What is your relationship with Redmond?

- I live here: 62%
- I work here: 38%
- I own a business here: 0%
Light Rail Stations Opening Soon!
Do you live, work, or own a property/business near one of the four new Redmond light rail stations?

- Near Overlake Village Station: 17%
- Near the Redmond Technology Station: 25%
- Near Marymoor Village (SE Redmond) Station: 17%
- Near the Downtown Redmond Station: 42%
This Workshop:

Introduce the topics that will be discussed over the summer and fall with community related to development and redevelopment of areas around our new light rail stations!
How did you hear about today's meeting or Redmond 2050?

- coworker
- city of redmond email
- redmond city calendar
- website
- emailed newsletter
- online - east link search
- cor website
- email
Background

• Planning for 20+ years

• Previously focused on preparing for light rail and becoming “transit ready” (infrastructure, alignment, etc.)

• Now need to maximize the benefits of stations opening soon – including zoning, land uses, and development standards
What is Transit-Oriented Development (TOD)?

Medium- and/or high-density housing, commercial, services, and job opportunities developed close to public transit stations...

Intended to reduce dependency on automobiles, improve mobility, and improve access between residences, jobs, and services.

- PSRC, Growing Transit Communities
Why TOD?

Convenient access to transit fosters development, while density encourages people to use the transit system.

Focusing growth close to transit stations provides many benefits, including:

- mobility options
- environmental benefits
- improved safety for pedestrians and cyclists
Where are we planning for TOD?

We’re looking at properties within a 10-minute walk of our light rail stations.

This is approximately ½ mile from a station, but depends on streets, trails, bridges, etc. that allow pedestrians and bicyclists access to the stations.
- Identify who is affected
- Assess equity impacts
- Implement with equity
- Ongoing learning, listening

- Three legs of sustainability (social, environmental, and economic)

- Focus on outcomes
- Essential services, Redundancy
- Vulnerable populations
What does equity & inclusion mean to our built environment?
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
Inclusive / Universal Design

- **Inclusive design** – “Nothing about us, without us”

- **Universal design** considers all aspects of the built environment — homes, landscapes, streetscapes and mobility routes, commercial developments, life space, including equipment and architecture — with the **goal of making them accessible to every person, regardless of age or ability.**

  - Accessibility is an attribute
  - Inclusive design is a process/method
  - Universal design is the construction
What aspects of our built environment can exclude segments of our community?

- Short pedestrian traffic crossings
- Wide roads with high speed limits, poorly maintained sidewalks with inadequate lighting, lack of bus/train services
- Wide roads
- Most of our new businesses cater to mostly upper-class residents
- No curb breaks on sidewalks
- Lots of park amenities far from the transit stops
- A wall
- Bike ramps with stairs
- Signage that doesn't include other languages
What aspects of our built environment can exclude segments of our community?

- Single family low density development
- A ditch
- Bushes/trees blocking sidewalks
- Lack of braille signage, or auditory aids
Equitable TOD (eTOD) in Redmond

• Planning with existing community members, including local ethnic businesses, community members with disabilities, etc.
• Planning for a range of income levels and family sizes
• Planning ways to fill the gaps in current services & also meet needs of growth
• Planning with diversity in mind, including the cultural diversity already within the Overlake neighborhood
• Planning ways to minimize or mitigate displacement
What does an equitable transit-oriented development (e-TOD) look like?

- **affordable**
- **wide sidewalks/plazas**
- **Accessible low stress mobility - protected bike lanes and comfortable sidewalks**
- **Most amenities should be within walking distance, but that includes things that people need on a daily basis. Groceries, Gardening.**
- **Walking and bike access to parks, grocery stores, drugstores, wheelchair accessible retail and recreation**
- **bike charging stations**
- **accessible for seniors**
- **Public space**
- **Access to community spaces and access for charging phones...etc.**
What does an equitable transit-oriented development (e-TOD) look like?

- Happy people
- Far fewer miles driven by gasoline (maybe more miles by electric car or bicycle)
- More people walking and less cars.
- Happy people
- Mixed-income community
What outcomes would we see if we have effectively built e-TOD?

- A vibrant and happy community where everyone feels like they belong.
- Fun, vibrant 24 hour neighborhood.
- Percentage of trips using transit increasing.
- Wider community is represented in the TOD area.
- Reduced average vehicle miles traveled.
- Climate change averted!
- Happy people.
What outcomes would we see if we have effectively built e-TOD?
Other Aspects of eTOD

- Affordable Housing
  - Increase the depth & breadth of options
  - Working with Sound Transit to maximize the potential of surplus property

- Racial/Ethnic Impacts
  - Equity & Inclusion Lens/focus
  - Targeted outreach
  - Supporting local businesses and working on displacement issues
  - Overlake as an International District proposal
Equitable TOD Questions to be Explored

• What do families need in high-rise living situations?
• How do we ensure equitable outcomes?
• 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?
Sustainable TOD
• Green Building standards
• Green roofs/walls
• Impervious surface

Resilient TOD
• 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
What sustainability features/options would you like to see emphasized in TOD around our light rail stations?

- high-density development
- LEED-rated buildings
- charging stations bikes
- tree canopy
- no cars
- solar panels on roofs
- roof and wall gardens
- energy-efficient net-zero
What should we focus on when we look at resiliency options?

- earthquake-proofing
- permeable sidewalks
- community centers
- car free evacuation
- smoke havens
- trees reduce heat islands
Sustainable & Resilient TOD
Questions to be Explored

• What can we fold into our codes that will advance sustainability and resiliency goals, especially considering the proposed taller building typologies?

• What requirements can we 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?
Rezoning around station areas

- Accommodate growth
- Zoning that supports highest and best use (transit supported densities and uses)

Will also be updating the Development Standards & Incentive packages
Discussion!

4 questions
2 upvotes
What other questions should we explore as we develop new policies and standards for TOD in Redmond?

Remember critical areas
Upcoming Workshops

Wed, Aug 25
Housing policy updates

Thurs, Sept 2
Accommodating Growth in Overlake

Wed, Sept 8
Inclusive/Universal Design

Thurs, Sept 16
Updating the vision for Overlake.

Learn More & RSVP at
Redmond.gov/Redmond2050 or email
Redmond2050@redmond.gov
www.Redmond.gov/Redmond2050

Beckye Frey, Principal Planner
bfrey@redmond.gov