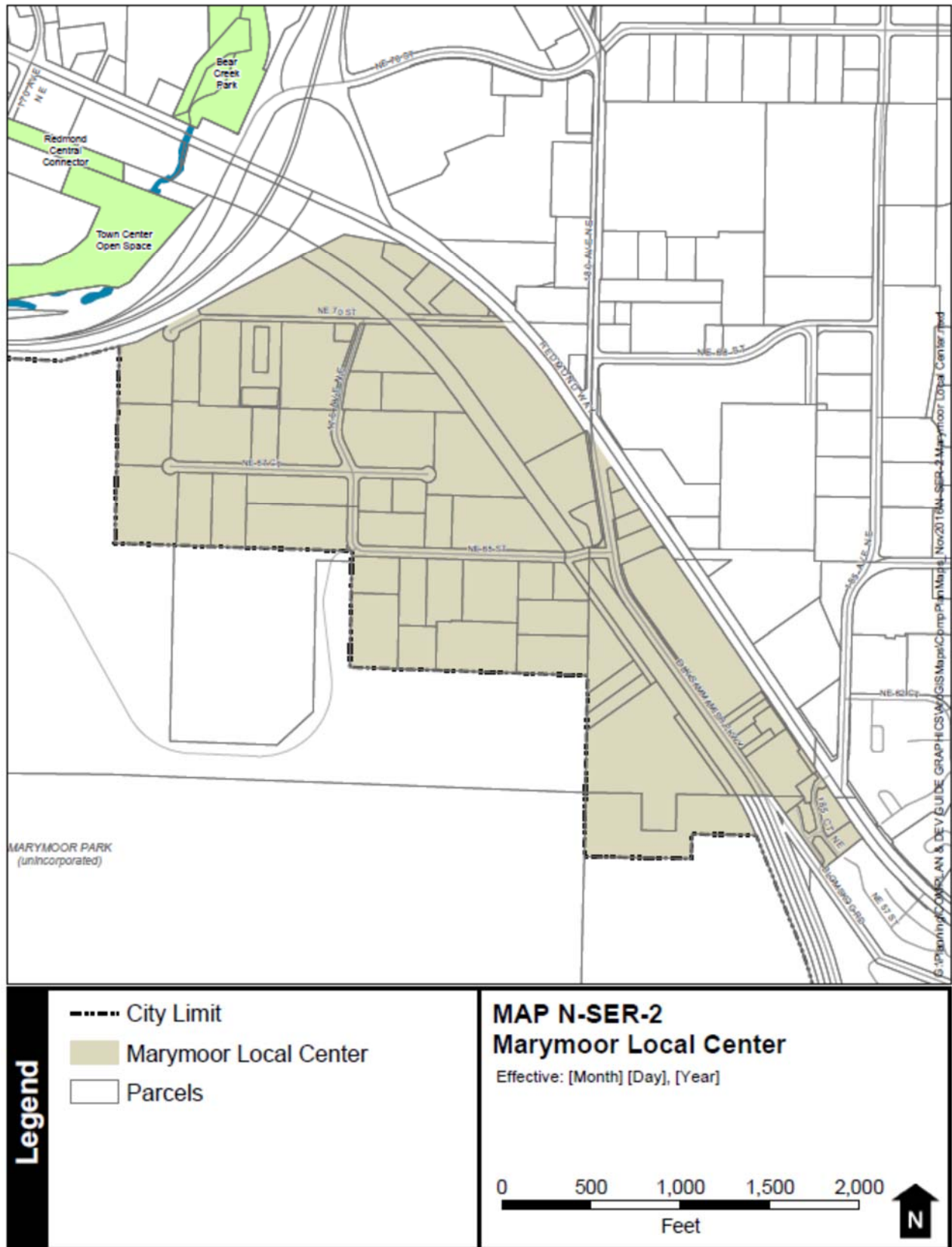
*Park-side living and working.* A mix of today's businesses and new multifamily homes adjacent to 600-acre Marymoor Park

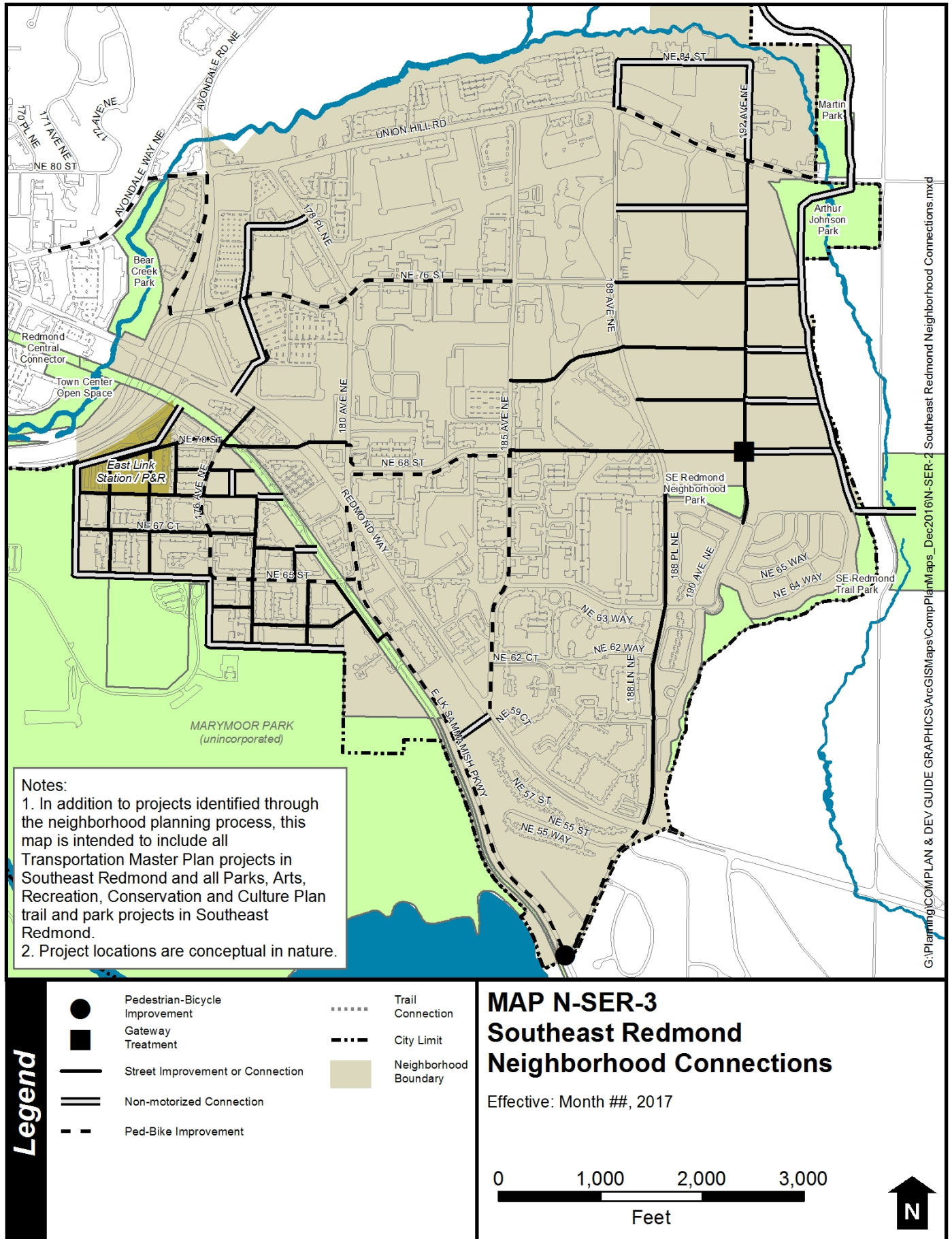
**N-SE-39** Focus employment growth in a mixed-use context nearest the light rail station. Focus residential growth near Marymoor Park. Accommodate at least 700 new homes in the subarea or other parts of Redmond to offset reductions in residential capacity in the Northeast Subarea.

**N-SE-45** Improve subarea connectivity and light rail station access by planning and implementing a grid of public, complete streets and pathways as shown in Map N-SER-2. Ensure that blocks are generally 400 feet or less in length, recognizing that Map N-SER-2 shows street and pathway connections in

conceptual locations. Use the public realm as an opportunity to introduce additional natural character and green infrastructure to the subarea.

**N-SE-46** ~~Plan for a grade-separated crossing over Redmond Way near the station area to provide better nonmotorized access to the station from the northeast.~~ Plan for a safe and convenient crossing of Redmond Way near the light rail station to provide better nonmotorized access to the station from the northeast.





## Exhibit 1H: Transportation Master Plan Amendments

### Chapter 4: The Multi-Modal Transportation System Plans

- Revise Figure 31 to show proposed street connections in Marymoor Subarea and their classification

Street	Current Classification	New Classification
173 <sup>rd</sup> Ave NE	n/a	Local (Marymoor Park-67 <sup>th</sup> ) Collector (67 <sup>th</sup> -70 <sup>th</sup> )
174 <sup>th</sup> Ave NE	n/a	Local (Marymoor Park-67 <sup>th</sup> ) Collector (67 <sup>th</sup> -70 <sup>th</sup> )
175 <sup>th</sup> PI NE	n/a	Local
176 <sup>th</sup> Ave NE	Local	Collector (65 <sup>th</sup> -70 <sup>th</sup> ) Connector (70 <sup>th</sup> -Redmond Way)
177 <sup>th</sup> Ave NE	n/a	Local (Marymoor Park-63 <sup>rd</sup> , 68 <sup>th</sup> -69 <sup>th</sup> ) Connector (63 <sup>rd</sup> -68 <sup>th</sup> )
178 <sup>th</sup> PI NE	n/a	Local
179 <sup>th</sup> Ave NE	n/a	Local
180 <sup>th</sup> PI NE	n/a	Connector (south of NE 63 <sup>rd</sup> St) Local (north of NE 63 <sup>rd</sup> St)
NE 63 <sup>rd</sup> St	n/a	Connector
NE 64 <sup>th</sup> Wy	n/a	Local
NE 65 <sup>th</sup> St	Local	Collector
NE 66 <sup>th</sup> Wy	n/a	Local
NE 67 <sup>th</sup> St	Local	Local (Marymoor Park-173 <sup>rd</sup> ) Collector (173 <sup>rd</sup> -177 <sup>th</sup> )
NE 68 <sup>th</sup> St	n/a	Local (Marymoor Park-173 <sup>rd</sup> ) Connector (173 <sup>rd</sup> -177 <sup>th</sup> )
NE 69 <sup>th</sup> St	n/a	Local
NE 70 <sup>th</sup> St	Local (173 <sup>rd</sup> -Redmond Way) Connector (Redmond Way-180 <sup>th</sup> )	Collector (entire segment)

- Revise Figure 39 to show all of Marymoor ~~Design District Subarea~~ as Pedestrian Priority Zone
- Revise Figure 47 to show proposed bicycle facilities in Marymoor Subarea

### Appendix D: Street Classification System

- Revise Figure 60, which is the same as Figure 31 in Chapter 4
- Revise Tables 16 to streets with new classifications (e.g., NE 70<sup>th</sup> St as collector arterial)

Collector Arterial Streets	The number of Future General Purpose Through Lanes	Modal Priorities
NE 65 <sup>th</sup> St (Marymoor Park to E Lake Sammamish Pkwy NE)	2	

Collector Arterial Streets	The number of Future General Purpose Through Lanes	Modal Priorities
NE 67 <sup>th</sup> St (173 <sup>rd</sup> Ave NE to 177 <sup>th</sup> Ave NE)	2	
NE 70 <sup>th</sup> St (173 <sup>rd</sup> Ave NE to 180 <sup>th</sup> Ave NE)	2-4	
173 <sup>rd</sup> Ave NE (NE 67 <sup>th</sup> St to NE 70 <sup>th</sup> St)	2	
176 <sup>th</sup> Ave NE (NE 65 <sup>th</sup> St to NE 70 <sup>th</sup> St)	2	

### Appendix E: The Unfunded Buildout Plan

- Revise map to show additional projects listed below
- Revise table as shown below

NEIGHBORHOOD PROJECTS					
Project ID	Project Title	Location	Project Limits: From	Project Limits: To	Description
238	176th Avenue NE Sidewalk	176th Ave NE	NE 65th Street	NE 70th Street	Add sidewalk on 176th Avenue NE between NE 65th Street and NE 70th Street.
242	NE 70th Street Sidewalk	NE 70th St	Redmond Way	East Lake Sammamish Trail	Fill missing gaps in sidewalk on NE 70th St and provide wayfinding between Redmond Way and East Lake Sammamish Trail
14	East Lake Sammamish Trail Connection (SR 520 Undercrossing)	East Lake Sammamish Trail	Redmond Central Connector	NE 70th Street	Provide grade separated trail through the SR 520/SR 202 Interchange area along the planned light rail alignment, connecting East Lake Sammamish Trail and Redmond Central Connector. Provide access to the planned Southeast Redmond light rail station (see RZC Appendix 8AA).

NEIGHBORHOOD PROJECTS					
Project ID	Project Title	Location	Project Limits: From	Project Limits: To	Description
333	Southeast Redmond Light Rail Station				Construct a light rail station on the East Link line, including station platforms and entryways, and amenities including art, high quality <u>non-motorized pedestrian access, and bicycle parking, and vehicle access to the station area.</u> Construct a large parking facility to intercept East King County vehicle commuters, effectively utilizing this station as the terminus station of the line for vehicle parking, reducing impacts on Downtown Redmond and the Downtown Redmond terminus station.
336	NE 65th Street Sidewalk	NE 65th Street	176th Avenue NE	East Lake Sammamish Parkway	Construct sidewalk on north side of street to replace existing soft surface trail and improve intersection for pedestrians and bicyclists at 176th Avenue NE and NE 65th Street intersection.
	<u>173rd Ave NE Woonerf</u>	<u>173rd Ave NE</u>	<u>Marymoor Park boundary</u>	<u>NE 67th St</u>	Construct woonerf-style local access facility (see RZC Appendix 8A)
	<u>173rd Ave NE Connection</u>	<u>173rd Ave NE</u>	<u>NE 67th St</u>	<u>NE 70th St</u>	Construct collector arterial (see RZC Appendix 8AA)
	<u>174th Ave NE Connection</u>	<u>174th Ave NE</u>	<u>NE 67th St</u>	<u>NE 70th St</u>	Construct connector street (see RZC Appendix 8AA)
	<u>174th Ave NE Woonerf</u>	<u>174th Ave NE</u>	<u>Marymoor Park boundary</u>	<u>NE 67th St</u>	Construct woonerf-style local access facility (see RZC Appendix 8AA)
	<u>175th Pl NE Woonerf</u>	<u>175th Pl NE</u>	<u>NE 68th St</u>	<u>NE 70th St</u>	Construct woonerf-style local access facility (see RZC Appendix 8AA)
	<u>176th Ave NE Retrofit – LW</u>	<u>176th Ave NE</u>	<u>NE 65th St</u>	<u>LW Tech north</u>	Retrofit collector arterial (see RZC Appendix 8AA)

NEIGHBORHOOD PROJECTS					
Project ID	Project Title	Location	Project Limits: From	Project Limits: To	Description
	<a href="#"><u>Tech Segment</u></a>			<a href="#"><u>property line</u></a>	
	<a href="#"><u>176th Ave NE Retrofit – 67th Segment</u></a>	<a href="#"><u>176th Ave NE</u></a>	<a href="#"><u>LW Tech north property line</u></a>	<a href="#"><u>NE 67th St</u></a>	<a href="#"><u>Retrofit collector arterial (see RZC Appendix 8AA)</u></a>
	<a href="#"><u>176th Ave NE Retrofit – Middle Segment</u></a>	<a href="#"><u>176th Ave NE</u></a>	<a href="#"><u>NE 67th St</u></a>	<a href="#"><u>NE 68th St</u></a>	<a href="#"><u>Retrofit collector arterial (see RZC Appendix 8AA)</u></a>
	<a href="#"><u>176th Ave NE Retrofit – North Segment</u></a>	<a href="#"><u>176th Ave NE</u></a>	<a href="#"><u>NE 68th St</u></a>	<a href="#"><u>NE 70th St</u></a>	<a href="#"><u>Retrofit collector arterial (see RZC Appendix 8AA)</u></a>
	<a href="#"><u>176th Ave NE Extension</u></a>	<a href="#"><u>176th Ave NE</u></a>	<a href="#"><u>NE 70th St</u></a>	<a href="#"><u>Redmond Way</u></a>	<a href="#"><u>Construct connector street with right-in, right-out access at Redmond Way to function as a third entrance to the subarea.</u></a>
	<a href="#"><u>177th Ave NE South Woonerf</u></a>	<a href="#"><u>177th Ave NE</u></a>	<a href="#"><u>Marymoor Park boundary</u></a>	<a href="#"><u>NE 63rd St</u></a>	<a href="#"><u>Construct woonerf-style local access facility (see RZC Appendix 8AA)</u></a>
	<a href="#"><u>177th Ave NE Connection</u></a>	<a href="#"><u>177th Ave NE</u></a>	<a href="#"><u>NE 63rd St</u></a>	<a href="#"><u>NE 68th St</u></a>	<a href="#"><u>Construct connector street (see RZC Appendix 8AA)</u></a>
	<a href="#"><u>178th PI NE Woonerf</u></a>	<a href="#"><u>178th PI NE</u></a>	<a href="#"><u>NE 65th St</u></a>	<a href="#"><u>NE 66th Wy</u></a>	<a href="#"><u>Construct woonerf-style local access facility (see RZC Appendix 8AA)</u></a>
	<a href="#"><u>179th Ave NE Woonerf</u></a>	<a href="#"><u>179th Ave NE</u></a>	<a href="#"><u>Marymoor Park boundary</u></a>	<a href="#"><u>NE 65th St</u></a>	<a href="#"><u>Construct woonerf-style local access facility (see RZC Appendix 8AA)</u></a>
	<a href="#"><u>180th PI NE Connection – North Segment</u></a>	<a href="#"><u>180th PI NE</u></a>	<a href="#"><u>NE 63rd St</u></a>	<a href="#"><u>NE 65th St</u></a>	<a href="#"><u>Construct local access street consistent with design approved as part of the Alexan Marymoor apartments project</u></a>
	<a href="#"><u>180th PI NE Connection – South Segment</u></a>	<a href="#"><u>180th PI NE</u></a>	<a href="#"><u>East Lake Sammamish Parkway</u></a>	<a href="#"><u>NE 63rd St</u></a>	<a href="#"><u>Construct connector street consistent with design approved as part of the Alexan Marymoor apartments project</u></a>
	<a href="#"><u>NE 63rd St Connection</u></a>	<a href="#"><u>NE 63rd St</u></a>	<a href="#"><u>177th Ave NE</u></a>	<a href="#"><u>180th PI NE</u></a>	<a href="#"><u>Construct connector street (see RZC Appendix 8A)</u></a>

NEIGHBORHOOD PROJECTS					
Project ID	Project Title	Location	Project Limits: From	Project Limits: To	Description
	<a href="#">NE 64th Wy Woonerf</a>	<a href="#">NE 64th Wy</a>	<a href="#">Marymoor Park boundary</a>	<a href="#">177th Ave NE</a>	<a href="#">Construct woonerf-style local access facility (see RZC Appendix 8A)</a>
	<a href="#">NE 65th St Retrofit</a>	<a href="#">NE 65th St</a>	<a href="#">Marymoor Park boundary</a>	<a href="#">East Lake Sammamish Parkway</a>	<a href="#">Retrofit collector arterial (see RZC Appendix 8A)</a>
	<a href="#">NE 66th Way Woonerf</a>	<a href="#">NE 66th Wy</a>	<a href="#">177th Ave NE</a>	<a href="#">178th PI NE</a>	<a href="#">Construct woonerf-style local access facility (see RZC Appendix 8A)</a>
	<a href="#">NE 67th St Retrofit – West Segment</a>	<a href="#">NE 67th St</a>	<a href="#">173rd Ave NE</a>	<a href="#">176th Ave NE</a>	<a href="#">Retrofit collector arterial (see RZC Appendix 8A)</a>
	<a href="#">NE 67th St Retrofit – East Segment</a>	<a href="#">NE 67th St</a>	<a href="#">176th Ave NE</a>	<a href="#">177th Ave NE</a>	<a href="#">Retrofit collector arterial (see RZC Appendix 8A)</a>
	<a href="#">NE 67th St Woonerf</a>	<a href="#">NE 67th St</a>	<a href="#">Marymoor Park boundary</a>	<a href="#">173rd Ave NE</a>	<a href="#">Construct woonerf-style local access facility (see RZC Appendix 8A)</a>
	<a href="#">NE 68th St Woonerf</a>	<a href="#">NE 68th St</a>	<a href="#">Marymoor Park boundary</a>	<a href="#">173rd Ave NE</a>	<a href="#">Construct woonerf-style local access facility (see RZC Appendix 8A)</a>
	<a href="#">NE 68th St Connection</a>	<a href="#">NE 68th St</a>	<a href="#">173rd Ave NE</a>	<a href="#">177th Ave NE</a>	<a href="#">Construct connector street (see RZC Appendix 8A)</a>
	<a href="#">NE 69th St Woonerf</a>	<a href="#">NE 69th St</a>	<a href="#">175th PI NE</a>	<a href="#">177th Ave NE</a>	<a href="#">Construct woonerf-style local access facility (see RZC Appendix 8A)</a>
	<a href="#">NE 70th St Retrofit</a>	<a href="#">NE 70th St</a>	<a href="#">173rd Ave NE</a>	<a href="#">Redmond Way</a>	<a href="#">Construct collector arterial street (see RZC Appendix 8A)</a>
	<a href="#">Marymoor Subarea Perimeter Trail – North Segment</a>	<a href="#">Marymoor Park perimeter</a>	<a href="#">Southwest corner of Marymoor Subarea</a>	<a href="#">East Lake Sammamish Trail</a>	<a href="#">Construct 14-foot-wide hard-surface path with adjacent 6-foot-wide soft-surface path (see RZC Appendix 8A)</a>
	<a href="#">Marymoor Subarea Perimeter Trail – South Segment</a>	<a href="#">Marymoor Park perimeter</a>	<a href="#">Southwest corner of Marymoor Subarea</a>	<a href="#">Marymoor Connector Trail</a>	<a href="#">Construct 12-foot-wide hard-surface path with 2-foot-wide hard-surface shoulders (see RZC Appendix 8A)</a>
	<a href="#">Redmond Way</a>	<a href="#">Redmond</a>	<a href="#">North side of</a>	<a href="#">South side</a>	<a href="#">Consistent with the</a>

NEIGHBORHOOD PROJECTS					
Project ID	Project Title	Location	Project Limits: From	Project Limits: To	Description
	<u>non-motorized crossing near Southeast Redmond Light Rail Station</u>	<u>Way between WB SR 520 on-ramp and NE 70th St</u>	<u>Redmond Way</u>	<u>of Redmond Way</u>	<u>Southeast Redmond Neighborhood Plan, provide a non-motorized crossing of Redmond Way that increases route directness to/from the Southeast Redmond light rail station and minimizes potential conflicts with vehicles.</u>

## Exhibit 1I: Water System Plan and General Sewer Plan Amendments

*The following content is incorporated as an amendment to the 2009 General Sewer Plan and the 2011 Redmond Water System Plan. The planned water and sewer system infrastructure shown in this amendment supersedes what is shown for the Marymoor Subarea in other parts of the Water System Plan and General Sewer Plan.*

### **Marymoor Subarea**

#### **Existing Wastewater System**

The existing wastewater system in the Marymoor Subarea includes two publicly owned pump stations, PS 12 and PS 13. PS 13 collects the wastewater for the majority of the Marymoor Subarea. The properties in the southeast corner of the Marymoor Subarea have a lower elevation than PS 13, so the wastewater from those parcels is conveyed to PS 12. Both pump stations discharge from the Subarea via an 8-inch forcemain along NE 65th Street. The 8-inch forcemain connects into a 24-inch gravity sewer at existing MH 984 located at the intersection of NE 65th Street and E Lake Sammamish Parkway NE. Existing sewer system piping is shown on Figure 33.

#### **Proposed Wastewater System**

Sewer lines were laid out in the proposed street layout such that every parcel in the Marymoor Subarea had at least one sewer line adjacent to the parcel. If the proposed parcel could feasibly tie into more than one of the proposed sewer lines, the parcel's proposed sewer demand was divided among the potential sewer lines for pipe sizing. Per the City of Redmond's request, HDR designed the proposed wastewater system to consist of only one pump station located in an existing 50'x50' easement on the Lake Washington Institute of Technology's property. See Figure 33 for the proposed pump station location. It was determined that the proposed pump station flows could discharge into the existing 8-inch forcemain out of the Marymoor Subarea.

The southeast tip of the Marymoor Subarea flows could not be feasibly redirected to the proposed pump station, so a gravity line to serve this area may need to be placed on 180th Place NE and tie into a 21-inch gravity sewer at existing MH 5F3SMH978 located at the intersection of 180th Place NE and E Lake Sammamish Parkway NE. That gravity line is not shown in the proposed layout or included in estimates.

#### **Existing Water System**

The Marymoor Subarea existing water system consists of 12-inch and smaller waterlines that serve the existing parcels. There are 12-inch mains in portions of 176th Avenue NE, NE 70th Street, NE 67th Court, NE 63rd Street, and NE 65th Street. All other waterlines are a

smaller diameter pipe for servicing parcels. All waterlines in the Marymoor Subarea are owned by the City of Redmond. Existing water system piping is shown on Figure 34.

### **Proposed Water System**

The proposed water system is comprised of 12-inch waterlines laid out in each proposed street in the Marymoor Subarea. Twelve-inch waterlines are required due to commercial area fire flow design requirements in the City of Redmond. Where there are already 12-inch waterlines located in the proposed ROW (portions of 176th Avenue NE, NE 70th Street, NE 65th Street, etc.), the waterlines are not assumed to be replaced. See Figure 34 for the proposed water system layout in the Marymoor Subarea.

### **Proposed Water and Wastewater System Costs**

The opinion of probable construction costs for the Marymoor Subarea water and wastewater systems was broken up by street section. The estimate only includes the costs for the water and wastewater system improvements (including appurtenances) and does not account for the costs associated with street improvements. Tabula was used as a basis for all estimates. However, our experience is that Tabula underestimates pump station costs, so we estimated the cost for a pump station based on recent pump station estimates from other projects of similar size rather than using Tabula. For a summary of cost assumptions made for the Marymoor Subarea water and wastewater improvements, see Table 3 below.

**Table 1. Cost Assumptions**

<b>Material/Improvement</b>	<b>Estimated Cost</b>
8" Gravity Sewer	\$400/LF
10" Gravity Sewer	\$410/LF
12" Gravity Sewer	\$430/LF
15" Gravity Sewer	\$470/LF
Pump Station	\$5.00M
12" Waterline	\$250/LF

After applying these cost assumptions to the proposed Marymoor Subarea improvements, an opinion of probable construction cost was completed for each street section. See Table 4 for the total combined construction cost estimate for the Marymoor Subarea water and wastewater improvements.

**Table 2. Opinion of Probable Construction Costs for Water and Wastewater Improvements in Marymoor Subarea**

<b>Improvement Type</b>	<b>Estimated Cost</b>
Water System	\$3.16M
Wastewater System	\$8.26M



