



**TECHNICAL COMMITTEE REPORT
TO THE PLANNING COMMISSION**

To: Planning Commission

From: Technical Committee

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Project File Number: LAND-2014-00055

Project Name: Southeast Redmond Neighborhood Plan Update

Related File Numbers: N/A

Applicant: City of Redmond

Applicant's Representative: Same as staff contacts

Reason for Proposal Adoption: The last update to the Southeast Redmond Neighborhood Plan was in 1993. Like other neighborhood plan updates, the Southeast Redmond Neighborhood Plan update will comprise amendments to the Comprehensive Plan and Zoning Code specific to the Southeast Redmond neighborhood, and includes consideration of amendments including land use, neighborhood character, economic development, and transportation. This update builds on the completion of the Greater Southeast Redmond Area Transportation Study, planning work to date for a future extension of East Link to Downtown Redmond, and other plans and studies.

I. APPLICANT PROPOSAL

The City of Redmond proposes to update the Southeast Redmond Neighborhood Plan, which is part of the Redmond Comprehensive Plan, and to adopt implementing zoning regulations. Zoning regulations are currently under development and not included as part of this report. They will follow under separate cover in February 2014.

BACKGROUND AND REASON FOR PROPOSAL:

The City of Redmond undertakes neighborhood planning to maintain and enhance neighborhood vitality and quality of life for the long term. Specifically, neighborhood plans:

- Reflect the priorities of people who live, work and own property in the neighborhood.
- Describe important neighborhood goals and how to accomplish them.
- Give policy and regulatory direction for the neighborhood and City decision makers.
- Help to coordinate and indicate priorities for improvements in services and facilities.
- Are consistent with but do not duplicate the Comprehensive Plan.
- Help to implement the Comprehensive Plan.
- Serve as a tool to bring together those who live or work in an area to help address concerns and goals.

Comprehensive Plan policies NP-1 through NP-7 describe how Redmond plans for neighborhoods. Policy NP-1 directs the City to regularly review and update neighborhood plans, completing major updates every twelve years. The existing Southeast Redmond Neighborhood Plan dates from 1993, underscoring the timeliness for considering and acting on needed updates to this neighborhood plan.

Current Southeast Redmond neighborhood policies emphasize the following:

- Promoting the area as an employment center with family-oriented housing and other supportive uses;
- Restricting land uses that conflict with manufacturing uses;
- Protecting significant environmental features, such as wetlands, streams, and the aquifer;
- Providing adequate parks, recreation and open space to meet the needs of those living and working in the neighborhood;
- Providing for safe and efficient circulation of people and goods and reducing dependence on single-occupancy vehicles; and,
- Preserving the rural character of land beyond the city limits.

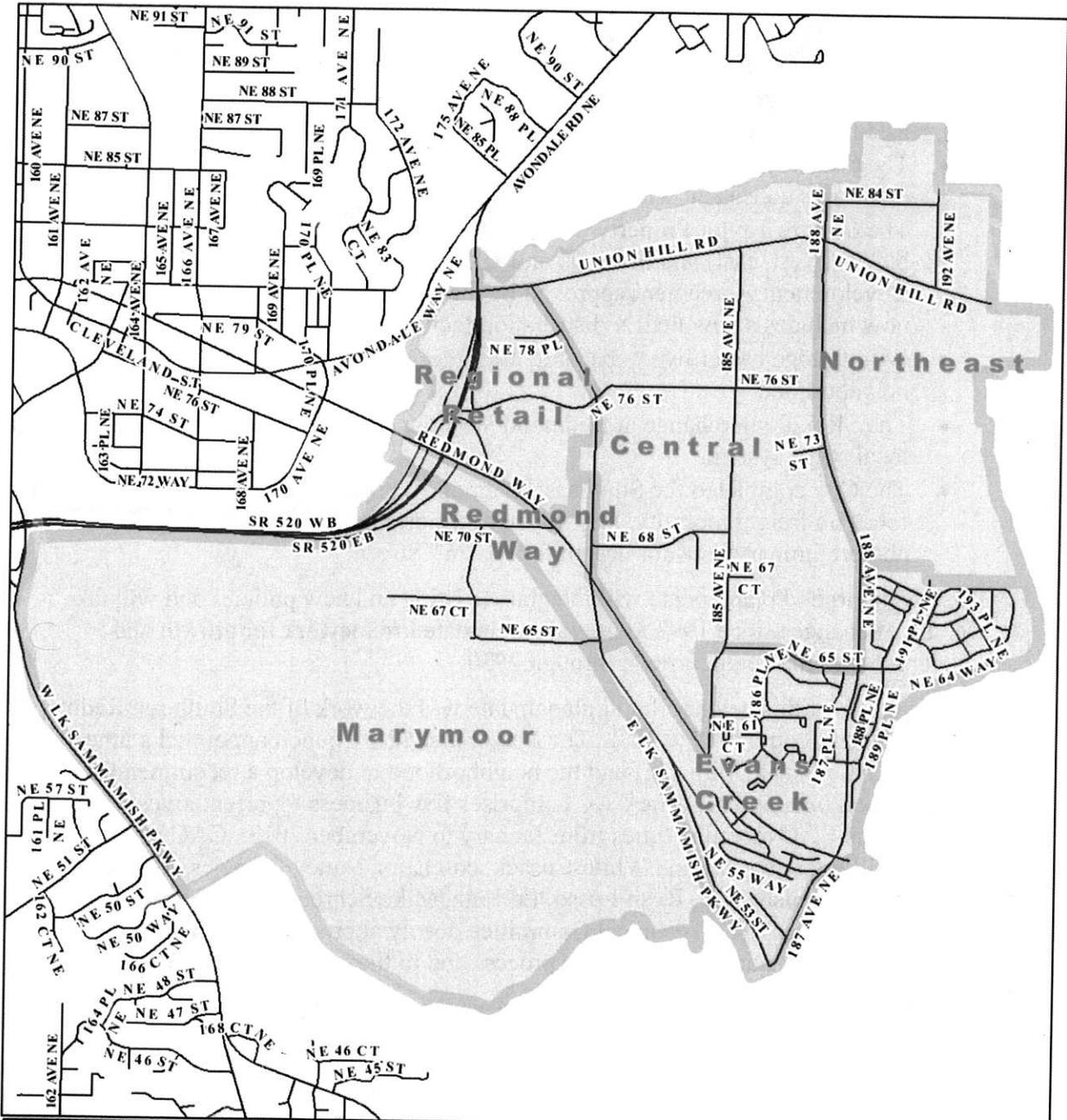
Significant changes have occurred since the last plan update in 1993. Among them:

- Sound Transit has adopted a light rail alignment that includes a light rail station and 1,400-stall parking structure in Southeast Redmond in the vicinity of NE 70th Street west of Redmond Way.
- The neighborhood boundaries changed to incorporate the area between Union Hill Road and Bear/Evans Creek.
- The Gateway Design District has developed with four regional retailers as well as other uses consistent with neighborhood policies and zoning regulations.
- The 60-acre Taylor Property bounded approximately by the 18500 and 18800 blocks (west, east) and the 6800 and 8000 blocks (south, north) is subject to a Development Agreement approved by the City Council, has been subdivided, and now includes a new FedEx distribution facility.
- Woodbridge has grown to become the largest single-family development in the neighborhood.
- The SR 520 interchange at Redmond Way has been expanded, with impacts to the local street system.
- The City completed the Southeast Redmond Transportation Study in 2010, with a focus on freight mobility, long-range transportation needs in the neighborhood, and preliminary corridor design for NE 76th Street.

This neighborhood plan update will integrate existing and new policies and will take account of changes since 1993 to provide an updated framework for growth and development in the neighborhood through 2030.

A critical part of this neighborhood plan update was the work of the Southeast Redmond citizen advisory committee (CAC). The Mayor and City Council appointed a nine-member CAC to work with staff and the neighborhood to develop a recommended neighborhood plan update. The CAC comprises five business representatives and four residents; the CAC met nine times from January to November 2013. CAC members are: Howard Hillinger and Mellina White-Cusack, co-chairs, Nancy Barevics, Matt Eldrenkamp, Manish Garg, Ryan Lusso, Ed Lutz, Mike Schroeder, Natalya Tkach, and Steve Whitescarver. The Technical Committee deeply appreciates the CAC's commitment of time and energy to this process and to the community at large.

The following page contains a map of Southeast Redmond subareas.



Legend	 Neighborhood Subareas	MAP NE-SER-## SOUTHEAST REDMOND NEIGHBORHOOD SUBAREAS Effective: Month ##, 2014 Note:
		

II. RECOMMENDATION

The Technical Committee recommends adopting updated Southeast Redmond Neighborhood Plan policies as shown in Exhibit A. Key elements of the updated plan include:

- Retaining land for manufacturing and industry;
- Recognizing the importance of Redmond's ground water and surface water and supporting citywide plans and policy to protect them;
- Planning for new residential and employment opportunities in the area north of Woodbridge and in the Marymoor subarea (described further in this report);
- Improving mobility for all modes by planning for new motorized and non-motorized connections;
- Prioritizing transportation corridors for efficient heavy-duty truck travel and freight transit;
- Promoting manufacturing and distribution related transportation away from single-family residential areas;
- Supporting housing affordability and choice;
- Completing planned trail connections and developing existing parks;
- Enhancing a sense of place and community through opportunities for gathering places, particularly as part of private development and design of the public realm;
- Renaming the Gateway Design District to the Regional Retail Subarea while maintaining the same land use intent in neighborhood plan policies; and
- Maintaining current zoning along Redmond Way, preserving the limits of the Manufacturing Park Overlay (described further in this report).

III. PRIMARY ISSUES CONSIDERED

A. ISSUES CONSIDERED AND ALTERNATIVES

This section of the report describes the topics about which the Citizen Advisory Committee (CAC) had the most discussion, and the alternatives that were considered for each.

Northeast Subarea

The CAC and Technical Committee recommend significant changes to planned land uses in the Northeast Subarea, focusing on creating a transition from single-family uses in the south to industrial uses in the north.

The Northeast Subarea contains Redmond's only industrial zoning and is also home to legal non-conforming industrial uses outside the industry

zone. Uses here include manufacturing precast materials, welding, wood recycling, gravel recycling, asphalt mixing, cement mixing and a road maintenance base. On the south, the Northeast Subarea is adjacent to Woodbridge, the largest single-family development in the neighborhood. Woodbridge is on the site of a former gravel quarry. In the early 1990's the owner, Lakeside Industries, sought permission to zone the land for residential development. The City Council approved such a plan and by the early 2000's Woodbridge was under construction. Today, about 350 homes comprise the Woodbridge development. About 70 acres of land zoned R-12 immediately adjacent to Woodbridge remains in industrial uses.

The introduction of single-family housing close to active industrial uses has caused friction over the years. Residents, especially those along the western (188th Ave NE) and northern edges of Woodbridge, have identified truck traffic, dust, noise, vibration and odors as unpleasant aspects of living near industrial uses. At the same time, industrial uses have operated in Redmond for decades and City policy is clear that manufacturing park and industry zones are the appropriate locations for such uses.

Given the history and existing conditions in this area, staff believed it was important to engage the CAC in a discussion of planning of this portion of the neighborhood. With a focus on a future where residents enjoy a higher quality of life and manufacturing and industrial businesses continue to thrive, the CAC recommended a transitional strategy where industrial uses thrive in industrial zones and an effective buffer is created between this zone and the residential zone.

The CAC considered two alternatives for the Northeast Subarea and ultimately developed a third alternative that it and the Technical Committee are recommending for approval. The preferred alternative has the following features:

- Transitions from higher-intensity to lower-intensity uses moving from north to south;
- Rezones most of the residential capacity to employment capacity for a spectrum of uses typical of business and manufacturing parks;
- Retains small area for residential uses nearest to the existing Woodbridge neighborhood and the city limit – 140-170 homes;
- Seeks a small expansion of Southeast Redmond Neighborhood Park given the retention of zoning for residential uses;
- Provides for a neighborhood commercial node in close proximity to the residential zone and Southeast Redmond Neighborhood Park to serve neighborhood residents and employees;

- Uses performance zoning to provide for an effective transition between higher- and lower-intensity uses while providing flexibility in allowed uses;
- Includes a master planning requirement for the Northeast Design District (a portion of the subarea) to ensure that, even if phased, development will achieve the intent described in the neighborhood plan.

Prior to selecting the preferred alternative the CAC evaluated an “employment alternative” and a “variety alternative.” For the Northeast Subarea, the employment alternative proposed rezoning all remaining R-12 land for employment uses and creating a green buffer between Woodbridge and future current and future employment uses. The variety alternative proposed extending residential development north on the east side of the future 192nd Ave NE, expanding Southeast Redmond Neighborhood Park, including a neighborhood commercial node, and zoning land for employment uses west of 192nd Ave NE. The variety alternative was closer to a 50-50 split between residential and employment land uses north of Woodbridge.

The CAC considered a number of elements in deciding which alternative to recommend, including:

- The desire to create an area with a distinct identity that integrates Woodbridge with the area to the north;
- The need for large undeveloped parcels for employment uses;
- The desire for neighborhood-serving, neighborhood-scale retail near Woodbridge;
- The desire to expand Woodbridge by allowing a small amount of additional residential development so that it feels more sustainable as a neighborhood within a neighborhood; and,
- Providing for a gradual transition from lower- to higher-intensity uses that is planned in conjunction with a future developer.

It was through this discussion that the CAC settled on the preferred alternative described above. In its recommendation the CAC noted concerns by CAC member Steve Whitescarver, representing Cadman, that the proposed policies may not offer sufficient flexibility to transition the Cadman property from its current uses to envisioned future uses. He expressed concern about identifying a target number of residential units, specifying their location on a particular portion of the Cadman site, and possible challenges in promoting development of large sites.

Marymoor Subarea

The CAC and Technical Committee recommend significant changes to planned land uses in the Marymoor Subarea, focusing on economic

resiliency, preparing for light rail transit and creating new housing opportunities near Marymoor Park to offset loss of housing capacity in the Northeast Subarea with the recommended update.

The Marymoor Subarea, which is zoned Manufacturing Park, is home both to traditional manufacturing uses and a wide variety of other allowed uses such as pre-schools and day care centers, a technical college, catering, fitness centers, video game research and development, religious facilities, graphics production, catering and breweries. The eclectic mix of uses demonstrates a couple key points: 1) manufacturing is evolving and will continue to do so in ways that are difficult to predict, and 2) the unexpected is already occurring here and the neighborhood plan can support continued evolution and innovation.

In addition to the unusual mix of activities, the Marymoor Subarea has a few other unusual characteristics:

- It shares a long boundary with Marymoor Park, an asset that is barely acknowledged in the physical design of the subarea.
- It is like an island in that this portion of the neighborhood is surrounded by Marymoor Park, SR 520, and Redmond Way; there is a sense of isolation here from the rest of the neighborhood.
- Sound Transit will build a light rail station and 1,400-stall parking structure here in the next phase of light rail expansion.

Given those characteristics, the CAC's vision for the Marymoor Subarea is for a community within Redmond that values a combination of creativity, innovation, variety, sustainability and resiliency. Those values are reflected in a land use approach that emphasizes performance over use, greening the subarea, and taking advantage of Marymoor Park as an amenity. The values are further reflected in a recommended system of proposed public improvements that improve mobility, connectivity and overall appeal of this subarea as a location to work and live.

The preferred alternative calls for locating employment uses to cluster around the future light rail station with residential uses closer to Marymoor Park and NE 65th Street. The reason for this is because research indicates that people are typically willing to walk further between homes and transit than they are between work and transit. The proposed plan calls for encouraging employment in primary industries as well as opportunities for artists and art production, in keeping with the theme of creativity and innovation. The plan is specific about accommodating at least 700 multi-family homes here to offset reductions in residential capacity in the Northeast Subarea. This ensures that the plan complies with Redmond's policy of not losing overall residential capacity (HO-17). Some of these homes could be in live-work style. The CAC recommends

adding this capacity in the Marymoor Subarea for three reasons: 1) it locates those homes within walking distance of the future light rail station, and 2) it locates many of those homes adjacent to Marymoor Park, and 3) the future residents become, together with people working in the wide variety of businesses in the subarea, the nucleus of the community described above.

As in the Northeast Subarea, the CAC considered an employment alternative and a variety alternative before settling on the preferred alternative. The employment alternative is so named for the focus on employment in the Northeast Subarea. In the Marymoor Subarea, this alternative called for accommodating about 840 new homes along the border with Marymoor Park and the East Lake Sammamish Trail. It also called for a neighborhood commercial center roughly in the center of the Marymoor Subarea, with employment uses ringing the future light rail station. The variety alternative for the Marymoor Subarea added capacity for about 420 homes (half the amount in the employment alternative), devoted more land to employment uses, and called for a series of small commercial nodes instead of one commercial center.

The CAC considered a number of elements in deciding which alternative to recommend, including:

- Redmond’s manufacturing niche, and its relationship with high technology and intellectual property businesses;
- Planning for a population that is interested in other options besides post-war suburban development – the CAC coined the term “practical” housing; and,
- Retaining flexibility in zoning to encourage creativity and innovation.

It was through this discussion that the CAC settled on the preferred alternative described above.

Manufacturing Park Overlay / Redmond Way Corridor

Before the neighborhood plan update process began the City Council asked that the process include a deliberate look at zoning along the north side of Redmond Way between 180th Ave NE and 185th Ave NE. In 2011, one of the property owners in the area requested amendments to the Comprehensive Plan and Zoning Code to expand the types of uses allowed in the area. The amendment was adopted, creating the Manufacturing Park (MP) Overlay. The MP Overlay allows for a broader range of commercial uses on the northeast corner of the intersection of Redmond Way, E Lake Sammamish Pkwy NE and 180th Ave NE. The Council recognized that these MP properties are unlike other MP properties especially in terms of drive-by traffic. Adoption of that amendment raised

the question of what the appropriate zoning designation is for the rest of the corridor.

During the neighborhood plan update process another property owner requested that the MP Overlay also be applied to his properties at the southeast corner of 180th Ave NE and NE 76th St. Two letters concerning this request are attached as Exhibits E1 and E2 explaining why the proponent, Mr. Cary Falk, believes establishing another MP Overlay is warranted. The letters cite the following reasons for establishing an MP Overlay on his properties:

- It would allow a broader range of uses, drawing traffic with a destination in the regional retail area across 180th Ave NE;
- It would allow businesses that typically have longer hours, creating evening activity without disturbing residential areas;
- It would not preclude someone from leasing to a traditional manufacturing tenant;
- Retail businesses already exist along 180th Ave NE, illegally according to Mr. Falk;
- Vacancy rates for his buildings were expected to rise to over 50 percent on January 1, 2014;
- Prospective manufacturing tenants can find cheaper rents elsewhere; and,
- He is at a competitive disadvantage compared to properties with the MP Overlay.

The CAC's discussion on Mr. Falk's request included the following points:

- Establishing a new MP Overlay could set a precedent that leads to future expansions;
- The property in question has a more manufacturing feel than the retail properties across 180th Ave NE; and,
- The CAC preferred to address this across the entire MP zoning designation rather than on a property-by-property basis and encouraged the City to do this in the near term.

Weighing these points and Mr. Falk's rationale, the CAC decided to recommend against establishing a new MP Overlay while recommending addressing the issue of allowed uses in MP zones at a zone-wide scale.

Staff also recommended against expanding the MP Overlay to include Mr. Falk's property as described in Exhibit F. Further, regarding the CAC's interest in zone-based analysis, staff concurs that it is important to periodically review zoning regulations though for two reasons is recommending not undertaking such a study at this time. First, the City completed a study and amendments for Manufacturing Park, Business

Park, and Industry zones at the end of 2009. This study included meetings with property owners, business representatives and other stakeholders and a thorough identification and consideration of potential changes to the Zoning Code. In response to this study, the Council decided to adopt amendments that resulted in a moderate increase in allowed uses and flexibility consistent with the overall intent of the zones. In addition, the Council decided against a broader increase in the range of allowed uses. The City also updated the MP and BP zone use charts as part of the 2011 Zoning Code Rewrite by changing from a list of various kinds of manufacturing that were permitted to listing one permitted use category for manufacturing and wholesale trade as a whole so as to allow a wide range of types of manufacturing.

Second, staff believes that zoning is one of many aspects of this issue and feels that it is important to involve OneRedmond. Staff recommends allowing OneRedmond's new Executive Director, Bart Phillips, to consider this situation in the context of Redmond overall before beginning another study of MP zoning.

The CAC also considered appropriate zoning for the north side of Redmond Way from 180th Ave NE to 185th Ave NE. The western portion of this area is within the MP Overlay established in 2011. Staff encouraged the CAC to spend time in the area to get a sense of traffic patterns, the business types, and the land itself. In a subsequent memo to the CAC, staff recommended against expanding the MP Overlay along Redmond Way for reasons of access, topography and because better opportunities exist for encouraging retail uses in Southeast Redmond. In terms of access, staff noted that properties along Redmond Way in this area do not offer optimal visibility due to buildings being set back quite far. In addition, corner parcels would take access from 185th Ave NE, which has much less drive-by traffic than Redmond Way. Regarding topography, staff noted that buildings on these sites are up a significant grade from the street, further reducing visibility. Finally, the CAC is recommending additional retail opportunities in areas that would better serve the neighborhood vision: in the station area and near Woodbridge. These locations would be more walkable to people in the neighborhood, and do not have the same drawbacks that the Redmond Way locations have. The CAC concurred with staff and recommended against expanding the existing MP Overlay. The complete memo is attached as Exhibit F.

**B. COMPARISON WITH OTHER COMMUNITIES, APPROACHES
(as applicable)**

The CAC spent considerable effort developing a plan update that, over the long term, will improve quality of life for existing residents, encourage

economic vitality and diversity, and work in a complementary manner to the City's two urban centers. Two topics that were central to that discussion are creating effective transitions and evaluating alternative zoning schemes. Staff researched strategies in other communities; summary results are below.

Creating Effective Transitions

Cameron Zapata, who started as an intern with the Planning Department and is now an Assistant Planner in the Development Review Division, researched a number of strategies for creating effective transitions and buffers between industrial and residential uses. She presented four examples to the CAC: Fairhaven (Bellingham), Georgetown (Seattle), St. John's (Portland) and Hillsboro, Oregon.

Fairhaven's urban village plan demonstrates how green buffers can be used to create a transition from industrial to residential uses. One of the buffers is a densely-vegetated stream corridor; the other is a dog park.

The City of Seattle uses buffer zones in Georgetown to create transitions from industrial to residential uses. Georgetown is a largely industrial neighborhood in south Seattle with a small single-family residential area. Seattle has created "industrial buffer" zoning between the residential zone and the heavier industry zone as a way of creating a transition. Staff visited Georgetown and found that it was not immediately obvious where the line from "industrial buffer" to "industrial general" was. Staff also noted that one significant difference between Georgetown and Southeast Redmond was that 188th Ave NE in Southeast Redmond seems to take more truck traffic than the streets immediately surrounding residential development in Georgetown.

The City of Portland employs a similar strategy in its St. John's neighborhood as Bellingham does in Fairhaven. St. John's is a largely industrial area in north Portland bordered by the Columbia and Willamette Rivers. Residential areas are in close proximity to the industrial areas. Portland uses natural areas and parks to separate the two uses.

Hillsboro, Oregon is more similar to Southeast Redmond in that it is a suburban community. Hillsboro uses industrial park zones to transition from higher- to lower-intensity uses. For example, an industrial park separates the airport from a residential area. The industrial park has its buildings in the center of large parcels, buffered from adjacent uses by parking and landscaping. The arterial separating the industrial park from the residential area features wide landscaping strips with trees and lawn.

The Southeast Redmond plan envisions using landscaping, vegetation, and zoning regulations to create an effective transition and buffer in the Northeast Subarea, taking cues from the examples cited above.

Alternative Zoning Approaches

Among the CAC's goals for Southeast Redmond are 1) creating effective land use transitions, especially in the Northeast Subarea, and 2) fostering economic resiliency, creativity and innovation, especially in the Marymoor Subarea. For different reasons, traditional Euclidean zoning (named for Euclid, Ohio, where such zoning was validated in a landmark court case) poses challenges to achieving those goals.

Traditional zoning is concerned primarily with what a use *is* and less concerned about what it *looks like* or how it *behaves*. This allows a community great control and certainty over the types of businesses and homes that locate in the community, but is in other ways limiting. For example, a simple Euclidean zoning scheme might treat all restaurants or all manufacturing enterprises the same, regardless of their impacts. This makes it difficult to create transitions from higher- to lower-intensity uses. At the same time, zoning by use can become overly prescriptive, allowing accountants but not attorneys, for example, even though they may look and act similarly. Thus, zoning by use alone can be both too much and too little to accomplish community objectives.

Most communities' zoning regulations are built on Euclidean zoning but are more accurately described as a hybrid of use, performance, and form-based code. Use-based (Euclidean) has already been described. Performance zoning is zoning based on the impacts a use has – how a use behaves. Long-Range Planning intern Vera Hoang researched performance zoning, and this report draws on her work. Zoning codes using performance zoning have a series of thresholds that uses must meet or not exceed. For example, there might be a noise threshold or an impervious surface area threshold. The code will not tell an applicant or building operator how to meet a threshold, only that it must be met. Thresholds can be set to meet virtually any public objective, among them: limiting development intensity, protecting natural resources, and limiting impacts on adjacent uses.

Redmond has implemented elements of performance zoning for decades, for example by establishing noise thresholds, impervious surface area limits, landscaping requirements, and more. Redmond has not previously emphasized performance standards to meet specific neighborhood plan objectives. That is proposed here. In the Northeast Subarea, performance standards can be used to gradually change the intensity levels of uses without trying to guess which uses will have which impacts (a

shortcoming of pure Euclidean zoning). Performance zoning can help create the transition while preserving significant use flexibility. In the Marymoor Subarea the primary goal is economic resiliency through flexibility in uses. Emphasizing performance standards allows the City to de-emphasize (not eliminate) use standards, increasing use flexibility.

There are few examples of pure performance-based zoning. Fort Collins, Colorado adopted something close in the early 1980's but found that it lacked predictability. It now operates a hybrid code. North Bend, Washington and Baltimore, Maryland also employ codes with performance zoning elements.

Form-based zoning is different still, emphasizing how buildings relate to the street and to each other. Form-based codes regulate building form and massing rather than focusing on uses. Redmond does not significantly employ form-based elements. Redmond does have regulatory design standards, but they do not typically dictate specific form and massing. Rather, they state a design intent and offer different ways to achieve the design intent. Form-based zoning is not proposed in any significant way in Southeast Redmond.

IV. SUPPORTING ANALYSIS

A. EXISTING CONDITIONS

Southeast Redmond neighborhood spans approximately 1,600 acres, including 597 acres that are Marymoor Park. It is the City's most diverse neighborhood in terms of land use designation as shown below:

Land Use Designation	Approximate Acreage
Business Park	118
Commercial	30
Gateway Design District	57
Manufacturing Park and Industrial	477
Park and Open Space (including Marymoor*)	597
Residential	244

**Marymoor Park is included for neighborhood planning purposes only*

The neighborhood annexed to the City in portions with the first part being the current industrial zone in 1958, the commercial and manufacturing zones from

1970 to 1979, and then the residential area in the neighborhood's southeastern area from 1980 to 1995.

Major businesses and other nonresidential uses within the neighborhood include Cadman, Genie Industries, GTE Northwest, Lakeside Industries, Mac and Jack Brewery, Lake Washington Technical College (right name?), Microsoft, Nabtesco Aerospace, Olympian Precast, Puget Sound Energy, U.S. Postal Service, UPS, FedEx, and Watson Asphalt. Retail businesses include Kohl's, Target, Home Depot, Fred Meyer, Whole Foods Market, and others. The neighborhood includes Cedar Lawns Memorial Park and Redmond Pioneer Cemetery (a historic landmark). In addition to Marymoor Park, the neighborhood includes Southeast Neighborhood Park and Arthur Johnson Park, both unimproved. Residential uses range from large-lot single-family near Lake Sammamish to multi-family at over 30 units per acre, and include Woodbridge, Evans Creek, The Reflections and Vesta.

Located at the City's eastern edge, this neighborhood experiences a significant amount of pass-thru traffic. The confluence of SR-520, East Lake Sammamish Parkway, Redmond Way (SR-202), Union Hill Road, and Avondale Road brings significant traffic volumes and travel demand to the neighborhood during peak commute periods. The Bear Creek Park & Ride is regularly at or over its 283-stall parking capacity. The park & ride is served by five Metro routes and the Sound Transit 545 route. This facility also includes 12 bike lockers, for which there is a waiting list. Sound Transit plans to establish a light rail station and 1,400-stall parking structure on the south side of SR 520 west of Redmond Way as part of a future, and as yet unfunded, East Link extension. This station will be accessed principally via NE 70th Street, with additional access via NE 65th Street.

People in Southeast Redmond have access to over seven miles of trails with an additional two miles planned and proposed for completion. Local trails connect to the Evans Creek Trail and to the East Lake Sammamish Trail from which people can also gain access to the Sammamish River and Burke-Gilman regional trails through Marymoor Park and ultimately by way of the Central Connector.

The neighborhood is edged by water bodies including Bear and Evans Creek along the western, northern and eastern edges and Lake Sammamish to its south. The neighborhood is split among the four wellhead protection zones with Zone 1 (most protective) comprising a significant portion of the middle and northern portions, Zones 2 and 3 comprising the remaining middle and north portions, and Zone 4 (least protective) comprising the southern third of the neighborhood. Groundwater is shallow in many parts of the neighborhood and most significantly in the Marymoor Subarea. This water is notable for its

good quality and quantity as it flows toward Lake Sammamish and the Sammamish River.

Southeast Redmond also includes Fire Station #16, Well #5, and the City's Public Works and Parks Maintenance and Operations Centers.

Absent of one specific identity, this neighborhood has emerged over time and offers many opportunities for establishing a sense of community and place while it maintains its diversity and spirit of innovation.

B. COMPLIANCE WITH CRITERIA FOR PLAN AMENDMENTS

Redmond Comprehensive Plan Policies PI-16 and LU-26 direct the City to take several considerations, as applicable, into account as part of decisions on proposed amendments to the Comprehensive Plan.

Items 1 through 6 apply to all proposed amendments. Items 7 through 9 apply when proposed amendments concern allowed land uses or densities, such as proposed amendments to the Land Use Plan Map, land use designations, allowed land uses, or zoning map.

The following is an analysis of how this proposal complies with the requirements for amendments.

1. Consistency with Growth Management Act (GMA), State of Washington Department of Commerce Procedural Criteria, VISION 2040 or its successor, and the King County Countywide Planning Policies.

Proposed policies of the Southeast Redmond neighborhood plan take into account direction by the GMA, the Department of Commerce, VISION 2040, and Countywide Planning Policies. GMA's planning goals for guiding development of Comprehensive Plan policies and associated regulations include encouraging development in urban areas, reducing sprawl, encouraging efficient multimodal transportation systems, providing a variety of housing choices and levels of affordability, encouraging economic development, maintain and enhancing natural resources and open space, protecting the environment and quality of life, and encouraging community participation in planning processes. In addition, the Countywide Planning Policies project a 2030 vision that includes stewardship of the environment, viable rural areas with a clear boundary between rural and urban areas, bountiful agricultural and productive forest lands, and vibrant and diverse urban communities. The State of Washington Department of Commerce and VISION 2040 add coordination of planning efforts across jurisdictional boundaries and

agencies including state agencies, and notification procedures regarding intent to adopt amendments to the City's Comprehensive Plan and Zoning Code. As described below, the recommended plan addresses these required aspects.

The recommended amendments accommodate a portion of Redmond's projected housing and jobs growth within King County's urban growth boundary. Though this neighborhood is located immediately adjacent to the Downtown urban center, recommended policies encourage development that is distinct and does not distract from the character of Redmond's urban centers.

The recommended plan update calls for significant enhancements and additional connections to support a diverse and efficient multi-modal network. In relation to the future light rail station and associated park & ride facility, the plan also emphasizes several non-motorized connections and street crossing opportunities that will provide a variety of safe and separated travel choices for pedestrians and cyclists. Local trails will supplement this network and create pedestrian and bicycle connections to regional trail networks.

The plan calls for establishing a variety of housing types and levels of affordability. By locating new homes close to employment areas and to the light rail station, residents will have direct and non-motorized access to the facilities and to secondary services such as neighborhood commercial, gathering places, and parks.

Recommended policies also support the "greening" of this neighborhood through a variety of techniques. These include incorporating landscaping and green infrastructure into private development, public projects such as planned streets and trails, and community (food) gardens.

This recommendation also includes input received from King County staff with particular emphasis on Marymoor Park and transportation services. For example, to help connect future customers of light rail, a non-motorized connection is proposed to link the station with the mid-portion of the park and its trail network. Staff is also providing notice to the Department of Commerce, consistent with the required notification procedures.

2. Consistency with Redmond's Comprehensive Plan, including the following sections as applicable:

a. Consistency with the goals contained in the Goals, Vision and Framework Policy Element.

The recommended Southeast Redmond neighborhood plan promotes preservation, enhancement, and stewardship of, and community connection to natural resources including protected and critical areas located to the north and the east of the neighborhood; enhancing a sense of community and neighborhood-based quality of life through strategies including establishing a variety of gathering places and recreational opportunities; neighborhood equity including a variety of housing types and levels of affordability along with walkable destinations for obtaining goods and services; economic vibrancy and growth through ongoing support for current businesses and for a variety of future business models and types; and a well-connected community by way of public infrastructure including multi-modal streets and local and regional trails, and through ongoing community engagement.

b. Consistency with the preferred land use pattern as described in the Land Use Element.

Recommended plan policies continue to maintain and enhance the integrity and quality of critical areas and natural resources; support new and redevelopment of properties consistent with the City's long-term vision; preserve opportunities for rural and agricultural uses to the north and east of the City; emphasize community character and a high-quality of life; encourage economic development particularly through performance-based zoning and flexibility regarding business uses; support the City's urban centers development by providing for different land use types that are not more appropriately located in an urban center; support industrial uses in the northeastern portion of the neighborhood; encourage additional opportunity for obtaining goods and services close to residential and employment areas; prioritize enhancing neighborhood parks, trails and open space; and provide for a variety of sustainable development strategies including establishing landscaping and green infrastructure throughout the neighborhood. As called for in Framework policy FW-3, the plan takes into account the greater good of the neighborhood and City while treating all property owners fairly and ensuring reasonable economic use of properties.

c. Consistency with Redmond's community character objectives as described in the Community Character/Historic Preservation Element or elsewhere in the Comprehensive Plan.

The Community Character and Historic Preservation Element addresses designing public places for people, events and community building,

view corridors and gateways, building and site design, streets and pathways, and historic preservation. The recommended neighborhood plan is consistent with this Element by way of advancing the City's vision regarding the community's size and character and promoting a balance regarding transportation, environmental, and future growth priorities. In particular, the plan encourages innovation through business by supporting flexible building envelopes and uses. Community gathering places are promoted as part of public projects and in private development. Through sub-area planning, small businesses such as those associated with art manufacturing are supported. Opportunities for living in close proximity to a variety of employment types is promoted through policies requiring a variety of housing types and levels of affordability. This plan also supports the long-term preservation of the historic landmark – Red Brick Road, located along 196th Avenue NE, immediately east of the neighborhood.

d. Consistency with other sections as applicable including the Natural Environment; Economic Vitality; Transportation; Parks, Arts, Recreation, Culture and Conservation Elements.

This neighborhood plan uses a holistic approach, similar to other neighborhood planning processes, to address all aspects of the neighborhood. Consistency with Comprehensive Plan Elements such as the Parks, Arts, Recreation, Culture and Conservation Element is demonstrated through plan's recommended parks and trail enhancements and priorities and by promoting opportunities for art in entryway and gateways as well as by supporting creative businesses in the Marymoor subarea. Framework policy FW-29 calls for maintaining and promoting a vibrant system of parks and trails.

Green infrastructure is emphasized along with support for maintaining high quality and quantity of the City's natural aquifer. A subsequent planning process is recommended for advancing a balanced approach regarding future redevelopment in portions of the neighborhood where groundwater levels are high. Emphasizing protection and enhancement of habitat and natural ecosystems is consistent with Framework policy FW-6.

Framework policy FW-19 encourages a strong and diverse economy that provides a variety of job opportunities. Consistent with this policy the recommended plan emphasizes working in support of the City's urban centers and promoting the preservation of current businesses. As well, the plan encourages new businesses particularly within two subareas of the neighborhood: Marymoor and Northeast.

Through collaboration with Transportation Planning and with Parks Planning staff, the Parks and Trails Commission and the Pedestrian/Bicycle Advisory Committee, this plan also promotes a comprehensive network of transportation and recreation services. Multi-modal streets, non-motorized connections, and local and regional trails support a variety of mobility choices and will help people access the future light rail station. This development pattern is consistent with Framework policy FW-15 which calls for a pattern and urban design that enables people to readily use alternative modes of transportation.

3. Potential general impacts to the natural environment, such as impacts to critical areas and other natural resources, including whether development will be directed away from environmentally critical areas and other natural resources.

Redmond's citywide policies and regulations address this topic at a citywide level. The Southeast Redmond plan focuses on greening the neighborhood and maintaining and enhancing the quality of ground water and surface water.

4. Potential general impacts to the capacity of public facilities and services. For land use related amendments, whether public facilities and services can be provided cost-effectively and adequately at the proposed density/intensity.

The plan supports residential and employment growth, primarily in the Northeast and Marymoor Subareas. Southeast Redmond currently includes one fire station (Station #16), one medical facility (Swedish Hospital), and one educational facility (Lake Washington Institute of Technology). In addition, recommended plan policies do not preclude additional public facilities and services such as medical services, human service facilities, and public safety.

The plan also recommends a subsequent planning process that further addresses development in the Marymoor subarea. Due to high levels of groundwater, the City will facilitate a subsequent plan update to:

- More specifically identify needed infrastructure to support planned growth, including utilities and transportation; and
- Coordinate with private utilities and other service providers (schools, transit agencies, etc.) concerning plan implementation.

5. Potential general economic impacts, such as impacts for business, residents, property owners, or City Government.

Regarding potential impacts to businesses, changes to land use and zoning can prompt interest in redevelopment. In Southeast Redmond and particularly in the Northeast and Marymoor subareas, potential for this interest might affect low density and older properties that currently house active business operations. Through the neighborhood plan and the Economic Development division, the City plans to work with businesses to suggest alternative locations as they consider opportunities for relocating in the neighborhood.

One possible impact to residents and property owners could be related to property values. As the neighborhood evolves and implementation of the neighborhood plan occurs, it is possible that property values will increase. For those wishing to sell their property, this can be a positive impact. At the same time, it is also possible that respective property taxes could increase and negatively impact others. Simultaneously, the increased variety of services and enhanced neighborhood character could increase demand for siting new businesses within the neighborhood and thus increasing people's access to employment opportunities.

Regarding potential impacts to City Government, growth in this neighborhood will likely increase the demand for capital improvements and could result in an increased cost of government such as through the need for street improvements to support non-motorized mobility. However, as neighborhood densities, activity such as shopping and investment, and development increases, the City could see associated increase in tax receipts thus helping to fund increased demand and costs regarding public improvements.

- 6. For issues that have been considered within the last four annual updates, whether there has been a change in circumstances that makes the proposed amendment appropriate or whether the amendment is needed to remedy a mistake.**

The topics addressed in the Southeast Redmond Neighborhood Plan have not been addressed in the last four years.

The following items apply when proposed amendments concern allowed land uses or densities, such as proposed amendments to the Land Use Plan Map, land use designations, allowed land uses, or zoning map.

- 7. General suitability of the area for the proposed land use or density, taking into account considerations such as adjacent land uses and the**

surrounding development pattern, and the zoning standards under the potential zoning classifications.

Historically, Southeast Redmond has been the City's location for skilled and semi-skilled jobs that are more industrial. Rather than establish a new manufacturing and industrial area, the plan recommends retaining these uses in Southeast Redmond. By enhancing efficiencies regarding these businesses such as by way of the transportation system and close proximity to work-force housing, the neighborhood can become more attractive to employers with similar operational needs. A balance of new employment opportunities with additional residential density helps the City ensure equitable and diverse choices. In addition, access to goods and services within a walkable and bikable distance and by way of safe and effective transportation systems helps enhance quality of life for people who live and work within Southeast Redmond.

The neighborhood plan update process considered a variety of modifications to land use and zoning. The recommended plan includes performance-based zoning in the Northeast and Marymoor Subareas as a strategy for supporting business growth and adaptation to economic conditions over time. One parcel in the Marymoor Subarea is proposed to be rezoned from Manufacturing Park to Business Park. The southern portion of the Marymoor Subarea will accommodate approximately 700 new dwelling units. This is capacity transferred from the Northeast Subarea. The transfer supports establishing residential density close to the future light rail station, higher education facilities, jobs, and Marymoor Park. Residents will have easy access to non-motorized connections to light rail and to the regional trail network.

- 8. Whether the proposed land use designation, zoning, or uses are compatible with nearby land use designations, zoning or uses. Whether there are opportunities to achieve compatibility with surrounding land uses through design or through separation by topography or buffers.**

The Northeast Subarea includes the proposed Northeast Design District, a transitional district that would range from residential use to higher-intensity commercial uses. This portion of the neighborhood creates a transition from lower- to higher-intensity uses by using landscaping, building siting, and performance zoning. Additionally, residential uses are recommended in the southeastern corner of this subarea, closest to existing single-family residential and the rural area beyond the City limits. This siting helps ensure separation between residential uses and current and future manufacturing uses.

A similar approach is proposed in the Marymoor subarea with residential and business uses blending in a transition zone north of NE 65th Street. Though this subarea's land use plan could set the stage for issues regarding regional motorized access to light rail and periodic, large-scale events at Marymoor Park, residential uses will be designed to establish a relationship with the park. Buildings will be designed to take advantage of southern views and exposure, landscaping will create a flow of the park's setting into the neighborhood, and non-motorized connections will enhance neighborhood access to the park.

Neighborhood-wide, the recommended changes to land use and zoning consider compatibility and efficiencies as the neighborhood evolves over time. For example, residential uses in the Marymoor subarea can take advantage of close proximity to future light rail, existing commercial areas, and a variety of transportation choices. The increased density of both employment and housing also capitalizes on relatively close proximity to the Downtown Urban Center, particularly via the Central Connector once trail connections are completed at the SR-520 interchange. Additionally, recommended land use in the Northeast subarea will capitalize more so on efficient access to SR-520 for business-related transportation. In general, this subarea supports growth and enhancement of business whereby secondary industries can co-locate in the neighborhood's manufacturing zones while professional offices and research and technical sectors can be located in the recommended campus and business park portion of the Northeast Design District. Business growth and adaptation can take place over time within the neighborhood through opportunities such as by providing smaller and incubator spaces in the Marymoor subarea, using existing and supported office stock in the Manufacturing and Business Park zones, and taking advantage of larger and updated work spaces in the Northeast subarea.

9. If the amendment proposes a change in allowed uses or densities in an area:

- a. The need and demand for the land uses that would be allowed and whether the change would result in the loss of capacity to accommodate other needed land uses, especially whether the proposed amendment complies with policy HO-17, the City's policy of no net loss of housing capacity;**

Though a portion of residential capacity will transfer between neighborhood subareas, the recommended plan maintains and provides for anticipated residential growth. A variety of housing types and

levels of affordability will be established in the Marymoor and Northeast subareas.

The transfer of residential capacity allows for additional employment capacity in the Northeast subarea. Within the Marymoor subarea, the receiving area will take advantage of a denser form of residential design and permit an eventual increase in employment capacity as well. Overall, the recommended plan takes into account current and future demand for land use, particularly in the sense that many portions of the neighborhood are presently underdeveloped based on current zoning provisions.

b. Implications of the proposed amendment for the balance between the amount and type of employment in Redmond and the amount and type of housing in Redmond.

Redmond continues to experience high demand for skilled labor in technical and innovative business sectors. The plan anticipates similar trends during the next twenty years as well as increased demand for manual and semi-skill labor in the manufacturing and creative business sectors. While this growth is accommodated using performance-based zoning, housing needs are also accommodated by way of flexible design strategies. Density is recommended as a range versus more prescription site-specific zoning. The Northeast subarea will accommodate from 150 to 170 additional dwelling units while the Marymoor subarea plans for 700 new multi-family units. Additionally, the recommended plan adds approximately 48 acres of capacity for employment uses compared to the existing plan.

C. RELATIONSHIP TO PENDING AMENDMENTS IN THE 2013-14 COMPREHENSIVE PLAN AMENDMENT PACKAGE.

The Southeast Redmond neighborhood plan update process incorporated analysis of the following privately-initiated amendments which the City received requests for as part of the Southeast Redmond Neighborhood Plan update process:

- Mr. Falk's request to add the Manufacturing Park Overlay to his properties located at the intersection of 180th Avenue NE and NE 76th Street;
- Keller family's request to include tax parcel 0625069035, 18816 NE 84th Street in the Southeast Redmond neighborhood;

- Mr. Chee’s request to extend Business Park zoning to the south in order to incorporate tax parcel 1318300195, 6081 East Lake Sammamish Parkway; and
- Mr. Cooke’s request to allow increased height and FAR in the Gateway Design District.

Pending amendments that have context in the Southeast Redmond neighborhood include:

- Parking-related Policy and Regulatory Update, though the Southeast Redmond neighborhood has been removed from the scope of this amendment package due to limited funding. The findings that result in this study may have application to future development and parking requirements in the neighborhood. As possible within the timeframe of plan development, aspects of this study have been considered.
- Updates to policies and regulations as follow up to the Growing Transit Communities East Corridor Implementation Project and the Growing Transit Communities Partnership. General consideration of this project and partnership occurred during Southeast Redmond neighborhood plan development by capitalizing on staff’s knowledge and emerging findings.
- Stormwater Master Plan Update. Significant aspects regarding neighborhood stormwater have been reserved for a subsequent planning process. Specifically, this action includes the Marymoor subarea due to its high level, quality and quantity of groundwater.

V. AUTHORITY AND ENVIRONMENTAL, PUBLIC AND AGENCY REVIEW

A. AMENDMENT PROCESS

RCDG Sections 21.76.070.AE and 21.76.050.K require that amendments to the Comprehensive Plan or Zoning Code (except zoning map amendments consistent with the Comprehensive Plan) be reviewed under the Type VI process. Under this process, the Planning Commission conducts a study session(s), an open record hearing(s) on the proposed amendment, and makes a recommendation to the City Council. The City Council is the decision-making body for this process.

B. SUBJECT MATTER JURISDICTION

The Redmond Planning Commission and the Redmond City Council have subject matter jurisdiction to hear and decide whether to adopt the proposed amendment.

C. WASHINGTON STATE ENVIRONMENTAL POLICY ACT (SEPA)

A SEPA checklist and threshold determination are expected to be issued in February 2014.

D. 60-DAY STATE AGENCY REVIEW

State agencies were sent 60-day notice of this proposed amendment on January 31, 2014.

E. PUBLIC INVOLVEMENT

The public has opportunities to comment on the proposed amendment through the Planning Commission review process and public hearing.

During development of the recommended plan amendment, the neighborhood, stakeholders, and general public have had significant and a variety of opportunities to provide feedback and input regarding all aspects of the plan. A comprehensive summary of neighborhood, stakeholder and public engagement is provided in Exhibit G.

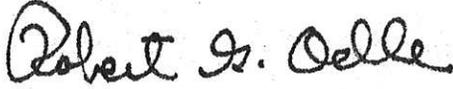
F. APPEALS

RZC 21.76.070.AE identifies Zoning Code Amendments as a Type VI permit. Final action is held by the City Council. The action of the City Council on a Type VI proposal may be appealed by filing a petition with the Growth Management Hearing Board pursuant to the requirements.

VI. LIST OF EXHIBITS

- Exhibit A: Recommended Southeast Redmond Neighborhood Plan Policies
- Exhibit B: Recommended Comprehensive Plan Land Use Map
- Exhibit C: Planning Commission and City Council Topics of Interest
- Exhibit D: Letters from City Boards, Commissions and Committees
- Exhibit E: Letters from Property Owners
 - Exhibit E1: James L. Anderson
 - Exhibit E2: Cary Falk
 - Exhibit E3: James D. McBride
 - Exhibit E4: John T. Cooke
- Exhibit F: MP Overlay Cover Memo to CAC
- Exhibit G: Engagement Summary
- Exhibit H: Marymoor Subarea Breakfast Session Summary (September 2013)
- Exhibit I: University of Washington Design Studio Summary (Fall 2013)

Conclusion in Support of Recommendation: The Technical Committee has found the proposal to be in compliance with the Redmond Zoning Code, Redmond Comprehensive Plan, Redmond Municipal Code, and State Environmental Policy Act (SEPA).



ROBERT G. ODLE,
Planning Director
Planning and Community Development
Department



LINDA E. DEBOLDT,
Public Works Director
Public Works Department

Exhibit A: Recommended Southeast Redmond Neighborhood Plan Policies

(Last updated: January 31, 2014)

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 (196 th Ave NE) by minimizing new vehicle access points.
CC-7	Promote neighborhood communication and inclusiveness such as through neighborhood meetings 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	Encourage 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.
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-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 to offset reductions in residential capacity in the Northeast Subarea.
LU-21	Incorporate housing into the Marymoor Subarea that is walkable to the station. Focus on the areas closest to Marymoor Park. Provide sufficient zoning capacity to make-up for lost capacity in the Northeast Subarea.
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.

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, and land use as part of the plan. Also, ensure that the subarea supports adjacent natural areas, including Bear Creek, the aquifer, and the Sammamish River.
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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: <ul style="list-style-type: none"> • 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	<p>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:</p> <ul style="list-style-type: none"> • 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	<p>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.</p>
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	<p>Plan for and design the 192nd Avenue NE corridor between NE 68th Street and Union Hill Road as follows, moving from south to north:</p> <ul style="list-style-type: none"> • 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.

	<ul style="list-style-type: none"> 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. <p>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.</p>
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 188 th Avenue NE from Redmond Way to NE 68 th 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 70 th 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.

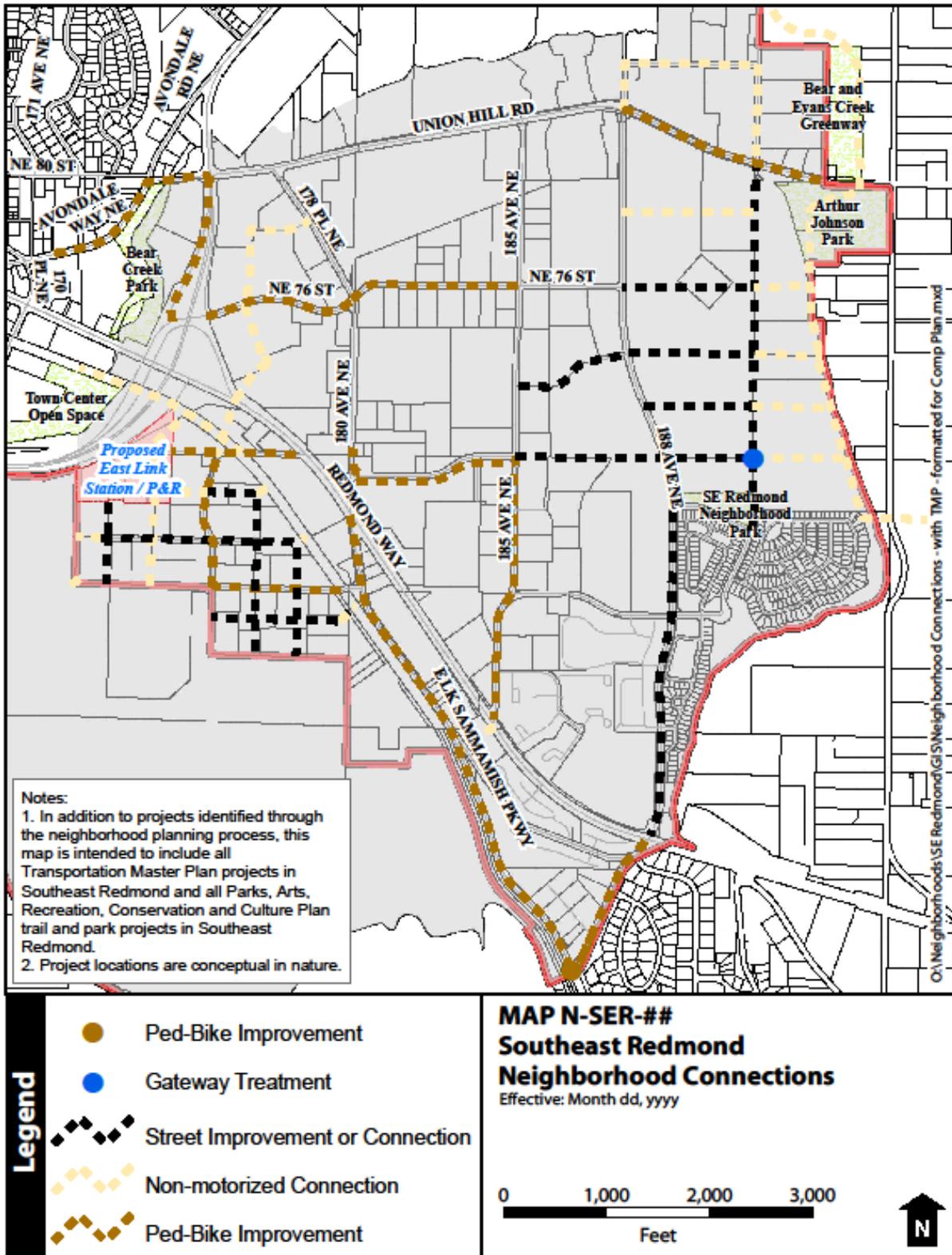
The lack of connectivity is a significant mobility issue for people regardless of their mode of travel. Creating new connections will help distribute traffic and give people more options for getting to where they want to go. It will be especially important to improve east-west connectivity to/from the 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 185 th Ave NE and NE 76 th Street for trucks as an alternative to using 188 th Ave NE. Recognize that 188 th 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 188 th 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.



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.

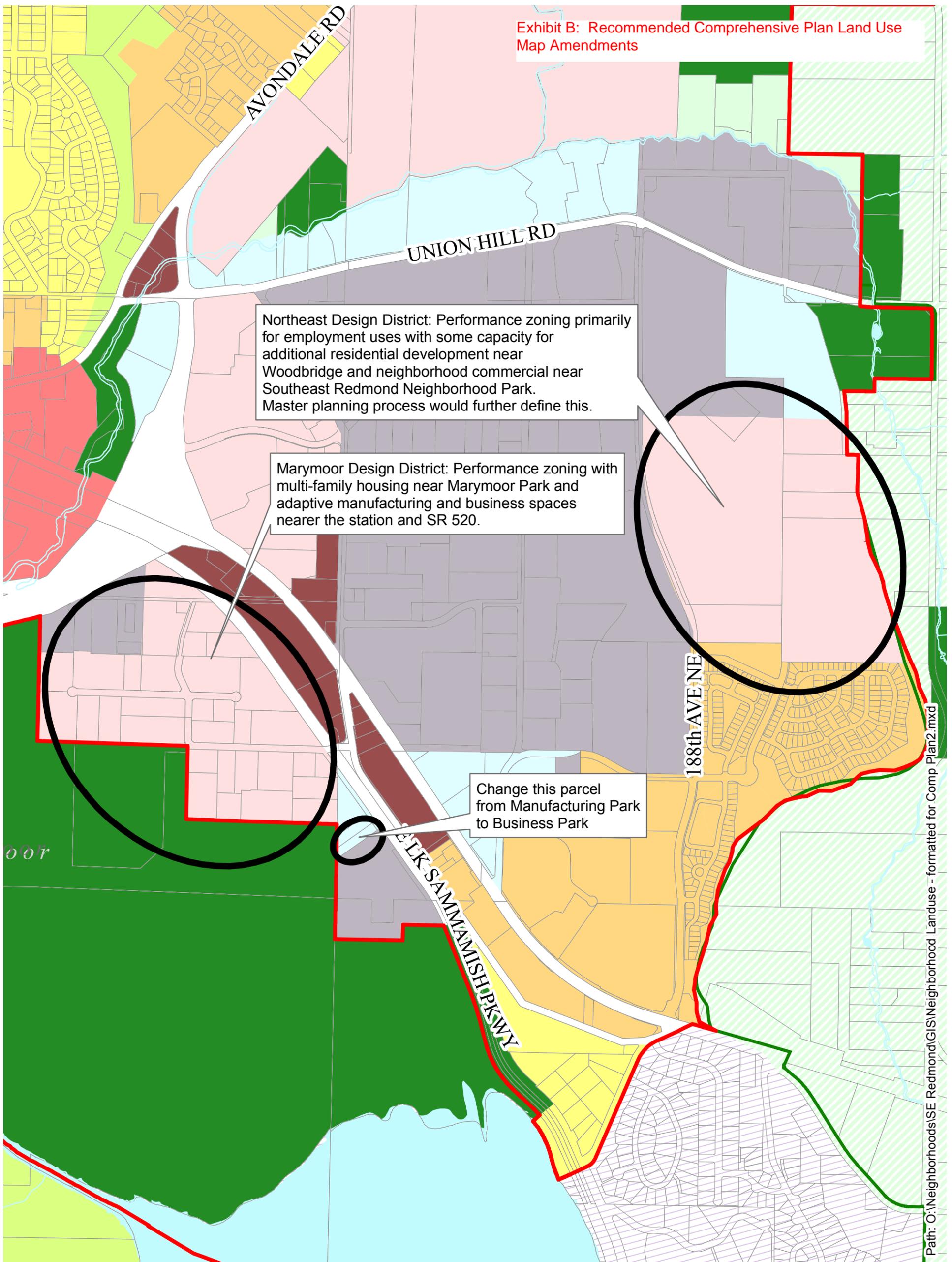
PR-1	Prioritize the development of Southeast Redmond Neighborhood Park. Expand the park if additional residential development warrants such expansion.
PR-2	Use Southeast Redmond Neighborhood Park and other existing and planned parks, trails, and community spaces to support opportunities for passive and 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 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. 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.

Exhibit B: Recommended Comprehensive Plan Land Use Map Amendments



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Plan Designations	
	Single-Family Constrained
	Single-Family Urban
	Multi-Family Urban
	Neighborhood Commercial
	General Commercial
	Downtown Mixed Use
	Overlake Mixed Use
	Business Park
	Manufacturing Park
	Design District
	Urban Recreation
	Semi-Rural
	Park and Open Space
	Agriculture (outside of UGA)
	Rural (outside of UGA)
	Redmond City Limits
	King County Urban Growth Area
	Other Cities and Their Potential Annexation Areas

MAP LU-1 Comprehensive Land Use Plan (excerpt)

Effective: Month ##, 2014



Exhibit C: Planning Commission and City Council Topics of Interest

Based on briefings from 12/3-12/10/13

Land Use

- Northeast Subarea
 - Look at other areas and how they've dealt with similar transitions
 - Double down on manufacturing or transition to residential? We don't necessarily have a surplus of manufacturing park land for residential redevelopment.
 - Manufacturing operations
- Marymoor Subarea
 - Station area planning / mixed and evolving land uses in that area
 - Marymoor Park edge / gateway / access
 - Adaptive reuse of manufacturing buildings / Harmonizing manufacturing and residential / Nuisances – new residents should be prepared to live in an area that supports a variety of business activities including manufacturing, receiving and distribution
- Redmond Way Corridor / MP Overlay: want long-term solution
- Woodbridge growth
- Impacts to schools
- Primer on performance zoning
- Building heights in context of densification

Transportation

- Freight mobility
- Connectivity
 - Light rail to businesses
 - Ped/bike, especially E Lk Samm Trail to Redmond Central Connector

Housing

- Affordable housing near family wage jobs
- Ensuring people don't get priced out / boxed out / can age in place
- Innovative opportunities such as live/work options; examples of success

Environment / Parks & Open Space

- Green the neighborhood
- Parks & green space

Economic Vitality

- Expanded LWIT / educational / vocational facilities
- Complementary nature of schools, businesses in Marymoor Subarea

Other

- Two neighborhood plans or one?



Memorandum

To: Planning Commission

From: Pedestrian Bicycle Advisory Committee

Date: January 13, 2014

Subject: Southeast Redmond Neighborhood Plan Update

We would like to thank you for the opportunity to review and comment on the Southeast Redmond Neighborhood Plan update. PBAC believes there is an opportunity to enhance non-motorized mobility that ties together the unique mixture of residential, manufacturing, retail and business park uses. Additionally, the construction of the future light rail station offers a unique opportunity for improved non-motorized usage and mobility.

PBAC is interested in a successful transition from the present to a future that transitions to include a light rail station and additional development. Techniques that assist with site design, such as performance zoning, that help buffer between areas with significant different uses could minimize impacts as this area adjusts to a future land use.

Non-motorized Connectivity in Southeast Redmond

The PBAC committee supports the following items:

1. Complete the street grid system so that pedestrians and bicyclists can use the most convenient and shortest routes.
2. Incorporate high comfort bicycle facilities such as cycle tracks or additional paved shared-use paths for a new or improved East-West connection – current plans only include high comfort bicycle facilities on edges of the neighborhood, but do not provide a high quality east-west connection between the future light rail station and the housing and employment east of SR 202.

There are two options to consider:

Option 1: Create a new non-motorized connection between 180th Ave and 185th Ave in the vicinity of the 7000 block, creating a complete, comfortable bicycle and pedestrian corridor from the future light rail station to the land uses east of SR 202, all the way to 192nd Ave.

Preferred Option 2: Provide a high quality bicycle and pedestrian connection on 180th Avenue that ties the 70th Street connection from SR 202 to 180th Ave that links to the existing 68th Street at 180th Ave.

In either option, sidewalks should be wider than the standard 5 foot width.

3. Consider another enhanced Pedestrian crossing of Redmond Way between 180th Ave NE and 188th Ave NE.
4. Consider an enhanced Pedestrian crossing of East Lake Sammamish to connect the residential area on the Eastside to the Retail Center/Marymoor Park to the West.
5. Provide a non-motorized connection to East Lake Sammamish Parkway from the English Cove neighborhood. The connection can be provided by extending NE 55th St. The portion that is closed to traffic is already 80-percent paved.

Marymoor Subarea

6. There should be a fine-grained network of high comfort non-motorized connections to the light rail station. One important connection is to Marymoor Park.
7. Keep a strong emphasis on the completion of the East Lake Sammamish Trail thru the SR520 Interchange (grade separated) to the Redmond Central Connector.
8. We support a grade separated crossing of Redmond Way.
9. Add a new separated Bicycle/Pedestrian facility along the North side of Redmond Way at the crossing of Bear Creek. This would tie the existing WSDOT trail to the Bear Creek Trail and allow connections between the Redmond Central Connector to the East Lake Sammamish Trail prior the completion of item 2. East Lake Sammamish Trail completion through the SR 520 Interchange (grade separated) which is currently envisioned to occur at the same time that light rail is extended into Downtown (min 20 years away). Item 2 remains a critical project that directly links three regional paved, shared use paths.
10. Allow multi-family housing in the area near the light rail station to increase use of walking and bicycling use in Redmond by taking advantage of the light rail station intermodal connection and high quality bicycle and pedestrian connections in the vicinity.

Northeast Subarea

11. Keep emphasizing and if possible complete the extension South of the Evans Creek Trail through Arthur Johnson Park and to the existing trail near 195th Pl NE.

Evans Creek Subarea

12. Provide bicycle lanes or separated bikeway along 187th Ave NE between SR202 and East Lake Sammamish Parkway and the East Lake Sammamish trail.
13. At East Lake Sammamish and 187th Ave NE, upgrade the existing under crossing to ADA standards to allow easy pedestrian and bicycle access.

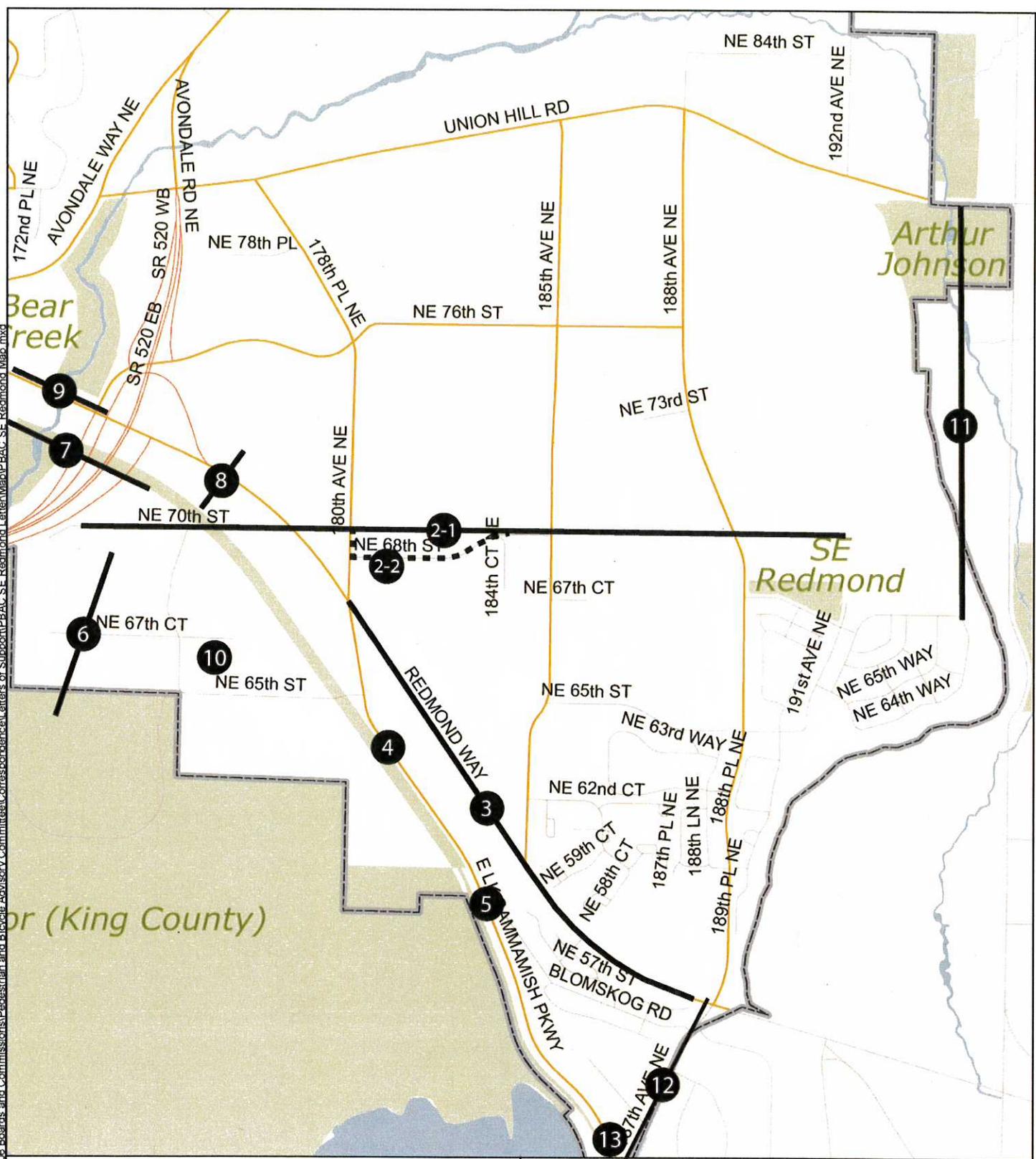
The PBAC committee would like to thank you for your presentations to the committee and the opportunity to comment on the Southeast Redmond neighborhood. We hope these comments will aid the Planning Commission and City Council in their deliberations.

Sincerely,

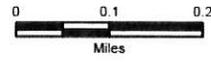
A handwritten signature in blue ink that reads "Arnie Tomac". The signature is written in a cursive style with a large, sweeping initial "A".

Arnie Tomac,
Chair
Redmond Pedestrian Bicycle Advisory Committee

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**SE Redmond Neighborhood Plan Update
PBAC Recommendations**



-  Freeway
-  Arterial Street
-  Local Access Street
-  City Limit

-  Park and Open Space
-  Water

Disclaimer: This map is created and maintained by GIS Services Group, Finance and Information Services, City of Redmond, Washington, for reference purposes only. The City makes no guarantee as to the accuracy of the features shown on this map.

Exhibit F: MP Overlay Cover Memo to CAC



Memorandum

To: Southeast Redmond Citizen Advisory Committee

From: Jeff Churchill, AICP, Senior Planner, 425-556-2492
Kimberly Dietz, Senior Planner, 425-556-2415

Date: November 12, 2013

Subject: **Neighborhood Plan: Recommended Policy Package**

INTRODUCTION/BACKGROUND

The Southeast Redmond Neighborhood Plan update process has reached an important milestone. Over the last ten months the Citizen Advisory Committee (CAC) has developed a neighborhood vision, which led to the development of concepts, alternatives, and now a preferred alternative.

On October 16, 2013 the City hosted a third and final quarterly open house. The purpose of the open house was to share the CAC's preliminary preferred neighborhood plan alternative. As you will see in your materials for November's CAC meeting, the feedback from the open house (both in person and online) is broadly supportive of the CAC's preliminary preferred alternative.

Since the open house staff has worked to translate the ideas in the CAC's preliminary preferred alternative into policies, narrative, and maps that together comprise the neighborhood plan. This is known as staff's Recommended Policy Package and it is included in your materials for November's meeting.

PREPARATION FOR NOVEMBER 12, 2013 MEETING

Please review the open house and online questionnaire comments and the Recommended Policy Package in advance of Tuesday's meeting. The policy package will be the focus of discussion.

One policy topic that the CAC deferred until after the open house was the question of expanding the Manufacturing Park (MP) Overlay at the southeast corner of NE 76th Street and 180th Ave NE and along the north side of Redmond Way. The CAC desired to gain additional public input before making a recommendation. Staff is recommending that the MP Overlay not be expanded for the following reasons:

- Economic diversity. A balanced economy is a more resilient economy. While Redmond is fortunate to be home to world-class companies in software engineering and related fields, staff believes it is important to continue to allow other economic sectors that provide well-paying jobs to evolve and grow over time in Redmond. Retaining MP zoning for these kinds of businesses serves that purpose. Staff recognizes that the nature

of manufacturing changes over time and so that it will be important to regularly look back at zoning regulations for the MP zone.

- Access. Properties along Redmond Way under consideration for the MP Overlay are not well situated for retail. There is significant grade change from Redmond Way to the existing buildings and buildings are set quite a distance back from Redmond Way. In addition, this location would likely not be optimal for visibility of retail uses. It can be difficult for retail businesses to be successful when the location is not highly accessible, visible and within close proximity of a relatively high density of potential customers.
- Location. Properties on NE 76th St. are in the heart of the manufacturing hub of Southeast Redmond. While it may be appropriate to consider the MP Overlay along the periphery of the manufacturing area, and even more so along a high-traffic arterial, neither of those characteristics is present at the NE 76th St. location.
- Transportation. Staff has heard clearly from CAC members that the City should encourage heavy trucks to use routes away from residential areas. Keeping retail out of the NE 76th St. corridor helps achieve this objective by minimizing conflicting traffic.
- Plan provides other opportunities for retail. CAC members and others have consistently noted the desire for a more complete community, including neighborhood-serving retail. The CAC's preliminary preferred alternative provides for such opportunities near Woodbridge and near the future light rail station. Staff believes both of those locations are preferable to the locations proposed for the MP Overlay because they are more walkable to more people in the neighborhood. In addition, the preferred locations do not have the transportation, location, access, and economic diversity issues described above.

For the foregoing reasons staff recommends against expanding the MP Overlay.

Finally, the CAC has received a letter from James D. McBride, an attorney representing the Keller Family. The Keller Family owns land in the Bear/Evans Creek valley north of Union Hill Road. Mr. McBride requests that the City change the neighborhood boundary so that one of the Kellers' parcels is within the Southeast Redmond neighborhood instead of the Bear Creek neighborhood. Based on the parcel's location this seems logical and staff recommends approving this request.

REVIEW SCHEDULE

The final CAC meeting is November 12, 2013. Staff anticipates that the CAC will make a recommendation on the Recommended Policy Package at that meeting. The Planning Commission and City Council will hold a joint meeting on December 10, 2013 at which they will identify key issues and questions for consideration during their review in 2014.

Thereafter staff will share the CAC's recommendation with various boards and commissions to gain further input. Staff will soon begin drafting zoning regulations as needed to implement the policy direction in the plan. Planning Commission review of policies and regulations, including a public hearing, is tentatively scheduled to begin in February 2014 with City Council review to follow.

ENCLOSURES

Recommended Policy Package

Open House Feedback

McBride Letter

Please contact Jeff Churchill (jchurchill@redmond.gov) or Kimberly Dietz (kdietz@redmond.gov) with questions or concerns.

Exhibit G: Engagement Summary

The following engagement techniques were used during the Southeast Redmond neighborhood plan update process. The techniques advance the Comprehensive Plan policy FW-2, which calls on the City to encourage active participation by all members of the Redmond community in planning Redmond’s future.

Technique	Approach Specific to Southeast Redmond Neighborhood	New Approach and Evaluation for Techniques Applied during this Neighborhood Plan Update Process
Mailing and Emailing	Introductory and quarterly postcards and emails Just over 3,000 addresses per mailing	Quarterly mailing is new to this neighborhood plan update This technique seemed to have a positive effect on maintaining connections and helping additional people connect with the plan update process.
Network Emailing	Email communication through City eAlerts, businesses, home owner associations, and other community-based distribution	
Web	Redmond.gov homepage and Southeast Redmond neighborhood pages	
Calendars	Introductory events and quarterly meetings announced through City and community calendars	Community calendar use is new to this neighborhood plan update This technique may also have had a positive effect by way of directing people to the neighborhood webpages and quarterly open houses.
Social Media	Neighborhood Facebook, City Facebook and Twitter	These techniques continue to prove effective in building connections with neighborhoods and helping people stay engaged with planning processes, input and feedback opportunities, and events. To increase awareness regarding the Planning Commission’s review

Technique	Approach Specific to Southeast Redmond Neighborhood	New Approach and Evaluation for Techniques Applied during this Neighborhood Plan Update Process
		and public hearing process, staff has been posting aspects of the recommended plan policies on the neighborhood’s Facebook page and seeking thoughts on implementation strategies such as opportunities for enhancing the amount of neighborhood greenscape.
Media	FOCUS newsletter and Redmond Reporter (print) articles specific to introductory process	These techniques continue to be effective in helping people become familiar with neighborhood plan update processes and associated events.
Signs	<p>Posters placed in community gathering places, multifamily bulletin boards, and at businesses</p> <p>Digital posters provided when possible</p>	<p>Placing posters at multifamily residential areas and in places of business are new</p> <p>Use of business digital bulletin boards (Genie Industries) also new to the neighborhood plan update</p> <p>This technique seemed to have a positive effect on neighborhood awareness of the plan update process and was noticeable during quarterly open houses.</p>
Flyers	Introductory and quarterly in-person distribution of flyers to businesses and multifamily residential areas. Flyers were a smaller version of signs and posters and intended for distribution to business employees and the respective business’s customers such as Whole Foods Market shoppers and located at the customer service desk.	<p>This process is new to this neighborhood plan update</p> <p>This technique did not seem to have as positive an impact on participation and attendance at open house. Distribution of flyers to neighborhood businesses, particularly small businesses, did not increase participation by business owners and employees at the quarterly open house events.</p>

Technique	Approach Specific to Southeast Redmond Neighborhood	New Approach and Evaluation for Techniques Applied during this Neighborhood Plan Update Process
Cross-Communication	<p>Capitalize on other planned events to distribute information and to connect with people who live and work in the neighborhood:</p> <p>Woodbridge 4th of July Celebration and R-Trip Commuter Fair</p>	<p>This process is new to this neighborhood plan update</p> <p>Attending the community celebration seemed to have a positive an impact on participation and attendance at open house. Providing flyers for distribution at the commuter fair event did not seem to have an impact.</p>
Planner in the Park	<p>Three introductory “open house” events, scheduled on different days and times to connect with people in the neighborhood. Advertised by postcard and techniques listed above</p>	<p>This process is new to this neighborhood plan update</p> <p>This technique provided a good opportunity for preliminary conversations, gaining an understanding of existing neighborhood conditions, and for inviting neighborhood participation.</p>
Breakfast Meetings	<p>In addition to introductory workshops and events and to regularly scheduled CAC meetings, two breakfast meetings offered an alternate time for people to share their perspective with the CAC</p>	<p>This process is new to this neighborhood plan update</p> <p>This technique also proved effective in helping form new connections with people who live and work in the neighborhood. These tended to attract those in the business community.</p>
Frequent Open Houses	<p>Quarterly open houses were offered at different neighborhood locations to help people easily connect to the neighborhood plan update process</p>	<p>This technique also proved effective by providing a variety of opportunities and venues for people who live and work in the neighborhood to learn about and comment on the CAC’s work.</p>

Technique	Approach Specific to Southeast Redmond Neighborhood	New Approach and Evaluation for Techniques Applied during this Neighborhood Plan Update Process
Online Input and Feedback Opportunities	<p>In combination with introductory workshops and open houses, online questionnaires invited people to share their perspective with staff and with the CAC</p> <p>Whole Foods Market offered incentives for completing online questionnaires</p>	<p>Incentives are new to this neighborhood plan update</p> <p>The incentives clearly had a positive impact on participation in online questionnaires.</p>
Public Hearing Notice (policy amendments)	<p>A descriptive letter and legal notice was sent to all property addresses and property owners (a total of just over 3,000) within Southeast Redmond. Notice was also provided to the Seattle Times, parties of record, and people who have requested receiving notice regarding all Planning-related amendments. A digital copy of the notice was posted in several locations on the City’s webpage and in print-form at City Hall and at the Redmond Library.</p> <p>Additional notice was provided using the Neighborhood Facebook page and digital newsletter to a total of 292 combined subscribers.</p>	<p>Notice of public hearings is required as component of Type VI Permit Review, RZC 21.76.</p> <p>The neighborhood-wide distribution, accompanied by a letter has been used during previous neighborhood plan update processes. This notice announces the February 19th public hearing on neighborhood plan policies. Staff will provide a second, similar notice in late February to announce the March 26th public hearing on neighborhood plan regulations.</p>

Exhibit H: Marymoor Subarea Focus Group Summary

Southeast Redmond Neighborhood Plan – focus group on September 20, 2013

Background

The City of Redmond held a focus group with local business, academic, arts, and commercial property experts on September 20, 2013. The purpose of the focus group was to gain their perspectives on the Marymoor Subarea's specific strengths and assets as part of setting the foundation for a robust economic future and sense of place and community for the subarea. A number of invited participants were not able to attend and so City staff followed-up with them individually.

The Marymoor subarea is the portion of Southeast Redmond that is west of Redmond Way and zoned Manufacturing Park or Business Park. It shares a long border with Marymoor Park and is the location of a future East Link light rail station.

Participants: Scott Biethan (Redmond Planning Commission), Christian Bruhn (Lake Washington Institute of Technology), Jessica Lambert (VALA Eastside), Eric Murray (Cascadia Community College), Eric Scroggins (OneRedmond Board)

City staff: Jeff Churchill, Kimberly Dietz, Erika Vandenbrande

Focus Group Takeaways

- **Preserve business development space for economic vitality, community vitality**
- **Transform this subarea into something cool that gives identity to Southeast Redmond**
- **This place needs an identity, sense of arrival**
- **What is City Council's view on role of manufacturing in Redmond...if we want to achieve other takeaways, then we need this conversation to happen**

Notes

What are some of the challenges to recruiting businesses to Southeast Redmond?

- Concern that there is nowhere for businesses to go if they want to come to Redmond or expand
 - For example, a business wants to stay in Redmond and needs a large amount of physical land space that is not currently available
 - Rezoning the eastern area for employment would make that area an easier sell because it is undeveloped; adaptive reuse is much harder
- Concern is that there are not amenities to support employees in the area, and that to get to amenities and to/from employment areas one must navigate 520 interchange congestion to get to Downtown

- Needs = variety of businesses that support employees; Southeast Redmond needs to be more self-contained vs. having to go to Downtown for amenities
 - Want additional retail and services to support a large employment base
 - These types of businesses need to be recognizable, such as by brand
 - On the other hand, there is Whole Foods, Chipotle, Zen Rock (personal training), Pomegranate...but those places can be hard to find if you are new or come to the neighborhood infrequently
- Some difficulty is because area is at end of freeway, and have to cross Microsoft traffic to get there
 - There is a negative perception about being at the “end” of the freeway
- Recruiting only small businesses won’t mean success for OneRedmond – need to attract medium and large businesses for economic vitality. Also need those larger companies to build density in Redmond.
- But where can we put 10k employees?

If Southeast Redmond were to be a complete neighborhood / community, what is it missing? What does it want to be?

- Has no Main Street
- Lacks a sense of identity around a street or plaza
- Doesn’t have a central place
- Does have Whole Foods and Marymoor
- Does seem to center around intersection of Redmond Way-E Lk Samm-180th Ave NE
- Whole Foods is more strip mall than gathering place...but on the other hand may have some gathering place elements in it
- East Lake Sammamish trail starts/ends in SER
- If you don’t live in neighborhood, don’t get the sense that there is a community here
- Aesthetics are important, and lacking...flowers on poles, e.g.
- Missing K-12 education
- Missing residential neighborhoods – so would need some adaptive reuse to add more
 - However, adaptive reuse can be more challenging than working with vacant land
- Doesn’t have retail east of Redmond Way
- Doesn’t have walkability and connectivity to Downtown
- A good name
- Community center
- Can it be a complete community with not very much residential?
- No grand entrance to Marymoor – could be an anchor/draw point
- Sense of arrival, a la roundabouts in Woodinville
- You know you arrive when traffic kicks in – no other welcome
- There’s cool stuff that isn’t being set-off / highlighted right now

What are some possibilities for, or needs that could be met in, the Marymoor subarea?

- Can't devote all of Southeast Redmond to business because need to have space for arts/cultural activities somewhere in Redmond...can't exist in Downtown because it is too expensive
- There is very little affordable housing in Redmond (<\$1000/mo) such as units and housing types desired by recent college graduates, and not all companies pay >\$100k
- With a clean slate (though Marymoor subarea is not that), can program in affordable housing, other items
- Probability is that light rail will only affect around two blocks of station
- Area could be home to things that enliven neighborhood, like restaurants; places that create community.
- If we focus on large footprint businesses, how do we maintain community feel? Want to retain Redmond's personality/culture and support large number of families associated with a growing employment base
- Ok to add housing, but need space for business as well
- Interesting places attract people
- Redmond is doing lots of intentional development in Downtown (Cleveland Streetscape, e.g.); if we did similar things in this neighborhood, it would be things like completing the sidewalks
- This may have been planned as business/manufacturing area, but it hasn't turned out that way (have catering, breweries, etc.)
- Area west of Redmond Way seems to have a different flavor: Gotta Dance, Marymoor Press; feels like an incubator space
- Marymoor subarea has more opportunities for affordable rent
- Adaptive reuse has already started in Marymoor subarea
- Starting to see cluster of microbreweries

What is coming next in terms of industry, education needs?

- Science certainly a high priority at Cascadia Community College, but with foundation in humanities
- Southeast Redmond isn't biotech innovation zone like Bothell, nor high tech hub like Overlake
- Teaching methods are changing also: going more online
- How do you get low cost housing in this kind of environment? A difficult problem.
- Maybe buildings at the end of their lifespan are ripe for adaptive reuse a la Pearl District lofts/arts/work space
- Arts District a la 130th/PNB area in Bel-Red corridor
- Good to have big footprint area in Northeast subarea of neighborhood
- Would be good to get some feedback from Council on what kind of manufacturing is coming here
- Hard to get an idea of what we want to be when we grow up...what is vision for Redmond? That would inform what should happen in Southeast Redmond
- Most of what is going on in Redmond now is residential...is that economic development?

- Southeast Redmond has real potential to transform what Redmond could be: has employment base potential
- That won't happen over 10 years, but perhaps over 30 years – have to think long term

What needs to change?

- Sense that Redmond is at end of freeway...can't be "future" or "growth" if you're at the "end"
- Needs to be closer-in housing for lower-wage jobs

Marymoor Park

- Connect to it, play off it
- Great place to congregate
- Not spotlighted in right way
- Could be a big part of identity
- E.g., Redmond publications didn't highlight what was going on in Marymoor over summer – recognize that Marymoor is part of culture of Redmond
- Underutilized

What happens when businesses have to relocate across Redmond Way because of transformation of Marymoor subarea?

- Need ability to spotlight my business
- Council needs to be clear on policy: MP or mixed-use
- MP needs its own space b/c: noise, chemicals, trucks – not compatible with people enjoying aesthetics of area
- Mixing manufacturing and others together creates problems
- Retail rents Downtown are high...hard to get great places there as tenants

Preserving Manufacturing

- Allow it, but also allow other things as part of performance zoning – let market decide

Other items

- Transportation in general: needs to be addressed

Keep this group in loop by:

- Posting CAC meeting minutes

Exhibit I: University of Washington Urban Design Studio Summary

Fall Quarter 2013

Background

During fall 2013 the University of Washington Department of Urban Design and Planning partnered with the UW Institute for Hazard Mitigation Planning and Research, Federal Emergency Management Agency (FEMA) and the City of Redmond to conduct an urban design studio on planning for resiliency. As part of this effort, master of urban planning students imagined how Redmond could plan today for a more resilient neighborhood in the aftermath of a disaster such as a large earthquake.

Studio instructors: Dan Abramson, Manish Chalana and Bob Freitag.

Students: Lana Alisdairi, Gregory Behrens, Tess Brandon, Stacy Cannon, Angelique Hockett, Kali Hollenhorst, Scarlett Ling, Audrey Maloney, Ian Nunley, Jesse Reynolds, Abigail Weber



Student Topics

Students researched and presented ideas for reshaping Southeast Redmond in ways that would make it more resilient after a disaster. Topics included resilient transportation networks, low impact development, resilient water systems, integrated vegetation and habitat networks, improving Redmond Way for pedestrians and cyclists, rethinking the future light rail station location, rooftop food production, creating a corridor of campuses along 185th Ave NE, yard sharing, a new social center in Woodbridge, and urban farming.

City staff has copies of the students' mid-term work for sharing with any Commissioners who are interested.