Future Vision for Redmond: 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
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

The Comprehensive Plan continues to direct employment and housing growth to these areas and maximize opportunities for transit-oriented development in the 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.

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.

**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 Growth Centers** serve as important 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.

Marymoor Village is transitioning from a local center to a Countywide Growth Center as part of Redmond 2050.

**Editor’s Note**

The Redmond 2050 plan update is exploring designation of a Countywide Industrial Growth Center in Southeast Redmond. This section will be updated as part of Redmond 2050 phase two edits.

www.psrc.org/sites/default/files/final REGIONAL CENTERS FRAMEWORK mARCH 22 VERSION.pdf
Transit-Oriented Development

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

**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 but TOD is also appropriate for other frequent transit corridors such as the RapidRide B Line.
A. Common Centers Policies

The following policy sections apply in Metro Growth Centers, Urban Growth Centers, and Countywide Growth 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 Accommodate growth through the year 2050 primarily within the centers and along major corridors. Ensure zoning capacity to accommodate the following levels of growth in the centers:

<table>
<thead>
<tr>
<th>2019 – 2050 Growth Capacity Distribution</th>
<th>Preferred Alternative</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Housing Units</td>
<td>Jobs</td>
</tr>
<tr>
<td>Overlake Metro Center</td>
<td>10,000</td>
<td>15,110</td>
</tr>
<tr>
<td>Downtown Urban Center</td>
<td>8,000</td>
<td>5,940</td>
</tr>
<tr>
<td>Marymoor Countywide Growth Center</td>
<td>3,800</td>
<td>1,700</td>
</tr>
<tr>
<td>SE Redmond Industrial Growth Center</td>
<td>-</td>
<td>2,850</td>
</tr>
<tr>
<td>CENTERS SUBTOTAL</td>
<td>21,800</td>
<td>25,600</td>
</tr>
<tr>
<td></td>
<td>(73%)</td>
<td>(78%)</td>
</tr>
<tr>
<td>Elsewhere</td>
<td>7,900</td>
<td>7,050</td>
</tr>
<tr>
<td>TOTAL GROWTH</td>
<td>29,700</td>
<td>32,650</td>
</tr>
</tbody>
</table>

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.

UC-3 Use State Environmental Policy Act (SEPA) planned actions and exemptions to efficiently accomplish environmental review and area-wide solutions 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-4 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.

UC-5 Ensure that transit-supportive land uses are allowed to maximize potential for transit ridership.

UC-6 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. 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-7 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-8 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 and universal design considerations are critical to designing an inclusive community.

UC-9 Develop design standards that ensure a distinct character for each center and accommodate a variety of urban building types and forms (block/site/neighborhood).

- Overlake shall emphasize contemporary urban design form and features while also drawing on the rich multi-cultural composition of our community.
- Downtown shall emphasize Pacific-Northwest design features with a focus on materials, textures, forms, and native landscaping that reflect this aesthetic.

UC-10 While each center has a distinct character and 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.
- Standards should be performance/outcome-based and provide flexibility to ensure that each building is unique and different from adjacent properties.
- Centers should feature public places that attract people for visits and provide opportunities for community events.

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2 See PSRC’s 2015 Transit Supportive Densities and Land Uses report. 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. Education, civic and cultural institutions, such as universities, libraries, community centers, and museums also attract significant travel by a variety of modes, including transit.
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 that could host inclusive and accessible public performances and art installations;
- Visual and sound 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.

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 create community gardens, edible landscaping, and other solutions to increase food security in an urban environment. Consider needs and solutions that reflect the culture of the community and explore partnership opportunities that could maximize the benefit and ongoing maintenance of these resources.
- Look for opportunities to co-locate facilities with schools, community centers, and other public facilities and structures.

Parks, plazas, pathways, open space and art all enhance the urban environment and make centers attractive places to live, work and visit for community members of all ages and abilities. 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.)

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- and bicycle-friendly places. Encourage consolidation of open spaces that are linked and/or adjacent from parcel to parcel to maximize opportunities for connectivity and activation of space.

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-14 Streetscapes in centers should be safe and comfortable for pedestrians, feature connected bicycle networks for cyclists of all ages and abilities, be attractive, and meet the needs of residents with physical and intellectual disabilities.

UC-15 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-16 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. Designate TOD Focus Areas to implement TOD and maximize TOD and eTOD opportunities, including development standards and incentives as well as other innovative tools.

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.
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.
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 and related services, amenities, and infrastructure.

**OV-2** To ensure that the City has the capacity to meet the needs of non-residential spaces/uses, residential uses shall be located either in mixed-use buildings or on mixed-use sites and not as a stand-alone use. An exception may be made if site conditions (such as parcel size and/or slope) substantially limit mixed-use viability and where a stand-alone building is allowed in the Overlake Village Urban Multifamily (OVMF) zoning district.

**OV-3** Support economic development measures that retain and promote existing businesses and attract new businesses compatible with the scale and vision of Overlake.

**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 development within the Overlake Metro Center through the year 2050 (see UC-2) 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.
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:

- Meets area median income targets identified in the Housing Action Plan and Housing Element;
- Within a TOD Focus Area (see RZC 21.05, Special Districts);
- 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 residential neighborhoods. Include such techniques as:

- Prohibit extending the Metro Center boundary into the neighborhood residential zones; and
- Maintain regulations on building height and bulk, placement, site and building lighting, landscaping and/or open space buffers, noise control, and other appropriate measures for buildings adjacent to a neighborhood residential zoning district.

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 and innovative character for the Overlake Metro Center.

- Site and building designs contribute to the creation of an urban place that feels comfortable for pedestrians, bicyclists, and community members of all ages and abilities.
- Buildings and associated landscaping use innovative methods and partnerships to ensure that they are designed with sustainability, climate adaptation, and resiliency in mind;
Urban Centers

they use energy-efficient and water-efficient, low carbon green building techniques such as on-site renewable energy generation and passive cooling/heating techniques. Building and site design requirements are flexible and allow for renewable energy and advanced technology.

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 a character uniquely related to the concentration of diverse ethnic businesses throughout an Overlake Intercultural District area.

• 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.

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 innovative public and publicly accessible private recreational open spaces where people can walk, rest, or view natural features. Examples include amenity spaces and landscaping in and between buildings or on podium rooftops, large outdoor patio/balcony spaces, and rooftop amenities.

OV-15 Consider opportunities for publicly accessible 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, digital art, spaces for performance art, and other elements and incorporate local historical and cultural references. Consider both permanent and transitory art installations.

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** Develop multiuse pathways that
accommodate pedestrians, bicyclists,
and other non-automotive
transportation users (wheelchairs,
scooters, etc.) of all ages and abilities as
an efficient and cost-effective means of
meeting pedestrian and bike standards.
Support alternative commute modes
and provide connections to bus routes,
major parks, and between
developments.

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-19** 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-20** 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-21** Seek out community-oriented
public/private partnerships or other
opportunities to co-locate public safety
facilities, community centers, schools,
public works facilities, stormwater, and
other public infrastructure or facilities.

- Utilize co-location opportunities
  wherever possible as the first
  preference for siting City facilities.
- Consider vertical and horizontal
  integration opportunities as well as
time/space sharing options to
maximize potential partnerships and
minimize costs for essential services
and community amenities.
- Provide co-location incentives.
- Maximize shared parking
  opportunities.

**OV-22** Integrate parks and open spaces with
regional stormwater facilities where
feasible. Connect regional stormwater
facilities with the park system in
Overlake wherever possible.

**OV-23** 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.
- Provide natural and/or landscaped
  areas as buffers between the urban
developments in the Metro Center
and adjacent residential
neighborhoods. Prioritize this type
of buffering along creeks.

**Neighborhood Residential Area**

The northeastern portion of Overlake includes a
residential neighborhoods within a convenient walk
of the Metro Center and in high demand (see map
OV-3).
OV-24 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 neighborhood. (See Housing Element for city-wide housing diversity and affordability policies.)

MAP OV-3. Overlake Neighborhood Residential Area