



**Policies drafted to improve equity and inclusion for community members with a disability for the following chapters of the Redmond Comprehensive Plan:**

- **Housing,**
  - **Transportation, and**
  - **Urban/Growth Centers (Overlake)**
- 

Draft policies are available for review and feedback is being sought on the preliminary draft policies for Redmond 2050 Phase 1 updates. Comments on the Draft 1.0 policies will be taken through April of 2022.

Learn more and provide general feedback at  
<https://www.redmond.gov/1425/Get-Involved>.

For questions or more detailed feedback on any of the policies shown below, please contact Beckye Frey at 425-556-2750 or [bfrey@redmond.gov](mailto:bfrey@redmond.gov).

---

## Housing

- **Policy Summary Table** - [https://www.redmond.gov/DocumentCenter/View/22103/2022\\_03-10\\_CAC-HousingPolicyGuide](https://www.redmond.gov/DocumentCenter/View/22103/2022_03-10_CAC-HousingPolicyGuide)

### ***Housing Supply & Diversity Policy***

**HO-5** | Promote accessible and visitable housing.

- Housing constructed with universal design principles
- Housing for adults with intellectual and developmental disabilities.

- Housing for populations with special physical or other needs, which includes: the elderly, disabled persons, people with medical conditions,
- Homeless individuals and families, and displaced people.

## Transportation

- Policy Summary Table – [https://www.redmond.gov/DocumentCenter/View/22105/2022\\_03-10\\_CAC-TransportationPolicyGuide](https://www.redmond.gov/DocumentCenter/View/22105/2022_03-10_CAC-TransportationPolicyGuide)

### ***General Policy***

**TR-FW-1** | Plan, design, build, and maintain a transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.

### ***Equity in Mobility Policy***

**TR-7** | Implement transportation programs, projects, and services that prevent and mitigate the displacement of Black, Indigenous, and People of Color, people with low and no incomes, and people with special transportation needs.

**TR-8** | Develop a transportation system that minimizes negative health and environmental impacts to all, especially Black, Indigenous, and People of Color, those with no and low-incomes, and those who have been disproportionately affected by past transportation decisions

### ***Walking & Biking Policy***

**TR-11** | Prioritize the comfort, safety, and convenience of pedestrians and bicyclists over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize pedestrian and bicycle improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve mobility for Black,

Indigenous, and People of Color, those with no and low-incomes, and those who rely disproportionately on the pedestrian and bicycle network.

**TR-12** | Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

**Transit: Oriented Around Light Rail Policy**

**TR-16** | Use transit to support equitable, inclusive, sustainable, and resilient transit-oriented communities, especially in Downtown, Overlake, and Marymoor Village.

**Streets Policy**

**TR-20** | Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address context-sensitive design, environmental protection, property access, continuity of the street pattern, block size, access management, utilities, and the comfort and safety of all users. Design streets from the outside in to meet the needs of pedestrians, bicyclists, and transit users first, and to ensure that streets are no wider than necessary.

**Transportation Master Plan Policy**

**TR-47** | Ensure that all transportation planning and investment decisions:

- Support the preferred land use pattern contained in the Land Use Element
- Advance equity and inclusion, sustainability, resiliency, and safety
- ...

## Urban/Growth Centers (Overlake)

- Policy Summary Table - [https://www.redmond.gov/DocumentCenter/View/22245/2022\\_03-15-Urban-Centers-Element---Draft-10---Policy-Guide](https://www.redmond.gov/DocumentCenter/View/22245/2022_03-15-Urban-Centers-Element---Draft-10---Policy-Guide)
- Draft Chapter - [https://www.redmond.gov/DocumentCenter/View/22246/2022\\_03-15-Urban-Centers-Element---Draft-10---clean-version](https://www.redmond.gov/DocumentCenter/View/22246/2022_03-15-Urban-Centers-Element---Draft-10---clean-version)

### **General Centers Policy**

**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 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.

**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.

**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. ...

**UC-12** | Streetscapes in centers should be pedestrian friendly, attractive, and meet the needs of residents with physical and intellectual disabilities.

### **Overlake Metro Center Statement of Need**

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)

### **Overlake Metro Center Policy**

**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.

**OV-9** | Provide opportunities for accessible and/or universally-designed housing units in the Metro Center for community members with disabilities through 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.

**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...

**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.

## Economic Vitality

Draft Policy Table - [https://www.redmond.gov/DocumentCenter/View/22102/2022\\_03-10\\_CAC-EconomicPolicyGuide](https://www.redmond.gov/DocumentCenter/View/22102/2022_03-10_CAC-EconomicPolicyGuide)

- No specific policy drafted yet
- Stakeholder feedback received about need for additional employment opportunities for community members with disabilities
- How can the City help? Help us brainstorm ideas for how we might be able to fold in a policy!

---

### City of Redmond Staff Contact:

Beckye Frey, Principal Planner

425-556-2750

[bfrey@redmond.gov](mailto:bfrey@redmond.gov)