

REDMOND »»» 2050

Transit-Oriented Development (TOD)

Planning Commission Briefing
July 7, 2021



Purpose of this Briefing

- Share background/context for TOD in Redmond
- Introduce the TOD topics that will be discussed over the summer with the Planning Commission and the Community
 - TOD Mapping
 - Equitable TOD
 - Sustainable & Resilient TOD
 - Rezoning
 - Development Standards & Incentives
- Obtain PC input on topics we should cover

What is TOD?

- TOD is commonly defined as medium and high-density, mixed-use development within walking distance of a transit station.
- The location, design, and mix of uses in a TOD emphasize pedestrian-oriented environments and encourage the use of public transportation.

The development of housing, commercial space, services, and job opportunities near public transportation. Such development is intended to reduce dependency on automobiles, as well as to improve mobility and access between residences, jobs, and services. - PSRC

Why TOD?

Convenient access to transit fosters development, while density encourages people to use the transit system. Focusing growth around transit stations capitalizes on public investments in transit and provides many benefits, including:

- increased ridership and associated revenue gains for transit systems
- incorporation of public and private sector engagement and investment
- revitalization of neighborhoods
- a larger supply of affordable housing
- economic returns to surrounding landowners and businesses
- congestion relief and associated environmental benefits
- improved safety for pedestrians and cyclists through non-motorized infrastructure

Source: Federal Transit Administration, <https://www.transit.dot.gov/TOD>

Background - Planning for TOD

Local Context

- Redmond has been planning for high-capacity transit for more than 20 years
- Previous planning documents have focused on what is needed prepare for the arrival of light rail in Redmond (infrastructure connectivity, etc.)
- Now that light rail is close to opening, we're turning to plan updates that are needed to implement TOD to ensure we maximize the benefits of the new stations

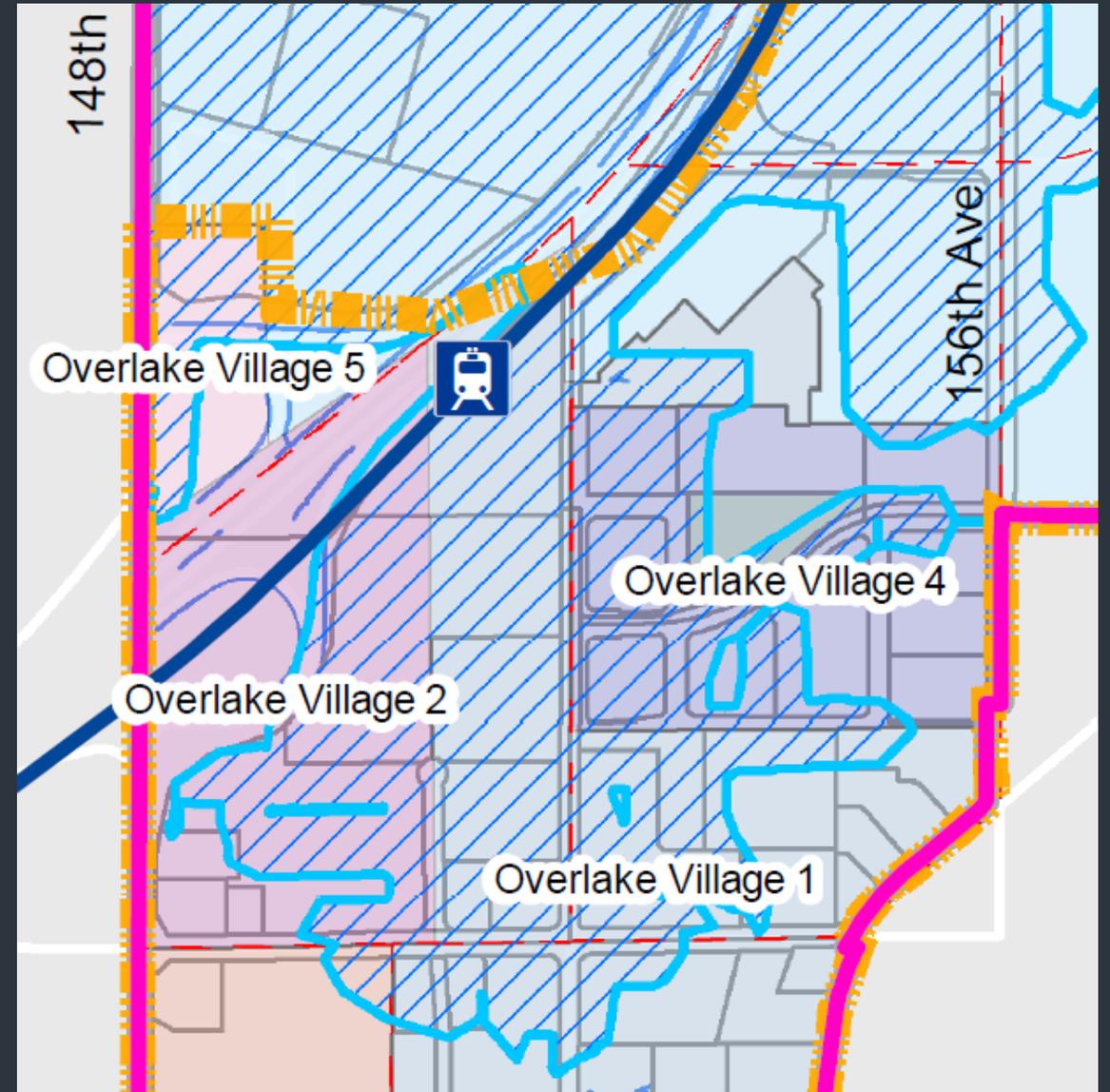
Background - Planning for TOD

State & Regional Context

- The state has adopted Transit-oriented development strategy system plan requirements for Regional Transportation Authorities (RCW [81.112.350](#))
- PSRC has been working with local communities for the past decade to develop TOD strategies, policies, and guidance for the Puget Sound Region
 - Much of this work can be found in the Growing Transit Communities reports, Vision 2050, and the Regional Transportation Plan
- Significant emphasis has been placed on equitable transit communities (in both state and regional policies)

Mapping TOD Areas in Redmond

- We're adopting the Growing Transit Communities work for TOD & equitable TOD
- TOD boundary a 10-minute walkshed from station areas
- Preliminary mapping based on current network
- Will finalize TOD maps with the development of the EIS preferred alternative ensuring we include all proposed network connectivity improvements



Equitable Development

Public and private investments, programs, and policies in neighborhoods to meet the needs of marginalized populations and to reduce disparities, providing access to quality education, living wage employment, healthy environment, affordable housing and transportation.

- PSRC



Equitable TOD (eTOD)

"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."

- PSRC, Growing Transit Communities

Redmond Context:

- Plan with the existing community members, including local ethnic businesses, community members with disabilities, etc.
- Planning for a range of income levels and family sizes
- Filling the gaps in current services & meet needs of growth
- Planning for future needs with diversity in mind

Equitable TOD Questions

- Within the context of the growth anticipated and the growth scenarios that are being reviewed, what does eTOD look like physically, and what development standards, performance metrics, services/amenities, etc. are needed?
 - What would we need to change in our codes to make that happen?
 - What incentive packages and/or partnerships might be needed or helpful?

Equitable TOD Questions

- What do families need in high-rise living situations?
- 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 Inclusive Design and/or universal design features would be the most relevant/helpful considering our community demographics and needs?

Other Aspects of eTOD

- **Affordable Housing**

- Housing Action Plan items are underway that address a variety of tools to increase the depth & breadth of affordable housing options
- The City is working with Sound Transit to maximize the potential of the Sound Transit surplus property at the Overlake Village Station (survey open until July 12th - [OverlakeVillageTOD.com](https://www.overlakevillagetod.com))

- **Racial/Ethnic Impacts**

- Equity & Inclusion Lens/focus
- Supporting local businesses and working on displacement issues
- Overlake as an International District proposal

Sustainable & Resilient TOD

- Will be using Sustainability & Resilience “lenses” for policies
- Working with Sustainability Advisory Committee and other stakeholders
- Specific questions around:
 - 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 do we need to address in our Emergency Management plans to accommodate the needs of community members without cars?
 - What are the trade-offs, options, and alternatives?

Examples

Sustainability

- Green Building standards
- Green roofs/walls
- Impervious surface

Resiliency

- Features to minimize impacts of rising temperatures (climate change impacts)
- Health needs for large groups of people (various ages and abilities) in close proximity
- Evacuation stations/plans for community members without cars

Rezoning around station areas

Two types of rezonings are anticipated related to TODs:

- Rezoning due to Overlake Metro Center Boundary Revision
- Rezoning around stations areas
 - Accommodate growth
 - Zoning that supports highest and best use (transit supported densities and uses)

Will also be updating the **Development Standards & Incentive packages**



Thank You

Any Questions?

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