



## MEMORANDUM

**To:** Redmond 2050 CAC

**From:** Beckye Frey, Principal Planner 425-556-2750  
Planning and Community Development

**Date:** July 8, 2021

**Subject:** Redmond 2050 - Transit-Oriented Development (TOD) Briefing

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### **PURPOSE**

Staff will introduce the transit-oriented development (TOD) discussion areas that will be the focus of community conversations in July and August 2021, including a significant focus on equitable transit communities. Staff will ask the CAC for additional topics to fold into the upcoming community conversations and policy research and development. Future meetings will feature in-depth discussions on each of these questions/topics.

### **BACKGROUND**

#### Previous Redmond Plans & Policies

Redmond has been planning for high capacity transit for more than 20 years. The current Redmond Comprehensive Plan and Transportation Master Plan (TMP) focus on preparing for the arrival of light rail. Among other things, this has included advocating for frequent bus service connecting Redmond to the region in preparation for light rail; completing key connections in the street and pathway system to improve access to future station areas; supporting urban densities in Redmond's urban centers that are served today by transit light

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rail; and completing subarea plans for future station areas to set the stage for future TOD and the supporting infrastructure, such as in Marymoor Village. With light rail arriving in two short years, plan updates made as part of Redmond 2050 will focus on implementation of TOD.

### Regional TOD Planning

The Puget Sound Regional Council, with participation from Redmond staff and elected officials, has been researching and developing policies on Transit-Oriented development for the last decade and has adopted a number of TOD policies and equitable transit communities policies in its work (and in compliance with RCW 81.112.350), including:

- [TOD Research & Guidance](#)
- [Growing Transit Communities Strategy](#)
- [2018 Regional Transportation Plan](#)
- [Vision 2050 & the Multi-County Planning Policies](#)
- [Regional Equity Strategy](#) (current project)

Staff is building upon the prior community engagement and regional planning efforts completed by the PSRC as part of the Growing Transit Communities work. **Attachment A** provides a summary of the local government recommended actions that may be relevant to Redmond's efforts. Many of these actions have already been folded into Redmond 2050 work and upcoming planning community engagement topics.

### **TRANSIT-ORIENTED DEVELOPMENT (TOD)**

Staff has proposed adopting the PSRC Growing Transit Communities definition for TOD as a 10-minute walk from high-capacity transit stations, such as light-rail.

Staff is preparing preliminary walkshed maps for each of the four Redmond stations (**Attachment B** shows the 10-minute walkshed for Overlake) but additional work that is underway may modify the walkshed extents as we work to update our GIS layers and incorporate planned infrastructure projects that will improve connectivity. During the development of the Transportation Element and the TMP update, we will also identify projects needed to support projected growth. Once a final list of projects is developed for the preferred alternative, (a part of the Final EIS) the TOD maps will be finalized.



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### **EQUITABLE TRANSIT COMMUNITIES**

The Growing Transit Communities Partnership<sup>1</sup> defined a vision for “equitable transit communities” for our region.

*These communities promote local community and economic development by providing housing types at a range of densities and affordability levels, commercial and retail spaces, community services, and other amenities that are integrated into safe, walkable neighborhoods.*

*Successful equitable transit communities are created through inclusive planning and decision-making processes, resulting in development outcomes that accommodate future residential and employment growth, increase opportunity and mobility for existing communities, and enhance public health for socially and economically diverse populations.*

How to implement Equitable TOD in Redmond will be a significant focus the community engagement that will be conducted over the summer, focusing on the Overlake stations but with relevance to all four TOD areas. We hope to engage:

- Current residents,
- Potential future residents (such as employees that work near the stations),
- Historically under-represented community groups, and
- Current businesses, especially those at risk of displacement.

We’re looking at what is needed in the neighborhood from a services and amenities standpoint but also what design standards, physical infrastructure, land uses, etc. are needed. Some of the questions that we’ll be asking include:

- Within the context of the growth anticipated and the growth scenarios that are being reviewed, what does an equitable neighborhood/TOD look like physically, and what development standards, performance metrics, services/amenities, etc. are needed to realize that new physical reality?
- What do families need in high-rise living situations?

#### Equitable Transit Communities

*“Mixed-use, transit-served neighborhoods that provide housing and transportation choices, a mix of services, amenities and businesses, and greater social and economic opportunity for current and future residents.”*

- Puget Sound Regional Council

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<sup>1</sup> The Growing Transit Communities project was a regional planning effort coordinated by PSRC and funded through federal grants. The initial phase was completed in 2013 and materials are available online at <https://www.psrc.org/tod>. Phase 2 included additional research specially looking at the East Corridor, which includes the Redmond stations. The East Corridor studies are published at <https://www.psrc.org/growing-transit-communities-%E2%80%93-east-corridor-implementation-support-project>.

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- How do we ensure equitable outcomes so that those with disabilities can truly have access to units in TOD buildings?
- What kind of neighborhood features are needed for adults with intellectual disabilities? Autism? Etc.
- What would we need to change in our codes to make that happen?
- What incentive packages and/or partnerships might be needed or helpful?
- What Inclusive Design and/or universal design features would be the most relevant/helpful considering our community demographics and needs?

We have already started work on affordable housing at multiple affordability levels and initiated research and community conversations to understand how to better support the racial and ethnic diversity of the community.

- There are a number of ways that we are currently looking to support and expand housing affordability at all levels. Additional information on those efforts can be found in:
  - [Housing Action Plan](#) (pdf)
  - [Housing Options & Alternatives](#) (pdf)
  - [Housing Change Matrix](#) (pdf)
- Supporting and coordinating with Sound Transit on the development of affordable housing at surplus properties that increase the levels of affordability in addition to the number of affordable units. Sound Transit has a survey open until July 12<sup>th</sup>: visit [OverlakeVillageTOD.com](https://www.soundtransit.com/overlake-village-tod) to learn more and weigh-in on the potential development of the Overlake Station property.
- We're evaluating community demographics and looking at how policies impact different racial/ethnic groups.
  - In the development of our equity & inclusion "lens" for reviewing the Comprehensive Plan Elements and policies we are looking at how we can obtain specific, meaningful, and desired equity outcomes and identify and remediate inequitable policies, processes, or regulations. We'll be sharing the revised definition, statement of intent, and lens for the Redmond 2050 Themes, but additional information on the equity & inclusion theme and public comments can be found in:
    - February 17, 2021 [memo](#) and [presentation](#) (pdfs)
    - [Themes Comments Summary](#)
  - We are incorporating the [PSRC Displacement Risk mapping tool](#) and [Opportunity mapping tool](#) into various aspects of our review and evaluation (including the climate vulnerability assessment).
  - We are exploring formalizing the Overlake Metro Center into an "international district" in the Comprehensive Plan and Overlake Neighborhood Plan to acknowledge the cultural diversity of the community and the long history of the neighborhood as a place with a high level of residential and business diversity.

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In addition to the focus on equitable TOD, we'll also be looking at options that will help to make TOD areas sustainable and resilient.

- What can we fold into our codes that will advance sustainability and resiliency goals, especially in light of the proposed taller building typologies?
- Are there requirements we can put into our design standards?
- What are the trade-offs?

Community involvement opportunities will be scheduled for July and August as we kick off these conversations. We'll also be scheduling study sessions with the Planning Commission, the Redmond 2050 Community Advisory Committee, the Environmental Sustainability Advisory Committee and other boards and commissions. Staff is also developing a website which will feature additional information and resources and Let's Connect engagement tools for this topic.

At this briefing, we would be interested in hearing from CAC members if we're missing something that needs to be discussed related to TOD during this summer outreach.

## **REZONING AROUND STATION AREAS**

There are two types of rezoning that we anticipate that are related to our TOD areas near the light rail stations.

- **Rezoning Due to Overlake Metro Center Boundary Revision** - We're proposing a revision to the Overlake Metro Center boundary (formerly the Urban Center boundary), see **Attachment C**. One of the goals of that expansion is to capture the 10-minute walkshed inside of the boundary. This has led to the proposed inclusion of multifamily developments at the NE boundary that would be rezoned with the adoption of the new boundary to reflect the Center's level of density. We will be looking at development standards that acknowledge and provide a transition between the urban development and the adjacent single-family residential.
- **Up-zoning near the light-rail stations** - Staff is currently researching potential options for rezoning properties near the stations to capture both the growth allocations for the Centers and to ensure that we have zoning that supports the highest and best uses for those areas that have the highest access to the stations (transit supportive densities and uses). The distance from the stations and the details of those zoning changes will be worked out over the summer and will be developed based on the Centers and Centers + Corridors growth scenarios.

The property owners that will be impacted by the proposed zoning changes will be notified by mail in addition to our stakeholder and neighborhood outreach efforts. Future study sessions will be needed to explore the options and implications of these zoning changes.

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### **DEVELOPMENT STANDARDS & INCENTIVES**

Once we understand what building types we will need and what the new zoning may look like, we will begin to work on the development standards and incentive packages (focusing on Overlake in Phase 1 and Downtown & Marymoor in Phase 2). We anticipate discussions related to Overlake to begin in August.

#### **Attachments**

- A. Growing Transit Communities Summary
- B. Overlake Metro Center Boundary Revision and walkshed map