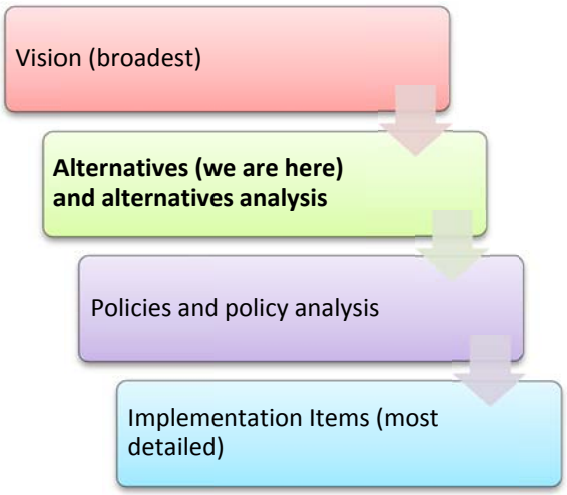
Draft Alternatives for Southeast Redmond

May 17, 2013

What is an alternative?

Draft Alternatives describe different ways that the Southeast Redmond could move toward its stated vision over the life of the neighborhood plan. Vision Statements describe a future condition. They are the broadest statements in a neighborhood plan. Alternatives provide the next level of detail, but are not as detailed as policy statements. The combination of Vision Statements and Draft Alternatives answer the "what" question, and provide several suggested answers to the "how" question.



For a given vision statement there are usually multiple alternatives. In most cases, the alternatives are in order from least departure from status quo to most departure from status quo. Alternatives should be interpreted broadly, meaning that each alternative could be implemented in a wide variety of ways. Alternatives can be combined, and are not necessarily mutually exclusive.

Vision statements follow solid bullets • (THESE HAVE BEEN REVIEWED PREVIOUSLY)

Draft alternatives follow hollow bullets ◦ (THESE ARE NEW – FOCUS ON THESE)

Overall

- Southeast Redmond is a neighborhood in which people enjoy living, working, recreating, shopping and more. It has evolved into a neighborhood where diverse land uses coexist for the benefit of residents and employees, and where investments in transportation, parks, and the environment have improved the quality of life for everyone.
    - Maintain opportunities for continued diversity of residential, employment, shopping, recreation, and other activities
    - Increase opportunities and improve infrastructure and services for people to live, work, shop, recreate, and more in the neighborhood, such as by changing planned land uses and zoning

    - Create a strong connection to the natural environment through public and private development projects, such as by converting “gray space” to “green space” and using innovative ideas on the use of space and resources
- Southeast Redmond maintains a strong sense of inclusiveness and awareness through continued communication within the neighborhood and with the City.
    - Continue promoting opportunities for neighborhood communication using existing tools and networks
    - Create and strengthen communication tools and the communication network in Southeast Redmond

Transportation

- Street and non-motorized connections provide good circulation options and have made it easier to reach popular destinations, such as transit hubs, parks, shopping, employment areas, and other Redmond neighborhoods
    - Support current plans for new street and trail connections.
    - To support diverse land uses and safe multimodal travel, consider modifications to plans for Southeast Redmond’s transportation system.
    - Many streets are improved to be complete streets that provide convenience, safety, comfort, and access to destinations for all users.
- Trucks carrying freight continue to have safe and efficient access in and out of Southeast Redmond while minimizing impacts on residential areas of the neighborhood
    - Support City plans for Primary Truck Routes and Truck Access Streets.
    - Emphasize street design that supports safe and dedicated non-motorized connections.
    - Promote through, general vehicular and truck travel on principal and other high capacity arterials, which have higher vehicular volume and speed.
- The new light rail station is a walkable transit hub, and is well-connected to the rest of Southeast Redmond and the community
    - Focus on transportation connectivity for all modes while keeping the planned land use mix mostly the same
    - Improve transportation connectivity and also change the planned land use mix to enhance the environment especially for those on foot or bicycle
    - Improve the walking environment by increasing the green-to-gray ratio in the station area
- Transit service has improved so that more people can access home, jobs and other destinations by transit; bus transit is well-integrated with rail transit, and is an attractive alternative to driving alone
    - Work to improve local routes and internal neighborhood transit connectivity and levels of service
    - Focus on giving more people access to regional bus and rail routes
    - Improve opportunities for park and ride for transit users

- Traffic is sometimes congested along major arterials, but all streets function well and can be safely crossed by pedestrians.
    - Look for ways to make the most out of existing infrastructure
    - Look for creative ways to address conflicts between vehicles and non-motorized users.
    - Improve safe pedestrian crossing across Redmond Way, encouraging pedestrians to use shorter crossings, or grade-separated crossings
- Regional traffic has good access between SR 520 and major arterials leading to/from Redmond
    - Support long-term improvements to mitigate congestion at the end of SR 520 including the intersection of Union Hill Road and Avondale/SR 520 and the interchange area of SR 202 and SR 520
    - Intercept as many regional trips as possible at the future park & ride
- Pedestrians, bicyclists, and truck drivers all travel safely through the neighborhood by keeping non-motorized corridors separate from truck routes or by designing corridors to safely accommodate all modes.
    - Plan and implement north-south and east-west non-motorized corridors that provide separation between trucks and peds/bikes
    - Identify corridors with the most safety concerns and design solutions to accommodate all modes

Environment

- Redmond continues to enjoy clean drinking water from the aquifer under Southeast Redmond
    - Minimize impacts to Redmond's aquifer from new development.
    - New development and redevelopment improves aquifer recharge and groundwater quality
    - Strive for zero impacts to Redmond's aquifer from new development.
    - Eliminate impacts to Redmond's aquifer from new development.
    - Use of hazardous chemicals by businesses and homeowners is minimized and does not impact stormwater, groundwater, or streams
- Bear Creek and Evans Creek support abundant salmon runs and provide beauty and recreation for residents and employees (THIS IS REVISED LANGUAGE SUGGESTED – PLEASE REVIEW)
    - Protect and restore Bear and Evans Creek to provide habitat, natural beauty and peaceful recreation areas
    - Minimize stormwater impacts from urban development, such as with green areas throughout the neighborhood
    - Evans Creek relocation supports industry and stream restoration
    - Encourage stewardship opportunities through a variety of strategies such as creek side planting and home and business best management practices
- Stormwater management protects people, property, and the environment (THIS IS REVISED LANGUAGE – PLEASE REVIEW)
    - Support business activity and a healthy environment.

    - Incorporate low impact development practices in new development to support neighborhood quality of life
    - Implement innovative systems to improve stormwater management for public and private projects, and retrofit existing areas.
- Businesses work to minimize dust and odors associated with business operations as a good neighbor gesture
    - Businesses and residents work with each other to address issues regarding dust and odors. Landscaping established by new development helps buffer impacts between land uses.
    - The City and neighborhood stewards find opportunities for and implement green infrastructure to address issues regarding dust and odors.

Land Use

General

- Southeast Redmond provides a high quality of life with places to live, work, shop, and recreate
    - Maintain and support Southeast Redmond's variety of activities and land uses to help foster people's ability to live, work, and connect with one another.
    - Work toward a sustainable neighborhood, addressing strong employment, healthy environment, and social equity.
- Transition areas between differing land uses and activities help maintain a cohesive and neighborly community
    - Landscaping and structures provide buffers and transitions between uses that differ in intensity.
    - Buffers and transition areas are established by the City, developers, and property owners.
    - Buffers and transition areas are established as stewardship opportunities. The neighborhood collaborates with the City and property owners to help maintain buffers and transition areas.
    - These buffers incorporate green and nature to also provide a healthy neighborhood
- The City has worked to help retain manufacturing and other businesses in the neighborhood and elsewhere in Redmond.
    - Maintain current planned land use and zoning to help retain manufacturing and other businesses.
    - Rezone land to attract new businesses and employment such as business campuses and to avoid creating more land use incompatibilities.

Land Use Types

- Southeast Redmond provides a variety of land uses, helping ensure long-term neighborhood resiliency and enhancing Southeast Redmond's high standard of livability
    - Maintain existing variety of planned land uses and business activities
    - Modify zoning in strategic locations to increase the variety of land uses and business activities
    - Introduce an innovative zone(s) to help establish a dense and diverse combination of working or live/work opportunities in appropriate locations.

- Walkable destinations such as small-scale commercial businesses help create additional employment opportunities, strengthen the local economy, and offer places for community gathering and culture.
    - Maintain existing opportunity for neighborhood commercial zones from the three alternative sites immediately north of Southeast Redmond Neighborhood Park.
    - Opportunities for neighborhood commercial uses are formally identified in policy and through a planned land use and zoning change. Potential locations include the residential sub-area, the manufacturing and industrial sub-area, and the East Link Station/Marymoor Park sub-area.
- Southeast Redmond continues to be strong in manufacturing, and has welcomed additional retail and service businesses, especially in existing commercial centers and near the light rail station.
    - Southeast Redmond maintains support for manufacturing, retail, and other businesses through its existing variety of planned land use and zoning.
    - Amend land use and zoning maps to increase manufacturing, retail, and other business opportunities.
    - Provide incentives for manufacturing, retail, and other business opportunities such as through an innovation zone.
    - Ensure that new development protects natural assets such as the aquifer, streams, and wetlands

Light Rail Station Area

- The light rail station area at the intersection of Redmond Way and SR-520 provides a vibrant destination and lively neighborhood sub-area by supporting additional opportunities for living, employment, community gathering, education, shopping, and commuting to other Redmond and Puget Sound destinations
    - Maintain current planned land use and zoning which support a variety of activities and business operations.
    - Update planned land use and zoning to promote future opportunities for living, working, and other activities.
    - The character of this area supports the adjacent natural areas – Bear Creek, Marymoor Park, groundwater aquifer, Sammamish River
- This area has good multi-modal transportation connections to the rest of the neighborhood
    - Improve non-motorized connections across Redmond Way
    - Improve east-west connections to connect employment and residential areas to the light rail station
    - Plan and improve an interconnected multimodal transportation network to provide convenient and safe access by foot, bike, and transit to the light rail station
    - Plan and improve the street network surrounding the Southeast Redmond station to support good vehicular connectivity and access to and from the station.

Housing

- Southeast Redmond remains a desirable and attractive neighborhood
    - Enhance compatibility among land uses using design strategies and siting

    - Improve amenities near housing
- Better buffers have been created over time between existing residential and non-residential uses
    - Use zones as buffers, such as small-scale commercial, business parks, and other uses that are appropriate nearby residential
    - Use open space or forest areas as buffers, such as by strategically locating public open space or by encouraging private development to cluster development away from existing residential areas
- Southeast Redmond has a variety of housing options serving a variety of lifestyles and household types, and affordable to people at all of income levels.
    - Encourage innovative housing types, such as cottages, "backyard homes," single-family attached homes
    - Require at least some housing to be affordable and provide incentives for doing so
    - Work with developers and others to provide a greater level of affordability
- Many people live near and can walk to the light rail station.
    - Incorporate housing into land use plans near the light rail station, such as south and west of the station (in the manufacturing area) or north and east of the station (near Home Depot, etc.)
    - Improve connectivity from existing housing to the light rail station

Economic Development

- As a vibrant and major employment location within the City, the Southeast Redmond neighborhood continues to provide a variety of employment and business opportunities.
    - Expand land capacity for employment uses in undeveloped areas
    - Create new opportunities near the future light rail station
    - Retain capacity for industrial activities by retaining land zoned for industry

Community Gathering

- Gathering places such as plazas, parks, and community facilities 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
    - Encourage completion of existing facilities in Southeast Redmond in advance of acquiring new facilities in the neighborhood.
    - Promote publicly owned facilities in close proximity to Southeast Redmond.
    - Promote and encourage both publicly and privately owned and managed facilities in and near Southeast Redmond.
- Accessible community center
    - Explore opportunities for a community center in or near Southeast Redmond
    - Provide incentives for privately operated indoor/outdoor recreational facilities.

Parks and Recreation

- A variety of parks, open space, trails, and other community facilities help ensure opportunities for passive and active recreation and support all ages and abilities
    - Use parks and other open spaces to put green into the gray

    - Use parks and open spaces to enhance stream health, tree canopy, and other natural assets
    - Improve non-motorized connections to nearby parks
    - Complete trail connections
    - Develop Southeast Redmond Park
- People in Southeast Redmond enjoy access to a network of trails, such as the Bear and Evans Creek trail system that provide access to area parks and to other parts of Redmond and neighboring communities.
    - Improve connections to existing and future trail systems
    - Identify new trail corridors to connect to regional trail systems
    - Improve amount and quality of publicly accessible green spaces
- Trails, sidewalks, and bike lanes provide a strong sense of connection between the neighborhood and Marymoor Park. Adjacent land use blends with the park boundary, helping define this area as a neighborhood asset
    - Improve connections across Redmond Way toward Marymoor Park