

Future Vision for Redmond:

Growth Centers

Introduction

Since the 1990s Redmond has focused growth into –Downtown and Overlake, which are now thriving centers of residential and commercial activity. Other cities in the region have also focused growth in centers, consistent with the regional growth strategy adopted by the Puget Sound Regional Council. The growth of the past three decades has led to a heightened awareness of:

- The benefits and challenges of focusing growth into centers,
- The need for policies, standards, and codes to reflect the transition from a suburban to urban form and pattern, and
- The need for specific policies for transit-oriented development (TOD).

[VISION 2050](#), the region’s long-range plan for growth, directs 65% of population growth and 75% of employment growth to the region’s growth centers and high-capacity transit station areas. Based on this regional policy, Redmond 2050 continues to focus growth in Redmond’s centers in a way that addresses needs and goals related to equity, sustainability, and resiliency.

Centers

The regional planning framework includes three levels of growth centers that serve to guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for transportation funding.

Growth in centers has significant benefits, including supporting multimodal transportation options, compact growth, housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and

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development, centers... support equitable access to affordable housing, services, health, quality transit service, and employment.¹

The three levels of growth centers are:

- Regional Growth Centers
- Countywide Growth Centers
- Local Growth Centers

Regional Growth Centers

Regional growth centers are mixed-use centers designated by the Puget Sound Regional Council (PSRC) that include housing, employment, retail and entertainment uses. There are two types of regional growth centers:

- **Metropolitan Growth Centers (Metro Centers)** have a primary 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. They also provide regional services and are major civic and cultural centers.
- **Urban Growth Centers (Urban Centers)** have an important regional role, with dense existing jobs and housing, high-quality transit service, and planning for significant growth. These centers may represent areas where major investments – such as high-capacity transit – offer new opportunities for growth.

Countywide Growth Centers

The King County Countywide Planning Policies include countywide growth center types. Center types applicable to Redmond planning efforts:

- **Countywide Growth Centers** serve important roles as places for equitably concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of

housing and services, and serve as focal points for local and county investment.

- **Countywide Industrial Centers** serve as important local industrial areas. These areas support equitable access to living wage jobs and serve a key role in the county’s manufacturing/industrial economy.

Local Growth Centers

- **Local Centers** serve as community hubs, provide local gathering places, and are appropriate places for moderate growth and focal points for services. Local centers are designated at the City level.

In Redmond there are two Regional Growth Centers and a Countywide Growth Center. The Regional Growth Centers are the Overlake Metro Center and the Downtown Redmond Urban Center. The Countywide Growth Center is Marymoor Village. The Comprehensive Plan continues to direct employment and housing growth to these areas and maximize opportunities for transit-oriented development in the centers.

Editor’s Note

The Redmond 2050 plan update is exploring designation of a Countywide Industrial Center in Southeast Redmond and a Local Center centered on NE 90th Street and Willows Road. This section will be updated when decisions on those designations are made.

Transit-Oriented Development

Transit-oriented development can create and sustain compact and walkable communities that provide access to opportunities around high-capacity transit.

¹ Puget Sound Regional Council, **Regional Centers Framework Update**, March 22, 2018.

https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

Transit-Oriented Development (TOD) is medium and high-density, mixed-use development within walking distance of a high-capacity transit station (a 10-minute walk). 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. - Puget Sound Regional Council

Equitable Transit Communities or Equitable Transit-Oriented Developments (eTOD) are 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.

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.

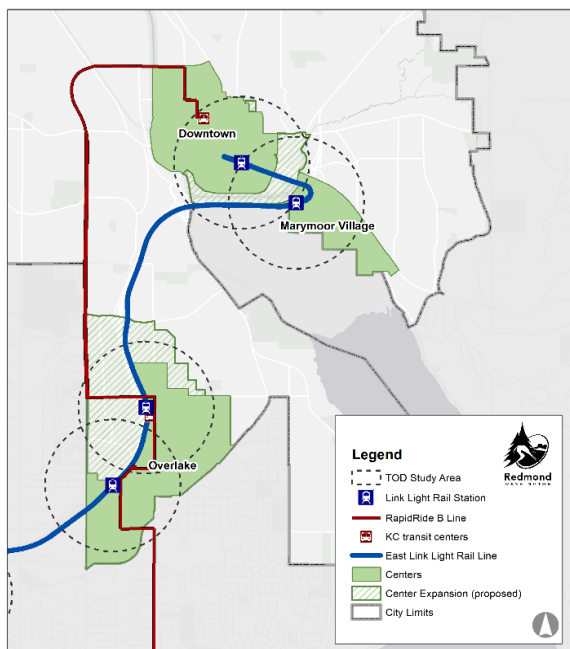
Successful equitable transit communities are created through inclusive planning and decision-making processes, resulting in development outcomes that accommodate future residential and employment growth, increase opportunity and mobility for existing communities, and enhance public health for socially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

Planning for TOD areas includes planning land use that can take advantage of nearby transit and also planning for transit-supportive uses that can build and sustain transit ridership over the long term.

In the Redmond 2050 update, planning for TOD has been focused around the four light rail stations (as shown in map XX), but TOD is also appropriate for other frequent transit corridors.

› REDMOND 2050

Transit-Oriented Development (TOD) Study Area



The City is committed to maximizing TOD around Redmond’s light rail stations.

The four station areas all allow multifamily and mixed-use structures generally from 5 to 10 densities by allowing taller buildings (generally between 10 and 19 stories depending on the station area). This would accommodate 19,000 to 23,000 new housing based on the development alternative options selected.

Based on community feedback, a preferred alternative growth model will be developed to determine the exact number of units that could be developed in these areas (based on vacant and redevelopable land, growth allocations, and other factors).

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A. Common Centers Policies

The following policy sections apply in all centers.

Accommodating Growth

Based on regional growth policies and community goals, much of the future growth allocated to Redmond will be accommodated in centers. These centers are urban in form and function and serve as community focal points. Special focus must be made to advance equity.

- UC-1 Focus housing and employment growth into centers and high-capacity transit station areas consistent with the Vision 2050 Regional Growth Strategy and at densities that maximize transit-oriented development potential.
- UC-2 Use SEPA planned actions and exemptions to efficiently accomplish environmental review in centers.

Land Use

Redmond will continue to focus on retaining and attracting a wide range of uses and activities in the centers. The land use policies that follow guide development in a manner that will serve the needs and desires of existing and future residents and businesses, while ensuring that change over time enhances the character of the centers.

- UC-3 Promote the regional and countywide growth centers as locations for a variety of businesses, including retail, office, service, cultural, and entertainment uses that are compatible with a mixed-use urban environment.
- LU-4 Ensure that transit-supportive land uses are allowed near light-rail stations to maximize potential for transit ridership.
- UC-5 Maximize opportunities for equitable, sustainable, and resilient transit-oriented development that creates vibrant and healthy neighborhoods that are active in the morning, daytime, and evening near light rail stations. Reduce

Relevant Framework Policies

- FW-UC-1 Plan for centers that serve as locations for residential and employment development to help create sustainable, resilient, and equitable transit communities.** Centers provide a variety of economic activities, ranging from daily goods and services to small and locally owned boutiques and other specialty stores, as well as restaurants, residences and offices that promote the centers as appealing places to live, work and shop and provide for active uses during the day and evening hours.
- FW-UC-2 Design Metro Growth Centers, Urban Growth Centers, and Countywide Growth Centers to encourage pedestrian, bicycle, and transit mobility for people of all ages and abilities.**

disparities and improve access to opportunity and equitable outcomes through inclusive community planning, creating opportunities and incentives for equitable TOD, and through targeted public and private investments that meet the needs of current and future residents and businesses.

- LU-6 Use public-private partnerships, co-location of facilities, regional facility opportunities, and other creative and cooperative tools to meet the unique public facilities and service needs of centers, including schools, utilities,

transportation, parks, beautification, civic, social, and other improvements and needs. Consider potential locations for these needs when updating land use and functional plans, reviewing master plans, and in updates to incentive programs.

- UC-7 Coordinate land use and infrastructure plans such that major public and semipublic uses are located near transit stations or stops.

Character and Design

Thousands live or work in the centers so it is especially important that they be great places to spend time. Urban character and design attributes are critical to creating great places. While each center has a distinct character and design aesthetic, there are some attributes that are common to all.

- Development in centers should exhibit high-quality design with durable, sustainable materials/features and utilize innovative solutions to urban design and affordability priorities.
- Centers should feature public places that attract people for visits and provide opportunities for community events.

- UC-8 Develop and maintain urban design standards for centers that focus on high-quality and durable materials, sustainability and resiliency features, and pedestrian-friendly design. Design standards should allow for a different character for each center and accommodate a variety of urban building types and forms.

- Overlake shall emphasize modern design features and materials while also drawing on the rich multi-cultural composition of our community.
- Downtown shall emphasize Pacific-Northwest design features with a focus on natural materials and native landscaping.

- UC-9 Consider universal design techniques when designing pedestrian spaces for people of all ages and abilities, including informal gatherings, through public and private investment in improvements in the public realm (publicly accessible areas between the building frontage and back of curb). Consider:

- Street furniture, lighting, and markers that provides a unifying element and places of refuge and wayfinding;
- Parks, plazas, street cafes, and other gathering/meet-up places;
- Visual features, such as fountains, squares, sculptures, public art, and pavement treatments; and
- Trees and/or open non-vegetated shade options like shade cloth structures to provide places of respite and shade.

Parks, Arts, Recreation, Culture and Conservation

Parks, plazas, pathways, open space and art all enhance the urban environment and make centers attractive places to live, work and visit. These amenities should be linked together to ensure access to them. New development should incorporate amenity and recreation open space for occupants and visitors to meet current and future needs. (See also the Parks, Arts, Recreation, Culture and Conservation Element.)

- UC-10 Promote the vision of the parks, plazas, art, pathways, and open spaces in the centers as being part of a cohesive system of public spaces that is integral to distinguishing the centers as pedestrian-friendly places.

- UC-11 Design plazas, rooftop amenities, and open spaces to meet the recreational, social, and cultural needs of those who live in, work in, and visit the area while being accessible to community members of all abilities.

- Include places to gather, rest, eat, and engage in active recreational

- activities. Consider incorporating the cultural gathering and activity needs of the community when planning these places.
- Provide places for shade and relief and covered gathering places where possible, utilizing a variety of urban forms such as trees, art, structures and installations.
 - Look for opportunities to dedicate at least one outdoor gathering area in each center, such as a park, plaza, or low-volume street that can be closed to vehicle traffic for events.
 - Look for opportunities to co-locate facilities with schools, community centers, and other public facilities and structures.

Transportation

Transportation policies for the centers emphasize providing a variety of mobility choices to increase access to, from, and within the centers. While the policies recognize future use of private vehicles, they also emphasize investments that will enable comfortable and attractive opportunities for walking, using transit and bicycling. (See also the Transportation Element.)

- UC-12 Streetscapes in centers should be pedestrian friendly, attractive, and meet the needs of residents with physical and intellectual disabilities.
- UC-13 Work with transit agencies to provide a full range of transit services to and within the centers. Provide transit stations, shelters, and other amenities that support these services in convenient locations.
- UC-14 Encourage transit-oriented development within a 10-minute walk of light rail stations and other high-capacity transit stops in order to take advantage of local and regional transit opportunities.

EDITORS NOTE:

Section B, for Downtown, is not included in this document to save space and for easier review. The Downtown section will be updated in 2022-2024 as a part of Redmond 2050 Phase 2.

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C. Overlake Neighborhood Policies

Introduction

The Overlake Neighborhood, with its mixed-use and commercial areas, corporate campuses, and residential neighborhoods, is located in the southwest part of Redmond. The neighborhood is bounded on the west by 148th Avenue NE, on the north by NE 60th Street and State Route (SR) 520, and on the east by West Lake Sammamish Parkway and Bellevue-Redmond Road, which also forms the southern boundary with NE 20th Street. While the area commonly referred to as Overlake extends west into Bellevue, those areas are not part of this plan, although they were considered in preparing these policies.

Neighborhood Vision

The statement below describes the Overlake Neighborhood vision for the year 2050 – what the neighborhood will look and feel like when the Plan is implemented.

The Overlake Neighborhood provides excellent opportunities to live, raise a family, work, develop a business, shop, and recreate in an urban setting. Overall, it is a place that:

- *Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, and plazas and parks;*
- *Meets community and regional needs for employment, shopping, recreation, cultural, entertainment, education, and other uses in the daytime and evening;*
- *Is oriented toward pedestrians and bicyclists, well-served by local and regional bus and light rail transit, and offers strong multimodal connections within its boundaries and to nearby areas;*
- *Is a medium and high-density urban environment enhanced by landscaping, parks, plazas and open spaces, and preservation of natural features; and*
- *Is a place where people want to be, with a unique modern character that celebrates its multicultural community members and businesses.*

Framework Policies

FW-OV-1

Support Overlake as a focus for high technology and other employment located within a vibrant urban setting that provides opportunities to live, shop and recreate close to workplaces. Make public and private investments that reinforce the desired character and increase the attractiveness of Overlake as a place in which to walk, bicycle and use transit.

FW-OV-2

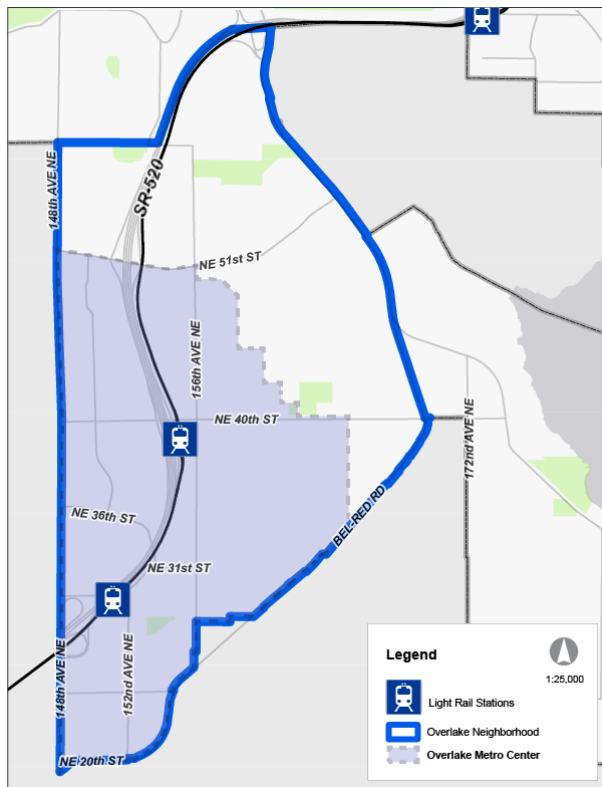
Ensure that development and investments in Overlake address transportation issues of concern to both Redmond and Bellevue. help to retain and enhance a focus on sustainability and resiliency within the area through addition of parks, street trees and landscaping,

Land Use & Economic Vitality

The Overlake neighborhood contains several types of development, including single- and multi-family homes, campus style office developments, and mixed-use developments.

Portions of Overlake have been designated as a Metropolitan Growth Center (Metro Center), as shown on Map OV-1. Development inside the Metro Center boundary will be urban in form and function, with TOD focused near the light-rail stations.

MAP OV-1. Overlake Metropolitan Growth Center (DRAFT – proposed)



Land use policies specific to Overlake focus on the urban types and forms to accommodate jobs and population growth through the year 2050.

- OV-1 Maintain development regulations inside the Metro Center that provide capacity to accommodate job and housing growth allocations. Promote mixes of residential and commercial uses located either in mixed-use buildings or among single-use buildings on mixed-use sites to meet the needs for non-residential spaces/uses.
- OV-2 Support economic development measures that retain and promote existing businesses and attract new businesses compatible with the scale and vision of Overlake.
- OV-3 Encourage a diversity of businesses in size and sector that provide family-wage jobs.
- OV-4 Recognize the unique nature and needs of small and locally owned businesses, particularly ethnic businesses, through flexible standards and spaces, redevelopment phasing, anti-displacement incentives, policies

and programs, incremental development policies, and/or other innovative economic vitality measures.

- OV-5 Allow a total development capacity of up to _____ million square feet of non-residential and _____ new housing units within the Overlake Metro Center through the year 2050 to be developed per the Overlake SEPA Planned Action Ordinance instead of through project-specific environmental review.

Overlake is bordered by the City of Bellevue on three sides. Redmond and Bellevue both emphasize the need for growth in the neighborhood to be well-balanced with available and planned public facilities, including transportation facilities and services.

- OV-6 Continue to collaboratively plan with Bellevue to address common challenges and capitalize on common opportunities. Work together to implement jointly agreed to plans and strategies. Consult on significant development approvals, plan amendments and development regulations, and address mitigation of potential adverse impacts through consultation. Coordinate on transportation and other public facilities, such as regional stormwater treatment facilities, that impact both cities.

The Overlake Business & Advanced Technology (OBAT) zoning district is home to major corporations and high technology research and development businesses, as well as compatible manufacturing uses. Mixed-use and TOD developments are encouraged within this area of employment concentration and provide opportunities for employees to live near work.

- OV-7 In the OBAT zoning district, encourage development that maintains the research and development, advanced technology, compatible manufacturing, and corporate headquarters uses with development intensities consistent with planned growth through 2050. Encourage higher-intensity employment development and taller buildings within a 10-minute walk of the light-rail stations.

Housing

Redmond seeks to increase its supply and diversity of housing available to residents of various income levels, family types and sizes, abilities, and stages in life. A number of opportunities exist in Overlake to provide for the variety of housing needs of the community and well as allowing more people to live near their place of work. To accommodate growth, most new housing in Overlake will be urban multi-family, mid-rise, and high-rise developments.

- OV-8 In the Metro Center, provide incentives for housing that:
- Is affordable to households earning up to 60 percent of area median income;
 - Is within ¼ mile of a light-rail station;
 - Supports equitable TOD such as by incorporating design features for a diversity of household types and sizes, and for people of all ages and abilities; and/or
 - Mitigates displacement of low- and moderate-income households.

Disabled community members have specific housing needs related to design, function, and affordability; finding housing that meets their needs close to jobs and services can be challenging. There is a need for additional accessible housing units in Redmond, and in Overlake specifically (several hundred community members with intellectual and developmental disabilities are employed in Overlake).

- OV-9 Provide opportunities for accessible and/or universally-designed housing units in the Metro Center for community members with disabilities through a incentives, public-private partnerships, policies and/or programs.
- Ensure that the housing types that support community members with disabilities (group homes, adult foster care, supervised residential settings, and independent living) and supportive services are allowed in the Overlake zoning districts.
 - Provide incentives for affordable accessible housing.

- Seek out innovative methods and partnerships to increase availability of accessible and/or universally-designed housing units.

Existing residential areas also offer housing options in Overlake. The policy below provides direction on how to maintain these areas as distinct from the Metro Center area.

- OV-10 Provide for transitional uses and transitional building and site design where bordering single-family neighborhoods. Include such techniques as:
- Prohibit extending the Metro Center boundary into single-family zoning districts; and
 - Maintain regulations on building bulk, placement, site and building lighting, landscaping and/or open space buffers, noise control, and other appropriate measures for buildings adjacent to single-family zoning districts.

Character and Design

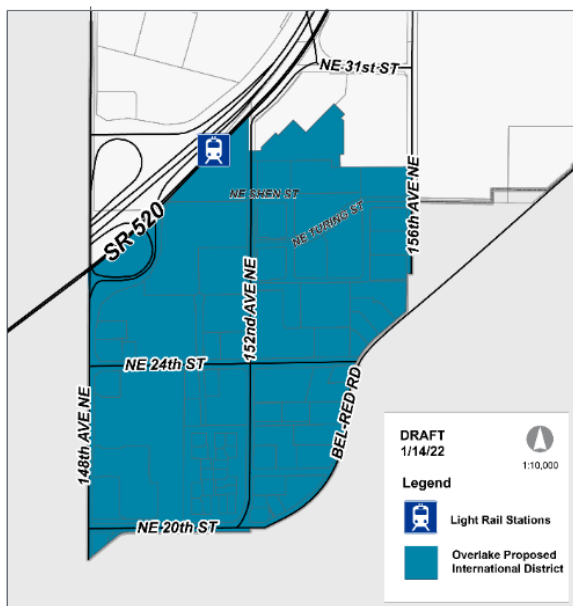
Overlake will continue to develop with a distinct, high-quality urban character and sense of place that reflects its diverse population and economy. Overlake will remain a place where people want to live, conduct business, visit, and spend time.

- OV-11 Maintain design standards that create a distinct character for the Overlake Metro Center.
- Site and building designs contribute to the creation of an urban place that feels comfortable for pedestrians and community members of all ages and abilities.
 - Buildings are designed with sustainability, climate adaptation, and resiliency in mind; they use energy-efficient, low carbon green building techniques such as such as cross-laminated timber, solar shades/panels, passive cooling, operable windows, green roofs, and green walls.

Overlake Village has its own unique character within the Overlake Neighborhood. This character reflects not only nearby high-tech businesses, but also the many international businesses that have located here. The policy below is designed to ensure that new developments in Overlake Village reflect the vision of the area as an urban, mixed-use neighborhood that provides a comfortable pedestrian and residential environment and yet is unique to the area.

- OV-12 Establish an image unique related to the concentration of diverse ethnic businesses throughout the Overlake International District area (see map OV-2).
- Developments honor and acknowledge the rich multicultural community in Overlake and display this identity through site design, buildings design, and streetscape improvements.
 - Locally relevant cultural references are integrated through thoughtful consideration in the selection of building materials and details, artwork, signage, and open space and recreation design.

MAP OV-2. Overlake International District (Proposed District Area – DRAFT ONLY)



Parks, Arts, Recreation, Culture and Conservation

Creating a cohesive system of parks, plazas, gathering places, recreational facilities and connecting paths and trails will help meet the cultural and recreational needs of current and future Overlake residents, employees, and visitors.

- OV-13 Recognize urban park and recreation needs are a high-priority park and recreation need in the Overlake Metro Center. Achieve the park and open space system through a strategy of City investment together with encouraging future development to include artwork and recreation opportunities that augment and enhance public park infrastructure.
- OV-14 Seek opportunities to create recreational open spaces where people can walk, rest, or view natural features. Examples include amenity spaces in and between buildings or on podium rooftops, large outdoor patio/balcony spaces, and rooftop amenities.
- OV-15 Consider opportunities for indoor and outdoor culturally relevant gathering and recreation spaces, especially for events. Encourage these spaces to be incorporated into new development.
- OV-16 Encourage the funding, creation, placement, and maintenance of public art, especially when it is integrated with public infrastructure projects. Consider providing sculptures, water features and other elements and incorporate local historical and cultural references.

Multi-Modal Transportation

Accommodating growth and enhancing quality of life in Overlake requires investments in multi-modal mobility so that more people can reach their destinations safely and conveniently.

- OV-17 Increase mobility within Overlake and provide for convenient transit, pedestrian and bicycle routes to and from Overlake as described in the Transportation Element and the Transportation Master Plan.

In addition to providing pedestrian and bicycle connections within Overlake and to nearby areas, these facilities must also be attractive and safe to encourage people of all ages and abilities to use them.

Within Overlake, a number of multi-modal corridors require innovative investments to improve the pedestrian and bicycle environments for people of all ages and abilities. Along these corridors, multiuse pathways provide an efficient means of meeting pedestrian and bike standards.

- OV-18 Create non-motorized connections, where feasible, as part of new development to support alternative commute modes and provide connections to bus routes, major parks, and between developments.
- OV-19 Develop multiuse pathways that accommodate pedestrians and bicyclists of all ages and abilities as an efficient and cost-effective means of meeting pedestrian and bike standards.

Due to its role in the regional economy, the Overlake Metro Center attracts both regional and local activity. Directing regional through traffic to regional transportation facilities minimizes regional traffic on local streets. Identifying standards for streets that serve regional, local or a combination of these types of traffic directs improvements to better meet the needs of pedestrians, bicyclists, transit users, residents, employees, and visitors.

- OV-20 Develop and periodically update urban street cross sections for arterial and key local streets in the Overlake Metro Center to guide public investments and private development. Address competing needs for the uses within the right-of-way including bikes, trees, development, utilities, universal design elements, safety, access, transit, and maintenance.
- OV-21 Improve local street access and circulation by expanding the street grid in Overlake Village as redevelopment occurs.

Capital Facilities, Public Facilities, and Public Services

Adequate facilities and services, including human services and civic outlets, are necessary to support continued growth in Overlake. Developing a center with a combination of civic uses, such as a police substation or teen center, could add to the vibrancy of the area, support community members, and attract additional visitors.

- OV-22 Consider locating a police and/or fire facility in Overlake Village. Consider opportunities to co-locate with community centers, schools, public works facility, stormwater, and other public services infrastructure and/or facilities.
- OV-23 Integrate parks and open spaces with regional stormwater facilities where feasible. Connect regional stormwater facilities with the park system in Overlake wherever possible.
- OV-24 Reduce the negative impact of Overlake stormwater runoff on the water quality of Lake Sammamish, Kelsey Creek, Tosh Creek, the Sammamish River, and other creeks in the neighborhood.
- Protect downstream properties, streambeds, and receiving waters from erosion and other adverse impacts from the quantity of runoff.
 - Wherever possible, provide natural and/or landscaped areas as buffers between the urban developments in the Metro Center and adjacent single-family residential neighborhoods. Prioritize this type of buffering along creeks.

Neighborhood Residential Area

The northeastern portion of Overlake includes a collection of single-family neighborhoods within a convenient walk of the Metro Center and in high demand (see map OV-3). These policies promote variety in the type and price of new infill residential developments to enable families of different ages, sizes, and incomes to live in the area.

- OV-25 Allow attached dwelling units in the Residential Area on lots that meet the requirements for this type of development.
- OV-26 Design duplexes, triplexes and fourplexes to portray the appearance of single-family houses and to be compatible with the character of nearby single-family homes.

In the neighborhood residential area, while opportunities to acquire additional public land for green space are limited, existing places in the neighborhood may provide opportunities for additional plantings, supplementing dedicated open spaces.

- OV-27 Promote greater preservation, restoration, and continued maintenance of vegetation and green space by:
 - Continuing to support public trail stewardship as a partnership program between the City and neighborhood; and
 - Considering programs, such as public-private partnerships, that encourage establishing increased vegetation and landscaping through common open space and increase the inventory of publicly owned properties, such as parks and dedicated easements.

MAP OV-3. Overlake Neighborhood Residential Area

