Attachment A: Recommended Amendments to the Comprehensive Plan

The policies and narrative in this attachment replace the existing policies and narrative in section C.7 (Southeast Redmond) of the Neighborhoods Element.

Neighborhood Vision

Southeast Redmond is a neighborhood in which people enjoy living, working, recreating, shopping and more. Its diverse land uses coexist for the benefit of residents and employees, and long-term investments in transportation, parks, and the environment have improved the quality of life for everyone.

With features such as gateways and places that celebrate the neighborhood, Southeast Redmond has maintained a strong sense of identity and inclusiveness. The neighborhood is vibrant and provides a variety of choices for living, working, shopping and more. Southeast Redmond has attracted a variety of new employers and is economically significant and at the same time is strongly connected to the natural environment given its location at the edge of the urban growth area and its proximity to Bear Creek, Evans Creek, Lake Sammamish, and Redmond's drinking water aquifer.

Investment in public infrastructure has established a network of efficient connections to help people travel between transit centers, residential areas, entertainment, employment areas and other neighborhood destinations.

Overall, the Southeast Redmond neighborhood:

- Provides a high quality place for people to live and work in close proximity to Downtown with convenient access to transit;
- Offers a variety of opportunities to live, learn, invest and work as a complement to Redmond's Downtown and Overlake urban centers;
- Includes many modes of safe and convenient transportation from light rail to long-haul transport to walking and bicycling;
- Maintains its unique identity and neighborhood character through sound investments in the built environment, innovative and sustainable infrastructure, and natural areas;
- Provides a variety of opportunities for people to engage and connect, including through stewardship projects and at neighborhood gathering places; and
- Preserves long-standing business opportunities as well as a spirit of entrepreneurship through which new businesses can locate, adapt and grow within the neighborhood.

Neighborhood Character

Southeast Redmond is located at Redmond's eastern edge, which is also the edge of King County's urban growth area. The incorporated part of the neighborhood is generally bounded by Bear Creek and Evans Creek on the north, the City limit on the east, Lake Sammamish and Marymoor Park on the southwest, and SR 520 on the west. Marymoor Park is unincorporated though is part of the neighborhood for planning purposes.

The neighborhood includes six distinct subareas as shown in Map N-SE-2.

1. The **Marymoor Subarea**, located southwest of Redmond Way and adjoining Marymoor Park, today features an eclectic mix of manufacturing, education, distribution, research and development, and religious uses. This is the future home of the Southeast Redmond Light Rail Station and so this subarea will serve a significant number of regional commuters in addition to local travel.
2. The **Regional Retail Subarea**, located between SR 520 and 178th/180th Ave NE and north of Redmond Way, is characterized by large regional retail uses and research and development. While most people access these services by car, a number of people around the neighborhood access them on foot despite the limited quality of the pedestrian environment. Efficient vehicular travel along 178th/180th Ave NE and NE 76th St is important to help support local businesses.
3. The **Redmond Way Subarea** features a variety of residential, goods and services, and employment-based land uses and in combination with East Lake Sammamish Parkway serves as a significant gateway to the neighborhood and City. Today, Redmond Way divides the neighborhood for pedestrians so this plan focuses on creating a variety of effective and safe travel choices that help people move comfortably through the neighborhood.
4. The **Central Subarea** represents the neighborhood's manufacturing, warehousing, and distribution core. Between Redmond Way on the south and Bear Creek on the north, this subarea provides the bulk of the neighborhood's employment opportunities in settings ranging from office parks to large-scale manufacturing and distribution facilities. Freight traffic is significant in this subarea and is expected to continue to be important throughout the life of this plan.
5. The **Northeast Subarea** is Redmond's industrial core. Careful siting of buildings, vegetated buffers and parks, and campus settings will help support a transition from single-family residential areas in the south to heavy industrial areas in the north. This subarea includes Southeast Redmond's neighborhood park which over time will provide a variety of amenities to help meet the needs of neighborhood residents and those that work in the vicinity. Non-motorized connections and trails will also help people connect with parks and regional trails located to the east of the neighborhood.
6. The **Evans Creek Subarea** is predominantly residential. It includes the largest concentration of single-family homes in Southeast Redmond – Woodbridge – as well as a number of large multi-family homes closer to Redmond Way. This is also the most recently-developed portion of Southeast Redmond, having been developed in the early 2000s. The east edge of this subarea

abuts the rural area and, though nearby to manufacturing and industrial uses, is noticeably quieter.

CC-1	Use entryway elements to foster Southeast Redmond's neighborhood character and welcome people to Redmond. For example, consider an entryway element at Redmond Way and East Lake Sammamish Parkway.
CC-2	Plan for and provide opportunities for art throughout the neighborhood. For example, ensure opportunities in the planning process for including art as part of the future light rail station and park and ride facility, consider placing art at City and neighborhood entryways, promote the installation of art at private entryways such as for businesses and commercial uses, and consider opportunities for display of rotating and local art.
CC-3	Maintain opportunities for continued diversity of residential, employment, shopping, recreation, and other activities.
CC-4	Strengthen the neighborhood's connection to the natural environment such as by incorporating sustainable stormwater solutions.
CC-5	Plant and maintain trees and vegetation along the bluffs above the Red Brick Road to buffer views of urban development from the road and adjoining rural uses.
CC-6	Protect the historic significance of the Red Brick Road (196th Ave NE) by minimizing new vehicle access points.
CC-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.

Natural Environment

Southeast Redmond is located adjacent to Bear Creek, Evans Creek and Lake Sammamish, and is situated over Redmond's drinking water aquifer. Because of Southeast Redmond's proximity to the aquifer it is especially important here to focus on retaining the aquifer's high quality and volume. Redmond has citywide policies and regulations in place to protect and enhance the quality of these natural assets. This Neighborhood Plan emphasizes how people who live, own businesses and work in the neighborhood can partner with each other and with the City to contribute to a clean and healthy local environment. For example, policies address innovative approaches to development that implement Redmond's sustainability principles.

NE-1	Continue to work cooperatively with neighborhood businesses to develop mutually beneficial approaches to environmental issues such as stormwater management.
NE-2	Require new development and redevelopment to include techniques that support clean aquifer recharge, as feasible.
NE-3	Retain aquifer recharge capacity and protect, manage and encourage vegetated areas to facilitate groundwater recharge.
NE-4	Employ targeted outreach to urge the use of less-hazardous chemicals by businesses and homeowners to reduce impacts to stormwater, groundwater, and streams.

Bear Creek and Evans Creek are important salmon habitat and also provide beauty and recreation for residents and employees. Planning for salmon recovery happens mainly at the regional level, but local actions can still improve salmon habitat.

NE-5	Support City and regional actions to protect and restore Bear and Evans Creek for habitat, natural beauty and peaceful recreation.
NE-6	Provide opportunities for neighborhood stewardship of the natural environment through a variety of strategies such as creek side planting and home and business best management practices.

Much of Southeast Redmond developed without modern stormwater infrastructure. In addition, large parts of the neighborhood are low lying, causing frequent flooding during the wet season. Large-scale ponds and vaults in low-lying areas with high water tables can be difficult to develop, making low-impact techniques attractive.

NE-7	Reduce impacts from stormwater runoff by, for example, limiting impervious surface area, using site-appropriate low impact development practices, or using other retrofit techniques. Design regulations to allow developers to work within the natural constraints of the land, especially in the Marymoor Subarea, where shallow groundwater and a lack of a stormwater outfall will require creative designs on the part of developers.
NE-8	Apply natural drainage (low impact development) or other techniques for new right-of-way where appropriate, such as in low-lying areas near Marymoor Park, to reduce the need for centralized stormwater management systems where such systems would be challenging to develop.

Having residential and industrial uses in close proximity in the eastern part of the neighborhood has caused friction over time. Residents and business representatives have often developed solutions themselves. This plan calls for continued cooperation as well as zoning standards that reduce friction points.

NE-9	Facilitate collaboration between businesses and residents to address dust and odor issues.
NE-10	Implement green infrastructure, such as habitat areas and urban greenscapes, that helps mitigate issues regarding dust and odors. Use neighborhood stewards to help achieve this.

Land Use

The Southeast Redmond neighborhood is Redmond's most diverse neighborhood in terms of land use, and will likely carry that distinction for many years to come. There are six subareas, all described earlier: Marymoor, Regional Retail Subarea, Redmond Way, Central, Northeast, and Evans Creek. These areas combined constitute a neighborhood with a high quality of life with places to live, work, shop, and recreate. This Neighborhood Plan continues that direction while planning for significant change in the Northeast and Marymoor subareas.

Southeast Redmond will continue to be Redmond's manufacturing center, and will also welcome additional retail and service businesses, especially in existing commercial centers and near the light rail station. Walkable destinations such as small-scale commercial businesses will help create additional employment opportunities, strengthen the local economy, and offer places for community gathering and culture.

Unlike Downtown and Overlake, Southeast Redmond is not one of Redmond's urban centers. Among other things, that means that the plan for Southeast Redmond accommodates uses at lower levels of intensity and continues to support more-intense manufacturing and industrial uses. Even so, this plan incorporates transit-oriented development to take advantage of the future light rail station in Southeast Redmond.

LU-1	Grow and support Southeast Redmond's variety of activities and land uses. Through this, support Redmond's sustainability pillars of strong employment, a healthy environment, and social equity.
LU-2	Maintain land use and zoning that, in addition to residential areas, supports a variety of business types and employment opportunities, fostering neighborhood resiliency particularly in the context of economic changes.
LU-3	Complement Redmond's urban centers by planning for mid-density residences, regional retail, neighborhood retail, manufacturing and business parks, and industrial uses.

Housing

Few opportunities remain for new single-family development in Southeast Redmond. Still, as opportunities become available, innovative housing types should be encouraged to provide additional housing choices. There is considerable opportunity for additional townhome- and apartment-style living in the neighborhood, such as near the future light rail station, and it is important to the neighborhood to ensure that these opportunities are available to people at a range of income levels.

LU-4	Encourage alternative single-family housing types, such as cottages, small-lot short plats, and single-family attached homes to add to the variety of single-family housing types in Southeast Redmond.
LU-5	Ensure housing opportunities for those at a variety of income levels by requiring that a minimum of 10 percent of the units in all new developments of 10 units or more be affordable 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.

Economic Vitality

Southeast Redmond is Redmond's principal location for manufacturing and the only part of Redmond that allows industrial uses. As the nature of manufacturing evolves over time, it will be important for

Southeast Redmond to be an attractive destination for business types that may not exist today. To that end this plan focuses on flexibility in zoning and making land available for these kinds of uses.

LU-6	Foster new opportunities for businesses by zoning land in the Northeast Subarea for employment uses.
LU-7	Use performance zoning in the Northeast Subarea and Marymoor Subarea to attract a variety of new businesses and employment activities such as business campuses, and reduce negative impacts to nearby residents.
LU-8	Retain opportunities for industrial businesses in the northeast corner of the neighborhood.

Subarea Land Use Policies

Regional Retail Subarea

The Regional Retail Subarea is located at a major transportation crossroads and so is highly visible. Because of its size, the nature of surrounding development and proximity to transportation corridors, the Regional Retail Subarea is an appropriate location for a mix of business and commercial uses, including regional retail/wholesale uses; general, professional and mixed offices; business park uses; hotel/motels; corporate headquarters offices; and support services.

LU-9	Allow high technology research and development facilities; associated light assembly and warehousing; other manufacturing uses with similar character, intensity and impact; support services; regional retail/wholesale uses; office uses, including corporate headquarters and regional offices; and hotels/motels.
LU-10	Encourage development that is sensitive to natural features and that will enhance the entryway to the city.
LU-11	Restrict uses that tend to locate in smaller commercial spaces; encourage those uses to locate in other commercial zones or in Downtown or Overlake mixed-use zones.
LU-12	Continue to preserve the tree stand at the south end of the Regional Retail Subarea adjacent to Redmond Way.
LU-13	Use building materials that provide a pleasing transition from trees and other natural features through the use of color and texture.
LU-14	Minimize views of large areas of asphalt by using landscaping, berms, building placement or other effective techniques.
LU-15	Maintain one or more significant architectural entry features to serve as landmarks, including an area for public art and a feature recognizing the Snoqualmie Tribe's historic use of the property.
LU-16	Provide for safe and comfortable pedestrian and bicycle circulation within the subarea and to and from the subarea.

Marymoor Subarea

The Marymoor Subarea is home to a wide variety of uses including high-tech manufacturing, graphics production, schools and colleges, video game research and development, catering, breweries, fitness

centers, and religious facilities. It also is a low lying area close to Bear Creek and Lake Sammamish, creating opportunities to embrace the natural environment and redevelopment challenges due to high groundwater.

The area's proximity to Marymoor Park combined with the extension of light rail will create pressure for change. The light rail will bring increased local and regional transportation options and opportunities for transit-oriented development. Land use changes will create opportunities for people to live, work and shop near transit. Recognizing that, this plan emphasizes supporting businesses as they grow and change, including space for artists, and creating opportunities for new housing 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 commuting to other Redmond and central Puget Sound destinations.

LU-28	Provide funding for and complete an interdisciplinary infrastructure plan for this subarea given the change in land use that is expected over time. Include utilities, parks, transportation and parking strategies, land use standards such as minimum density as part of the plan, and as identified in policy LU-21, 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.
LU-28.5	Work with subarea stakeholders to develop a use transition strategy that is fair to property owners and consistent with the vision for the subarea. Complete this work before new zoning regulations become effective for the affected area.
LU-17	Support the extension of light rail to Southeast Redmond as shown in Map TR-1. Leverage the investment in light rail to create a walkable subarea with ample connections to Marymoor Park, local and regional transit, and the rest of the neighborhood.
LU-18	Use zoning regulations and public investments to facilitate opportunities for housing, employment, community gathering, education, and small-scale shopping in this subarea.
LU-19	Support business growth and adaptation in this subarea by implementing zoning that emphasizes performance standards over use standards. Cap general retail and service uses to encourage the location and growth of businesses in primary industries.
LU-20	Focus employment growth 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.
LU-21	Incorporate housing into the Marymoor Subarea that is walkable to the station. Maintain opportunities for transit-oriented development that includes housing capacity in close proximity to the light rail station and for housing capacity in the areas closest to Marymoor Park.
LU-22	Prepare station area plans in cooperation with Sound Transit and other stakeholders to guide updates to policies and implementation measures. Key opportunities include creating opportunities for transit-oriented development and developing a multimodal transportation system.
LU-23	Design new structures adjacent to Marymoor Park to take advantage of the Park as an amenity, such as by creating connections to the park, placing common areas near the park, or

	facing windows onto the park.
LU-24	Soften the transition between the Marymoor Subarea and Marymoor Park while maintaining views from the subarea into the park.
LU-25	Improve wayfinding to key nearby destinations such as Marymoor Park, the light rail station, East Lake Sammamish Trail, and the Redmond Central Connector.
LU-26	Improve subarea connectivity and light rail station access by planning a grid of public, complete streets and pathways as shown in Map N-SE-3. Ensure that blocks are generally 400 feet or less in length, recognizing that Map N-SE-3 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.
LU-27	Plan for a grade-separated crossing over Redmond Way near the station area to provide better non-motorized access to the station from the northeast.

Redmond Way Subarea

The Redmond Way Subarea is the commercial corridor that extends along the south side of Redmond Way from the SR 520 interchange to just beyond the intersection with 180th Ave NE. A portion of the commercial corridor extends to the north side of the street around 180th Ave NE. This corridor is characterized by a wide variety of commercial uses that are largely dependent on vehicle traffic. These uses serve both local neighborhood traffic and regional traffic passing through Southeast Redmond.

The need for auto-oriented commercial uses here is expected to continue as the area around it continues to grow. This plan continues the focus for general retail uses along Redmond Way and discourages expansion of retail uses into the Central Subarea so as not to erode Redmond's land base for manufacturing and related uses.

LU-29	Maintain zoning that allows for general retail uses in the Redmond Way Subarea to serve both local and regional users.
LU-30	Restrict land uses, such as major office and walkup retail, which are more appropriate for Redmond's urban centers.
LU-31	Reserve land for manufacturing and related uses in the Central Subarea.

Central Subarea

The Central Subarea is Redmond's manufacturing and distribution hub, and is an important jobs location. Although natural features are not immediately obvious, the aquifer under this subarea is particularly productive. The subarea extends east from the Regional Retail Subarea to 188th Ave NE and north from Redmond Way to Bear Creek and Evans Creek. Most of the subarea is zoned Manufacturing Park, with some portions zoned Business Park. Among other things, businesses in this subarea manufacture industrial equipment, distribute parcels, cater events, develop new software products, manage food service operations, and manufacture aircraft equipment.

LU-32	Continue to encourage manufacturing, distribution, and industrial uses in the Central Subarea.

LU-33	Support the Central Subarea as a significant jobs location in the following ways: • Support citywide partnerships with business and community interests such as OneRedmond • Monitor changes in the economy and adjust zoning regulations as needed • Restrict incompatible uses in this area, such as standalone housing, general retail, and mixed-use developments

Northeast Subarea

The Northeast Subarea features land use and zoning that transitions from single-family residential in the south to manufacturing and industry in the north in order to provide opportunities for land-intensive employment uses and buffer residential areas from industrial areas. Over time this area will demonstrate techniques for successfully locating living and working opportunities in close proximity of one another.

LU-34	Maintain a Northeast Design District performance zone as shown in Map LU-1 that fosters opportunities to live, work and recreate in close proximity and in a manner that appropriately transitions between land uses of different intensities. For the Northeast Design District maintain development regulations to achieve the following: • Accommodate 140-170 dwellings east of Southeast Redmond Neighborhood Park and south of the 7100 block at a density of approximately 12-18 units per acre. In this same area allow recreation uses and medium-intensity business park uses. • Accommodate a broad range of business park activities in the balance of the Northeast Design District, including those business park activities allowed in the above bullet as well as manufacturing and outdoor storage.
LU-35	Require master planning for new development in the Northeast Design District.
LU-36	Maintain Industry zoning in the northern part of this subarea.
LU-37	Provide a variety of mobility choices and connections within this subarea including non-motorized connections to the Bear-Evans Creek Trail system and multi-modal routes to the north and west to provide a grid-based travel network. Ensure that pedestrian and bicycle connections, which may be part of multi-modal connections, are generally no more than 500 feet apart. Complete the connections generally as shown on Map N-SE-3, recognizing that locations shown on the map are conceptual.
LU-38	Establish vegetated street and non-motorized connections in the Northeast Design District to provide for additional buffering between land uses of different intensities.
LU-39	Design north-south streets to avoid creating direct visual corridors from low-intensity to high-intensity areas in the Northeast Design District.
LU-40	Plan for and design the 192nd Avenue NE corridor between NE 68th Street and Union Hill Road as follows, moving from south to north: • Residential green corridor: where 192nd Ave NE is adjacent to residential development in the southern portion of the design district, incorporate high-comfort pedestrian and bicycle facilities, broad street-side planting strips, canopy-forming and large-species vegetation, and narrow vehicular travel lanes • Design the intersection of 192nd Ave NE and the first east-west street north of

	Woodbridge to encourage through traffic to turn west toward 188th Ave NE instead of entering Woodbridge. • Campus green corridor: where the street is adjacent to moderately-intense uses, incorporate supportive, multi-modal infrastructure including comfortable facilities for pedestrians and bicyclists, moderately-wide street-side planting strips, a variety of vegetation including canopy-forming and large-species vegetation that increases in density from north to south, a vegetated median, and vehicular travel lanes. • Industrial corridor: where the street is adjacent to higher-intensity uses, support efficient travel for large and heavy vehicles associated with industrial and manufacturing land uses through a design that meets citywide arterial street standards. Emphasize east-west non-motorized 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.
LU-41	Design and site buildings, landscape features, or other elements to establish structural buffers between land uses with different intensities. Include dense, multistory, evergreen landscaping to enhance the buffering effect.
LU-42	Select and maintain species for landscaping in residential areas to provide vegetation that is tiered and multistory at maturity and will supplement buffers and transitional areas.
LU-43	Incorporate design elements and amenities that foster a sense of place and neighborhood character in new developments in the Northeast Design District. Include elements such as pedestrian-scale street lights, seating along sidewalks and trails, pocket parks and children's play areas, small outdoor recreation areas such as basketball courts, open areas for impromptu recreation such as volleyball, artistic features, and landscaped entryways.
LU-44	Encourage development of community gardens that are in close proximity to residences.
LU-45	Maintain Neighborhood Commercial land use designation and zoning immediately north of Southeast Redmond Neighborhood Park.

Evans Creek Subarea

The Evans Creek Subarea is the residential portion of Southeast Redmond. It is generally located in the southeast corner of the neighborhood. Homes here – both single-family and multi-family – are located within a short commute to thousands of jobs. Most homes were built in the 1990s and 2000s, making homes in this neighborhood relatively new compared to other parts of Redmond. This subarea is desirable for residents for these and other reasons. At the same time, many homes are near manufacturing and industrial operations that have operated for decades. This plan emphasizes improving residential quality of life while retaining and attracting businesses to Southeast Redmond.

LU-46	Use building siting, street alignment, on-site landscaping, vegetated buffers and other techniques to improve buffers between residential and higher-intensity uses.
LU-47	Provide, where feasible, additional vegetation in street-side planter strips of 188th Avenue NE from Redmond Way to NE 68th Street.
LU-48	Encourage developers and builders to cluster residential development away from existing manufacturing and industrial uses.

Transportation

Southeast Redmond is at the confluence of four regional commute routes: SR 520, Avondale Road, Union Hill Road, and Redmond Way. In addition it is a hub for parcel distribution activity. During peak hours these routes can be severely congested.

Light rail will reorient how thousands of regional commuters, Southeast Redmond residents, and Southeast Redmond employees use the transportation system in Southeast Redmond. This plan leverages the light rail investment and focuses on improving the travel choices, consistent with citywide transportation policy and the Transportation Master Plan.

TR-1	Work with transit agencies and other partners to improve transit service as an alternative to driving alone, especially in the eastern part of the neighborhood where there is less transit service. Pursue improvements to local routes, access to regional routes, and park and ride access, and explore alternative transit service options.
TR-2	Explore and implement creative ways to reduce conflicts between vehicles and non-motorized street users.
TR-3	Find ways to enable pedestrians and bicyclists to safely cross Redmond Way to access homes, transit, jobs, services, and Marymoor Park. For example, encourage pedestrians to use shorter crossings, such as at NE 70th St, or install grade-separated crossings.
TR-4	Manage congestion by, for example, using technology and making efficient use of existing infrastructure, so that the travel network overall continues to function.
TR-5	Ensure that arterials provide convenient and safe pedestrian crossing opportunities.
TR-6	Support long-term improvements to mitigate congestion at the end of SR 520, including at the interchange with Redmond Way and the intersection at Union Hill Road.

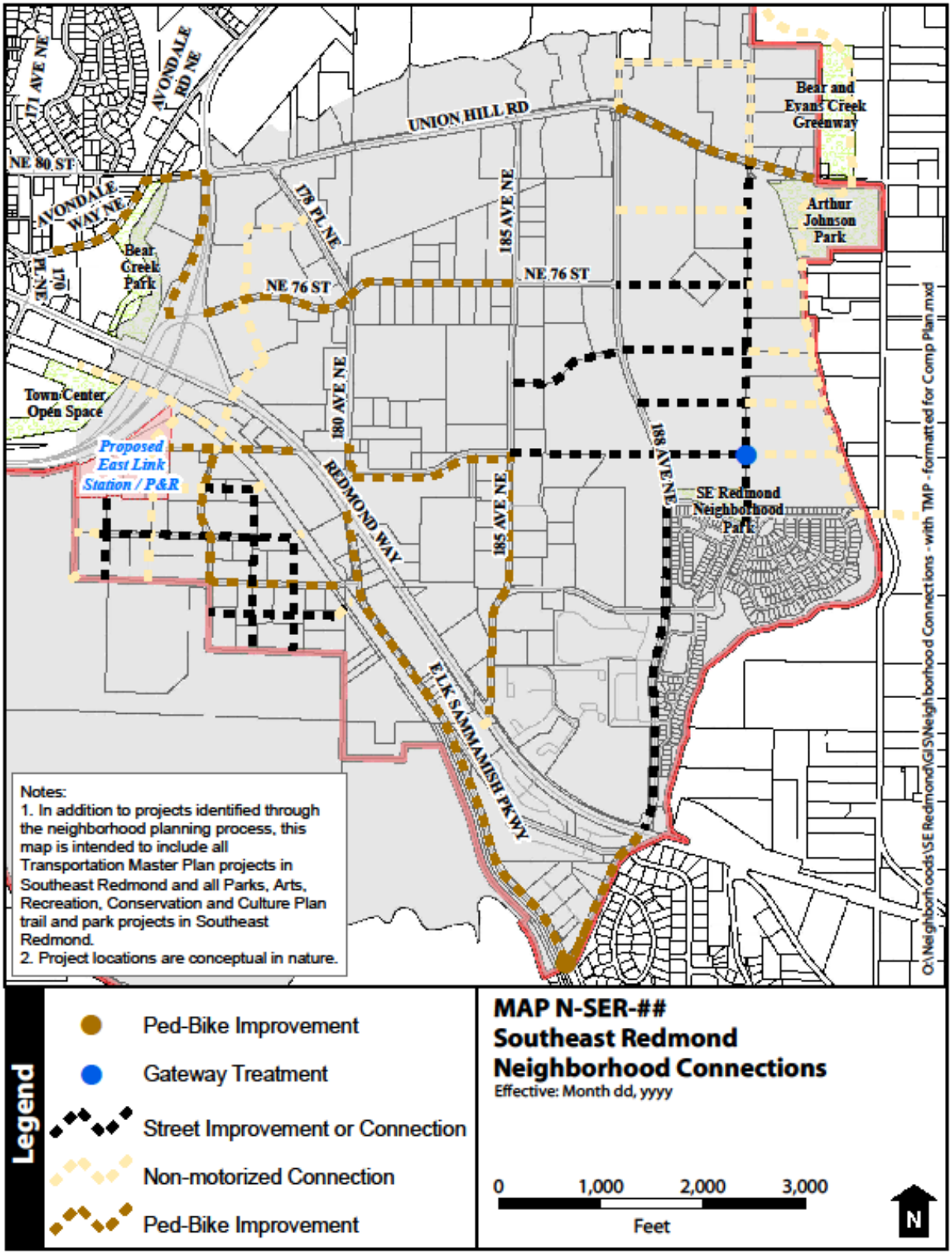
The lack of connectivity is a significant mobility issue for people regardless of their mode of travel. Creating new connections will help distribute traffic and give people more options for getting to where they want to go. It will be especially important to improve east-west connectivity to/from the light rail station since it will attract local and regional traffic. Creating a grid network of streets in the Marymoor subarea will help achieve this.

TR-7	Improve connectivity in the neighborhood by planning for and constructing multi-modal improvements as shown in Map N-SE-3. Prioritize improvements that improve the quality of connections from the Central Subarea to the Redmond Way and Marymoor Subarea for commuting and mid-day trips.
TR-8	Work with Sound Transit and others to encourage regional commuters to use the planned Southeast Redmond Park and Ride to access transit.
TR-9	Partner with Sound Transit and King County Metro to ensure high-quality multi-modal access to the station area, especially considering commuters who will need access to the regional street network.

As an industrial and distribution hub, Southeast Redmond experiences significant truck traffic. It will continue to be important to support the movement of freight while minimizing impacts on residential areas of the neighborhood. Pedestrians, bicyclists and others use Southeast Redmond streets and

pathways for commuting and recreation. Without proper planning and design this can lead to conflict points. This plan envisions a neighborhood where all travel safely in the neighborhood.

TR-10	Promote through, general vehicular and truck travel on principal and other high capacity arterials, which have higher vehicular volume and speed.
TR-11	Look for ways to increase the attractiveness of 185th Ave NE and NE 76th Street for trucks as an alternative to using 188th Ave NE. Recognize that 188th Ave NE is a truck access street, but that it abuts residential areas on two sides, and so consider design treatments that reduce negative impacts on residents while maintaining access for trucks.
TR-12	Condition future commercial development that relies upon heavy vehicles to use alternatives to 188th Ave NE between Redmond Way and the 6800 block.
TR-13	Plan and implement multi-modal and dedicated north-south and east-west non-motorized corridors that provide separation between trucks and pedestrians and bicyclists. Ensure that crossings also provide safe separation for all users.
TR-14	Identify corridors with safety concerns and design solutions that safely accommodate all modes of travel. Consider as options redesigning the corridor or providing alternative routes for some modes.


171 AVE NE
AVONDALE RD NE
UNION HILL RD
Bear and Evans Creek Greenway
NE 80 ST
AVONDALE WAY NE
178 PL NE
185 AVE NE
Arthur Johnson Park
Bear Creek Park
170 PL NE
NE 76 ST
NE 76 ST
Town Center Open Space
180 AVE NE
188 AVE NE
Proposed East Link Station / P&R
REDMOND WAY
185 AVE NE
SE Redmond Neighborhood Park
ELK SAMMAMISH PKWY
Notes:
1. In addition to projects identified through the neighborhood planning process, this map is intended to include all Transportation Master Plan projects in Southeast Redmond and all Parks, Arts, Recreation, Conservation and Culture Plan trail and park projects in Southeast Redmond.
2. Project locations are conceptual in nature.
O:\Neighborhoods\SE Redmond\GIS\Neighborhood Connections - with TMP - formatted for Comp Plan.mxd
Legend
Ped-Bike Improvement
Gateway Treatment
Street Improvement or Connection
Non-motorized Connection
Ped-Bike Improvement
MAP N-SER-##
Southeast Redmond
Neighborhood Connections
Effective: Month dd, yyyy
0
1,000
2,000
3,000
Feet
N

Parks and Recreation

Since Southeast Redmond developed first as a manufacturing and industrial center it does not have a collection of neighborhood parks. Even so, Southeast Redmond is ringed on the north and east by a network of existing parks and trails and future trail connections that when complete will connect Southeast Redmond to a regional network of trails and open spaces.

Another unusual feature is that Southeast Redmond – for planning purposes – includes Marymoor Park in unincorporated King County, which is almost as big as the rest of the neighborhood. Even though the incorporated portion of the neighborhood shares a long boundary with Marymoor, it is not easily accessible, with only two entry points: one road and one trail entrance.

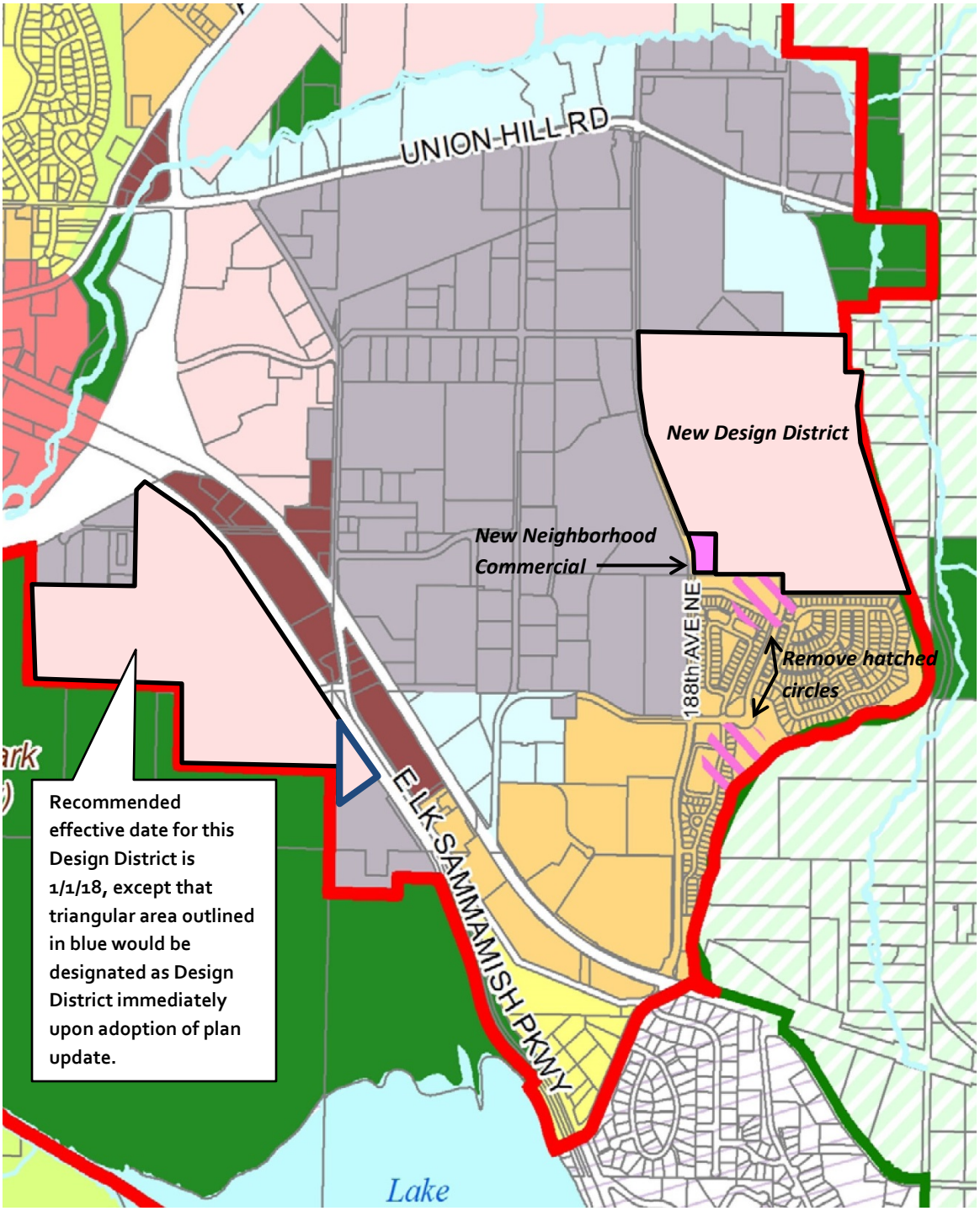
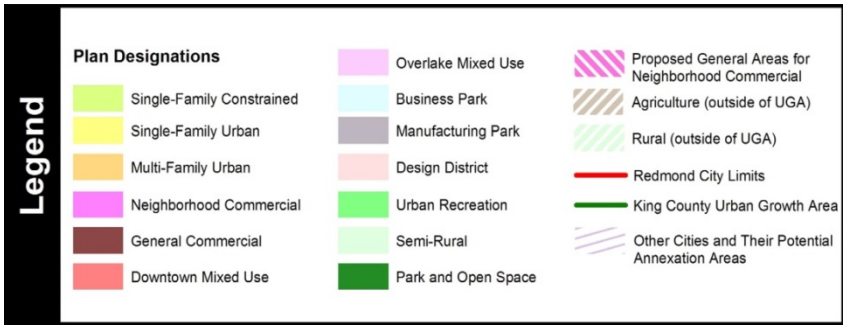
Given that context, this plan focuses on completing existing parks and trails and creating new opportunities to access Marymoor Park.

PR-1	Prioritize the development of Southeast Redmond Neighborhood Park. Expand the park if additional residential development warrants such expansion.
PR-2	Use Southeast Redmond Neighborhood Park and other existing and planned parks, trails, and community spaces to support opportunities for passive and active recreation for people of all ages and abilities. Include opportunities for community gardens and community gathering.
PR-3	Use parks and other open spaces to add green to the neighborhood, and to enhance stream health, the tree canopy, and other natural assets.
PR-4	Support planned trail connections to nearby parks, such as Arthur Johnson Park and Marymoor Park.
PR-5	Complete planned local and regional trail connections and associated open space, and create new connections between the planned trail network on the eastern edge of the neighborhood and the Northeast Subarea, as shown in Map N-SE-3.
PR-6	Complete the planned grade-separated connection across SR 520 between the north end of the East Lake Sammamish Trail and the Redmond Central Connector, recognizing its regional recreation and transportation significance. Pursue an interim connection if needed. If a permanent connection is not complete prior to the extension of light rail to Downtown Redmond, ensure that the connection's design and construction are coordinated and done in conjunction with the extension of light rail to Downtown Redmond.

Neighborhood Gathering Spaces

People in Southeast Redmond value connections with one another. However, there are currently few places for people to gather outside their home or office. Additional gathering places such as plazas and pocket parks would provide a variety of opportunities for those who live, work, and visit Southeast Redmond to meet and to engage while building a strong sense of community.

CG-1	Encourage property owners and developers to integrate gathering places into their developments, such as a plaza outside coffee stores or pocket park as part of a new development
CG-2	Provide incentives for development of privately operated indoor/outdoor recreational facilities.

Attachment A: Recommended Amendments to the Comprehensive Plan

Comprehensive Plan Land Use Map (excerpt)