

**MEMORANDUM**

**To:** Planning Commission

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

**Date:** October 13, 2021

**Subject:** Redmond 2050 - Overlake Policy Options & Alternatives (Part 2)

**PURPOSE**

Staff will continue the discussion of Overlake policy options and alternatives that began at the Commission’s September 29, 2021 meeting.

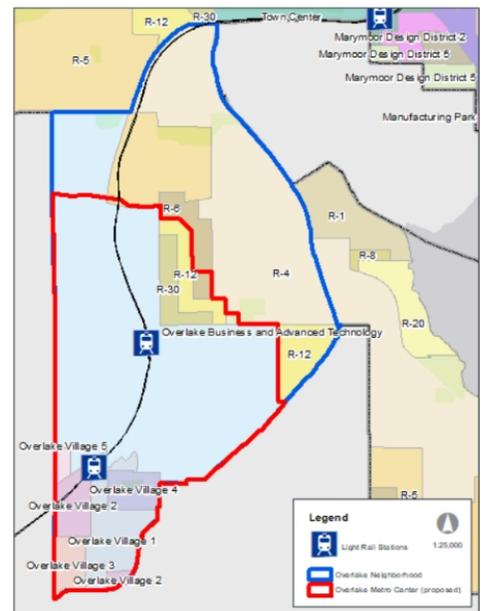
**BACKGROUND**

Many of the policies discussed related to transit-oriented development (TOD). The Planning Commission had a briefing on TOD at the meeting on July 7, 2021, but additional context is provided below.

**EAST LINK LIGHT RAIL EXTENSION**

The Sound Transit East Link extension is bringing two new stations to Overlake. Both stations are under construction and are on schedule to open in 2023.

- The Overlake Village station is at the north edge of the Overlake Village zoning districts.
- The Redmond Technology Station is in the Overlake Business and Technology (OBAT) zoning district but is close to multi-family zoning districts.



## Overlake Policy Options & Alternatives

### TOD & TRANSIT-SUPPORTED USES

The Puget Sound Regional Council (PSRC), 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 PSRC as part of the Growing Transit Communities work.

### Regional TOD Guidance on Transit-Supported Uses

Research has shown that different land uses have different impacts on transit ridership. PSRC has provided the following guidance<sup>1</sup>:

- **Employment** uses generate significant transit ridership demand when they are located in close proximity to transit stations and stops. Office-based employment typically has the highest number of jobs per acre among major employment uses. Central business districts, with high numbers and high density of office and other workers are typically the primary anchor for regional transit systems. As such, the overall size of the CBD is a key measure of potential transit demand. Among job categories, government, knowledge-based, and entertainment industries are most likely to locate in transit-oriented development and are most likely to benefit from proximity to transit. (Strategic Economics, 2012) Major employment centers with a more dispersed employment base, such as the Boeing plant in Everett, can also contribute to transit ridership with effective “last mile” solutions to connect employment sites to a regional transit access point.
- **Commercial** uses generate transit trips both by employees and by customers. Commercial uses that create a high volume of foot traffic are most transit-supportive, such as restaurants, small retailers, and personal services. Commercial buildings that are oriented to the sidewalk are the preferred commercial form.
- **Institutional** uses fall into several main categories. Educational institutions, in particularly colleges, universities, and other post-secondary institutions generate significant demand for transit on the part of students and staff. Large research and region-serving hospitals can also benefit locations near transit, generating trips throughout the day by staff and patients. Finally, civic and cultural institutions, such as libraries, community centers, museums, and city halls attract significant travel by a variety of modes, including transit.

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<sup>1</sup> <https://www.psrc.org/sites/default/files/tsdluguidancepaper.pdf>

## Overlake Policy Options & Alternatives

### Regional Centers Update

In 2018 PSRC updated the Regional Growth Centers typologies and guidance. Among the changes that were adopted was the splitting of urban centers into two categories: Urban Centers and Metropolitan Growth Centers. Overlake falls into the new Metro Center qualifications. These areas have a regional role - they **have dense existing jobs and housing, high quality transit service, and are planning for significant growth** . They will continue to serve as **major transit hubs for the region** and provide **regional services and serve as major civic and cultural centers** .<sup>2</sup>

### DISCUSSION

Staff is bringing forward two categories of policy considerations for discussion at this study session:

- Streamlining/Simplifying Overlake Neighborhood Subareas
- Maximize Opportunity for Transit Oriented Development

These policy considerations were developed from the Existing Conditions reports and community, Commission, and Council feedback on those reports. Staff utilized policy considerations from that process to review the existing policies to identify where updates are needed.

Please note that we recognize that there is significant overlap between these two conversations, but staff hopes that dividing the discussion into two categories it will be easier to navigate the issues.

Staff has also been reviewing the Plan in the context of the policy consideration to review of policies related to neighborhood character (with particular concern where they create an equity concern). These issues will be discussed at a later date with the Planning Commission as a city-wide discussion, but will impact a number of Overlake policies.

### ATTACHMENT

- Overlake Policy Options & Alternatives

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<sup>2</sup> <https://www.psrc.org/centers>