

**2024**

# Overlake Neighborhood Plan Addendum



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## Introduction

### Certification Requirements:

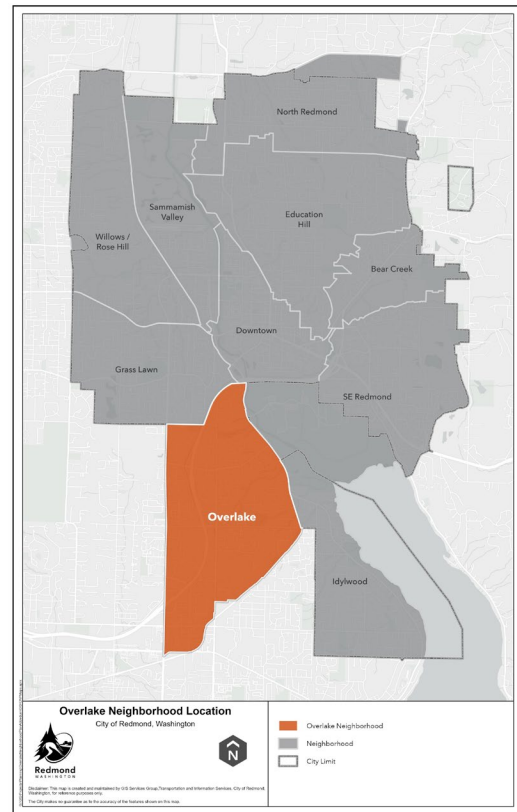
- ✓ Include a vision statement that promotes accommodating growth through compact, pedestrian-and transit-oriented development.
- ✓ Describe the center’s role within the city, county, and region.
- ✓ Clearly identify the area as a designated regional growth center and describe the relationship of the center plan to the city’s comprehensive plan, countywide planning policies, and VISION 2050.

## Neighborhood Vision

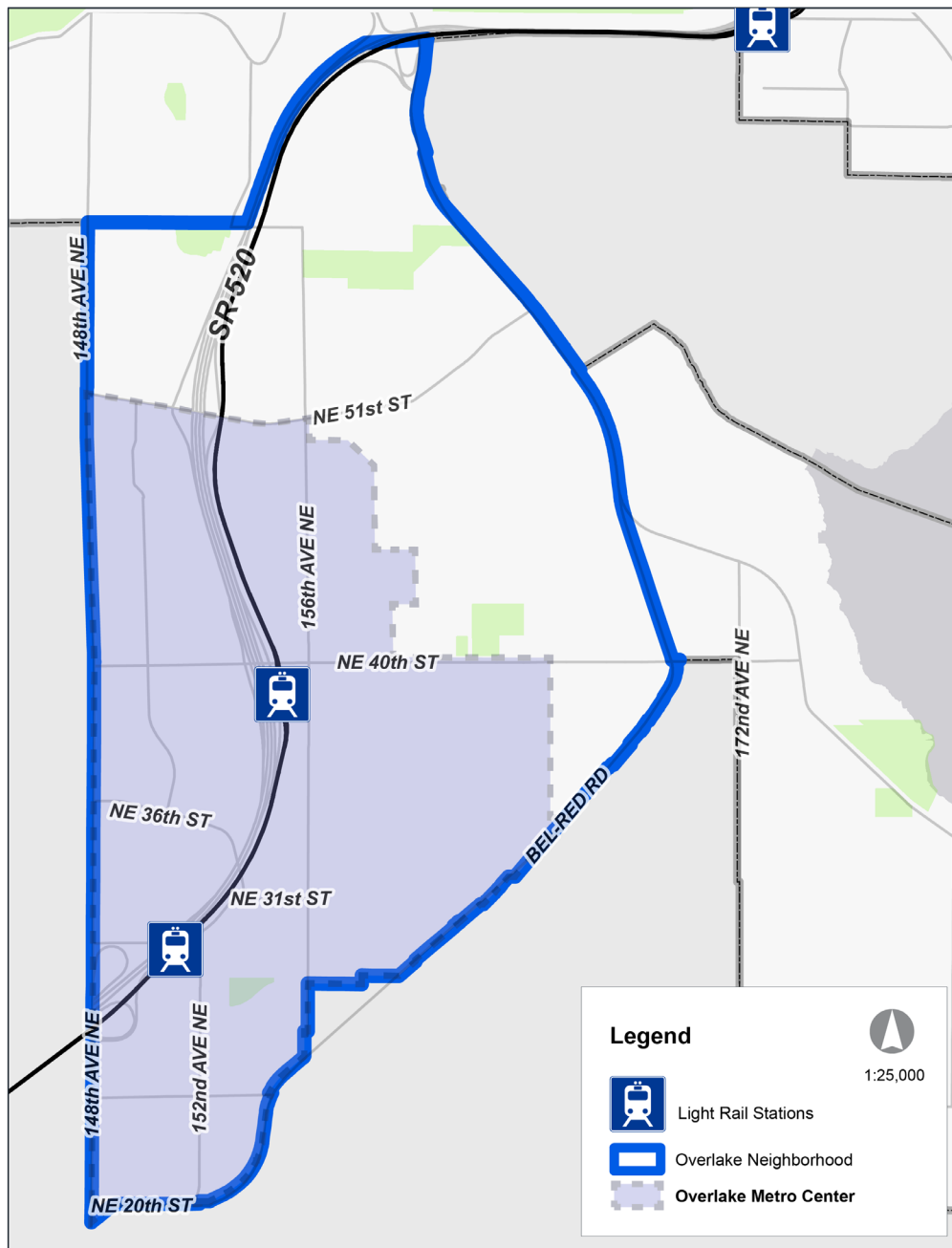
The Overlake Neighborhood is approximately 2 square miles, 14% of the City’s land, and provides excellent opportunities to live, raise a family, work, develop a business, shop, and recreate in an urban setting. Overall, it is a place that:

- 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 transit service, 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 modern character that celebrates its multicultural community members and businesses.

*MAP ONP-1  
Overlake Neighborhood Location Map*



MAP ONP-2 Overlake Neighborhood Map



### Comprehensive Plan Framework Policies

Most of the policies related to the Overlake Neighborhood can be found in the Redmond Comprehensive Plan, in the Centers section of the Community Development and Design chapter.



These policies implement the vision for the community that was adopted as part of Redmond 2050 as well as compliance with the King County Countywide Planning Policies and the regional planning policies adopted in VISION 2050. There are two overarching framework policies that set the stage for a complete, equitable, transit-oriented neighborhood.

*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.*

The Comprehensive Plan implements the three major themes of Redmond 2050, with policies related to equity and inclusion [OV-7, OV-8, OV-18], sustainability [OV-7, OV-16, OV-17, OV-20-22], and resiliency [OV-7, OV-8, OV-20, OV-21].

## Summary of Redmond 2050 Updates

### Certification Requirements:

- ✓ Describe or reference how equitable community engagement shaped the plan's goals, policies, and strategies. Encourage coordination with tribes, ports, military installations, and special purpose districts, and adjacent jurisdictions, when applicable.
- ✓ Recognize the role of the center in achieving the adopted VISION 2050 goal of attracting 65% of regional population growth and 75% of employment growth to centers and high-capacity transit station areas.
- ✓ Establish residential and employment growth targets that accommodate a significant share of the jurisdiction's growth, in support of VISION 2050 and the Regional Growth Strategy. Residential densities and building intensities should have capacity to accommodate higher levels of growth. Metro Growth Centers should plan for densities of at least 85 activity units per acre.

## Process and Engagement Summary

The Redmond 2050 update included several questions specifically related to the future of Overlake -- to accommodate growth and maximize the benefits of the two new light rail stations. Visioning began in the fall of 2020 and continued with community workshops, focus groups, and stakeholder meetings in 2021 on several issues that will impact this community. Those conversations included:

- Identifying highest and best uses and design standards for properties near the light rail stations. How do we ensure that uses supportive of transit and uses related to 24-hour activity are part of redevelopment?
- Planning TOD areas to ensure equity and inclusion, sustainability, and resiliency;
  - Identifying design and other built environment objectives. What development standards, performance metrics, services/amenities, incentives and/or partnerships are needed to realize that new physical reality?
  - What do families need in high-rise living situations? How do we address the needs and interests of all ages?

- How do we ensure equitable outcomes (e.g., so that those with disabilities can truly have access to units in TOD buildings)? What kind of neighborhood features would meet the needs of the 200+ individuals working at the main Microsoft campus that have intellectual and developmental disabilities? What would we need to change in our codes to make that happen?
- Addressing needs and concerns related to displacement, with specific outreach to minority-owned businesses on their needs;
- Neighborhood character and preservation of the "international" cultural feel of the area; and
- Neighborhood services needed for existing and future residents.

The Redmond 2050 update also included expanding the Metro Center boundary to incorporate areas within a 10-minute walk of the Redmond Technology Station, an upzoning multi-family areas being added to the Center (see Metro Center information under the Land Use section below).

As part of the visioning process, the City developed three growth scenarios informed by community engagement conducted in 2021 and 2022. This was vital to the Overlake update as all scenarios allocated a large percentage of the growth to Overlake for environmental and other reasons. The growth scenarios were then more thoroughly studied, refined, and modeled in the Environmental Impact Statement process (see [redmond.gov/1477/](http://redmond.gov/1477/)) until a final Preferred Alternative was created.

Based on the vision phase input and the review of the existing conditions, staff created draft policies and conducted community engagement on the policy revisions. The code revisions then began in earnest, which included a complete repeal and re-write of RZC 21.12 Overlake Regulations and additional code updates to other sections of code related to Overlake. In total, the Overlake Code regulations updates included:

Redmond 2050 – Overlake Rewrite	Redmond Zoning Code Rewrite
21.05 Special Districts	21.04 Limited Uses
21.12 Overlake Regulations	21.20 Housing
21.28 High-Capacity Transit Preservation	21.22 Public Art
21.48 Transfer of Development Rights Program	21.67 Green Building & Appendix 10
21.50 Transition Overlay Areas	21.45 Solid Waste Management
21.58 Design Standards, Introduction	21.78 Definitions
21.60 Citywide Design Standards	Note: citywide parking, landscaping, and open space updates will also impact Overlake, including reducing most minimum parking in Centers to zero and updating open space and landscaping to include urban forms and standards, including podium and roof-top amenities.
21.62 Urban Center Standards	
21.70 SEPA Planned Action (2024)	
21.76 Review Procedures	
21.78 Definitions	

Engagement and educational tools included traditional and new, innovative approaches - everything from mailed property owner notifications to games, an interactive mapping tool, and pop-ups such as our "donut at the transit station" event. *At each stage in the development staff prepared materials that*

reported back what the community input was and how it was used. Significant feedback was received and incorporated in a variety of topics, including:

- How much growth would be allocated to Overlake;
- Development and design standards for growth in Overlake;
- Tools for minimum development requirements to ensure we can meet our growth targets and don't under-utilize prime TOD areas;
- Small business and minority-owned business support and anti-displacement strategies and incentives, including the establishment of the new Overlake Intercultural District;
- Adopting the City's first mandatory green building requirements for the Overlake Metro Center;
- Developing a new incentives program that broadens the incentive categories to include equity and inclusion goals as well as catalyst projects such as mass timber and other priorities;
- Updates to the mandatory inclusionary zoning requirements for Overlake to advance affordable housing priorities; and
- Specific policy and code requests from disabilities stakeholders to improve accessibility and inclusion.

Community engagement summaries can be found online at [redmond.gov/1495/](http://redmond.gov/1495/).

### Scale of Change

Redmond 2050 will transition Redmond from a suburb to a city. Overlake was assigned more than one-third of the housing and job growth, as shown in Table ONP-01 below.

TABLE ONP-01

2019-2050 Growth Distribution	Housing Units	Jobs
Overlake Metro Center	34%	46%*
Downtown Urban Center	27%	19%
Marymoor Countywide Growth Center	13%	5%
SE Redmond IGC study area	-	9%
<b>CENTERS SUBTOTAL</b>	<b>81%</b>	<b>78%</b>
Major Corridors and Elsewhere	73%	22%

\*There are 2,000 jobs in the Overlake Neighborhood that are outside of the Metro Center, so included in the "Major Corridors and Elsewhere" row.

TABLE ONP-02. 2019-2044 OVERLAKE METRO CENTER GROWTH TARGET

Metro Center Growth Targets	2019 Baseline Conditions	2044 Center Growth Target*	2050 Growth Target	Zoned Development Capacity
Population				
Housing Units				
Employment				

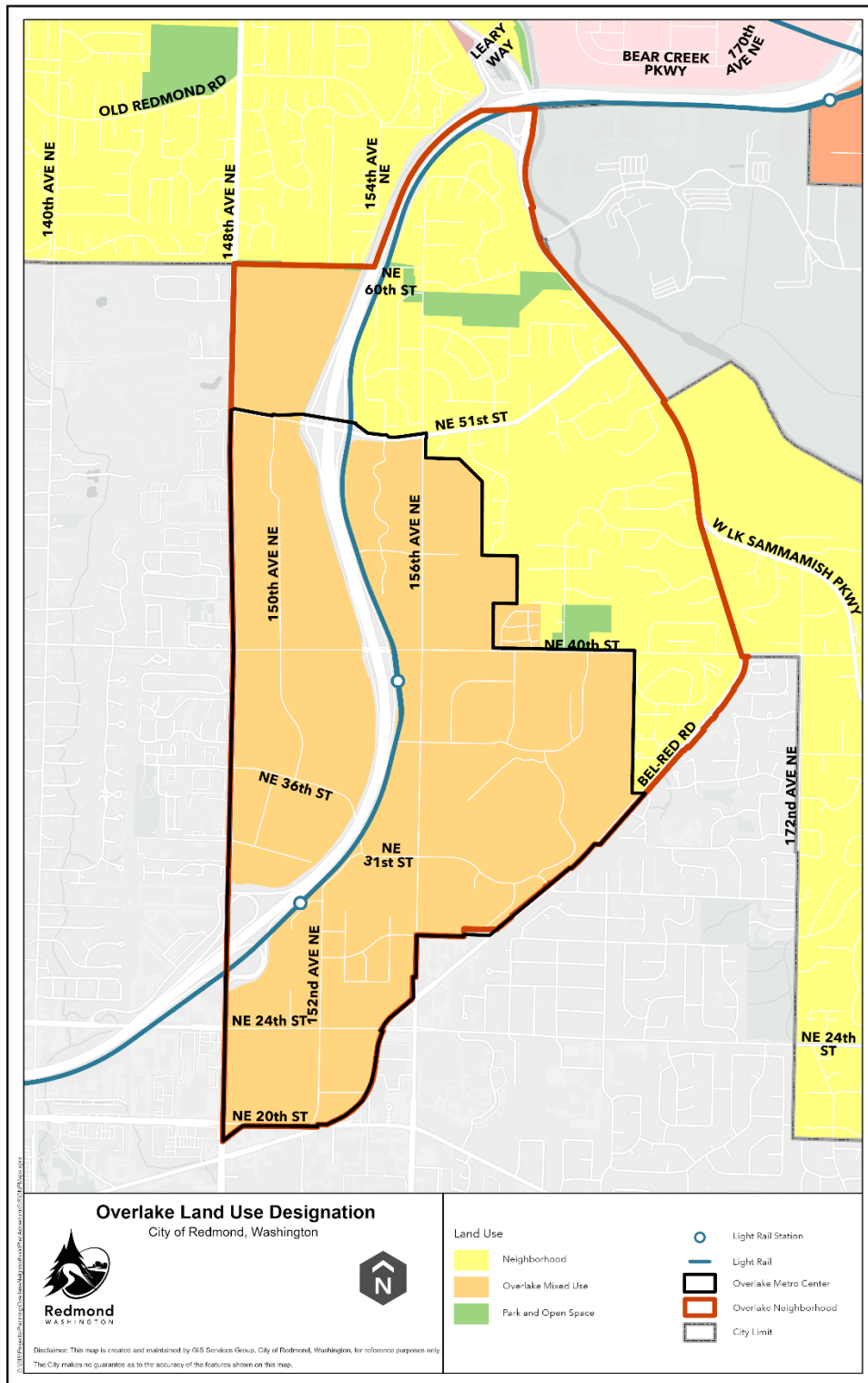
Accommodating this growth requires up-zoning to higher densities and taller buildings - up to 300 feet with incentives. All development and design standards have been updated, and the City is adopting street-based standards for the public realm to ensure outcomes match the goals for non-vehicular mobility.

TABLE ONP-03 CHANGES IN OVERLAKE ZONED CAPACITY BY ZONING DISTRICT

FAR Revisions	OLD BASE (w/o Incentives)	OLD MAX (w/ Incentives)	NEW BASE (w/o Incentives)	NEW MAX (w/ Incentives)
<b>Overlake Village (OV)</b>	2.9 - 3.7 (housing max 2.5)	5.2 - 5.35	5 FAR	<b>TOD Focus Area</b> No FAR restriction (height and other restrictions apply) Elsewhere: 9.5
<b>Overlake Business and Advanced Technology (OBAT)</b>	1.55 (housing max 1.0)	1.62	3 FAR	
<b>Overlake Multifamily (OVMF)</b>	Density varies based on zoning (R-6, R-12, and R-30), averages 20 du/a		3 FAR (50 du/a)	9.5

BUILDING HEIGHT REVISIONS	OLD BASE (w/o Incentives)	OLD MAX (w/ Incentives)	NEW MIN	NEW BASE MAX (w/o Incentives)	NEW MAX (w/ Incentives)
Overlake Village (OV)	5 stories	9 - 12 stories	4 stories in TOD Focus Area  3 stories elsewhere	14 stories mixed-use, 8 stories for non-residential	<b>TOD Focus Area</b> 300 ft. / 320 ft If top floor is amenity space, may exceed 320 ft by one additional story. <i>Not to exceed 30 stories</i> Elsewhere: 230 ft mixed-use / 200 ft residential
Overlake Business and Advanced Technology (OBAT)	4 - 9 stories	5 to 10 max			
Overlake Multifamily (OVMF)	n/a	35 ft	3 stories	8 stories	160 ft

MAP ONP-3 Overlake Land Use Designation





## Land Use Designations

The Redmond Land Use Map identifies most of Overlake as the Overlake Mixed-Use designation, with the following policy establishing the intent of the neighborhood. This land use designation includes all of the Overlake Metro Center and the portion of the Overlake Business and Advanced Technology zone that extended northward from the Center (the site of the Microsoft Red-West campus). This is a total of 847 acres, or 8.3% of the City land area, and 57% of the Overlake Neighborhood's 1,493 acres.



### LU-32 Overlake Mixed-Use Designation

**Purpose.** Maintain and encourage Overlake as a place that:

- Serves an important local and regional economic role as a center for advanced
- technology uses, research and development, corporate offices, distribution and compatible manufacturing;
- Encourages high-quality, compact transit-oriented development;
- Provides regional commercial shopping, cultural, and entertainment uses that support and complement nearby employment and residential areas;
- Includes mid-rise and high-rise, mixed-use neighborhoods that provide attractive and safe places to live close to amenities such as restaurants, frequent transit service, and a network of parks, sidewalks and trails; and
- Emphasizes access for pedestrians and bicyclists with attractive local streets appropriate for a destination location.

**Allowed Uses.** Implement this designation throughout the Overlake Center.

- Permit uses that allow a tall building stock, foster a vibrant economy, with a broad mix of residential, retail, service, civic, cultural, and employment uses that support community values and fulfill growth requirements.

The remaining portions of the Overlake Neighborhood have a Neighborhood or Park and Open Space designation.

## Overlake Zoning Districts

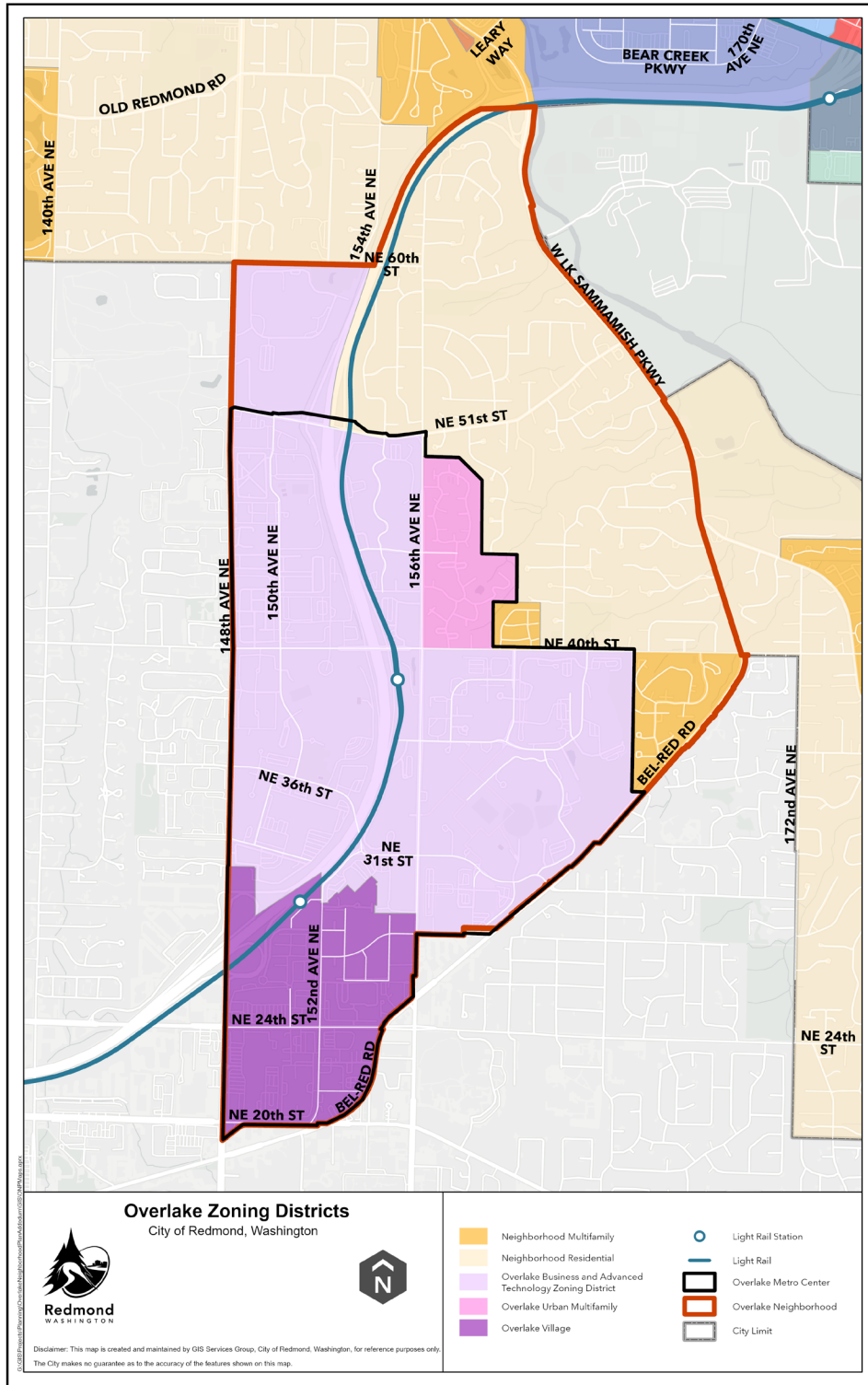
There are three zoning districts in the Overlake Metro Center, all of which are mixed-use zones with mid- and high-densities that accommodate the jobs and housing growth allocations and that maximize transit-oriented development potential. The zoning districts and the development regulations are intended to:

- Encourage a broad mix of medium- and high-density uses and amenities in order to: achieve a vibrant, engaging metropolitan growth center that is equitable, sustainable, and resilient; enliven the area in the evening; and contribute to a sense of place;
- Promote compact development forms that:
  - a. Are pedestrian- and bicycle-friendly;
  - b. Are conducive to and supportive of transit use and provide a variety of mobility options for community members of all ages and abilities;
  - c. Provide for commercial uses and flex spaces on the ground floor along arterials while allowing residential uses on the ground floor of development along local streets;
- Allow additional building height and density and other approved incentives to facilitate:
  - a. Achieving sustainable, equitable transit-oriented development, with higher bonuses available for properties closer to the light rail stations;
  - b. Provision of public and private infrastructure, green buildings, affordable housing, open space, and other city goals to implement the Redmond Comprehensive Plan;
- Provide affordable housing unit options and accessible and universally-designed housing units in the Metro Center for community members with disabilities; and
- Use SEPA planned actions and exemptions to efficiently accomplish environmental review within the Overlake Metro Center; and
- Encourage use of environmentally sustainable site design and building features, urban tree canopy management, and enhanced use of landscaping to buffer and mitigate urban impacts (heat, noise, etc.) and provide places of refuge and rest.

### Overlake Village (OV) Purpose.

- Promote mixes of medium- and high-density residential and commercial uses with substantial residential development integrated into a pedestrian- and bicycle-friendly urban neighborhood;
- Promote a mix of cultural, entertainment, educational, retail, restaurants, professional offices, services, and uses that meet needs of residents and employees, enliven the area in the evening, and contribute to a sense of place;
- Maximize opportunities for equitable transit-oriented development and transit-supportive uses; and
- Honor and acknowledge the rich multicultural community in Overlake and display this identity through site design, building design, and streetscape improvements.

MAP ONP-4 Overlake Zoning Districts



### Overlake Business and Advanced Technology (OBAT) Purpose.

- a. Provide a high-wage employment area that accommodates advanced technology, research and development, corporate offices, high technology manufacturing and similar uses to serve City and regional economic goals;
- b. Provide medium- and high-density employment and housing uses;
- c. Encourage walking, bicycling, carpools, vanpools, and transit use; and
- d. Provide convenience commercial and neighborhood services, arts, cultural, and entertainment uses and other transit-supportive uses in the transit-oriented development focus area.

### Overlake Urban Multifamily (OUMF) Purpose.

- Enhance compatibility between the uses and densities in the Overlake Metro Center and neighboring residential areas;
- Permit medium-density urban multi-family residences in either mixed-use developments or single-use structures; and
- Permit a full range of public services and facilities uses that primarily serve the residents of the neighborhood, such as retail (including grocery stores), neighborhood services, educational, childcare, community centers, social services, and other supportive uses in mixed-use residential buildings.

## Land Use/ Development Patterns

### Certification Requirements:

- ✓ Include the size of the center and describe whether the center boundary changed as part of the planning process. The plan should fully encompass the designated regional center and demonstrate defined boundaries and shape for the center, including consistency with size requirements for regional centers.
- ✓ Describe and map the mix, distribution, and location of existing and future land uses (such as residential, commercial, civic, public, etc.).
- ✓ Include the existing activity unit density of the center. Metro Growth Centers should have a minimum existing density of 30 activity units per acre.
- ✓ Encourage a mix of complementary uses, with a goal for a minimum mix of at least 15% planned residential and employment activity in the center.
- ✓ Establish design standards for pedestrian-friendly, transit-oriented development and other transit-supportive planning that orients land uses around transit. Eliminate superblocks through innovative site design and public/private partnerships.
- ✓ Promote infill development, particularly on underutilized parcels.
- ✓ Increase access to opportunity, including employment and education opportunities and improved neighborhood quality of life.
- ✓ Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities.

The Overlake neighborhood contains several types of development, including single- and multi-family homes, campus style office developments, and mixed-use developments. Redmond will continue to focus on retaining and attracting a wide range of uses and activities in all center types. 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

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

- CTR-1 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.*
- OV-1 Maintain development regulations inside the Overlake 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 substantially limit mixed-use viability; or*
  - where a stand-alone building is allowed in the Overlake Village Urban Multifamily (OUMF) zoning district; or*
  - where the street frontage is only to a Neighborhood Street.*

The Metro center is planned to be the City's highest density area, so low-density development and most missing-middle housing is not found in the center, but rather is available immediately adjacent to it. Development within the Center will be typically mixed-use or office developments of six or more stories, reaching up to 300 feet on some parcels using incentives.

[Insert example building types]

Thousands live or work in the centers, so it is especially important that they be inclusive, welcoming, and comfortable 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. 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-10 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; 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.*

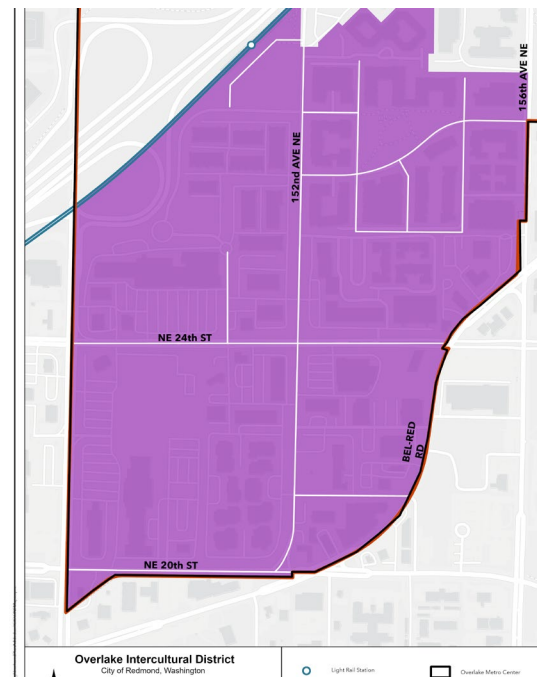
Overlake Village has its own unique character within the Overlake Neighborhood. This character reflects not only nearby high-tech businesses, but also the many international businesses that have located here.



As part of Redmond 2050, the City established Cultural Districts, including the new Overlake Intercultural District. Cultural heritage plays an invaluable role in developing a deeper understanding and awareness of our shared history. Redmond is committed to safeguarding the historical, social, and economic value of its neighborhoods to strengthen understanding and appreciation of our significant places and cultures. These aspects can take the form of tangible and intangible resources.

Cultural districts are distinguished by unique social and historical associations and living traditions. While they have physical geographic boundaries, the cultural districts are primarily identified by the activities that occur within them, including commerce, services, arts, events, and social practices. 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.

MAP ONP-5  
Overlake Intercultural District



**OV-11** *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.*

## Overlake Metro Center

Portions of Overlake have been designated as a Metropolitan Growth Center (Metro Center), as shown on Map ONP-6. Development inside the Metro Center boundary will be urban in form and function, with TOD focused near the light-rail stations.

- *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.

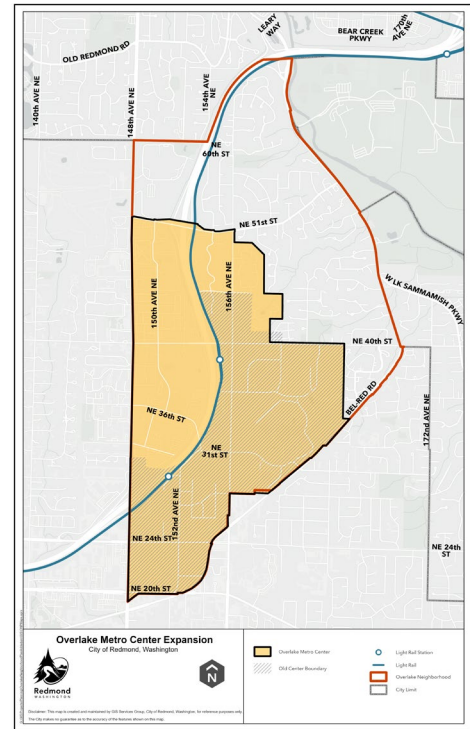
As part of Redmond 2050 the Center boundaries were revised. See Table below for additional information on the revision and how the proposed center meets the VISION 2050 goals and the PSRC Centers Designation criteria.

### Equitable Transit-Oriented Developments (eTOD)

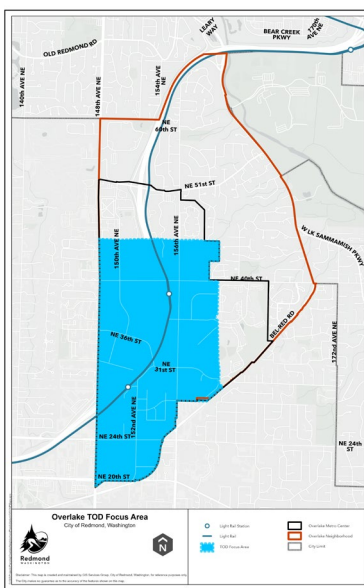
The Metro Center is home to two light rail stations and a large transit-oriented development (TOD) focus area, with specific goals outlined related to equitable transit-oriented development (eTOD).

*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 with a particular focus on historically underserved communities.

MAP ONP-6  
Overlake Metro Center Expansion



MAP ONP-4  
Overlake TOD Focus Area



*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

**RZC 21.05.110 Purpose.**

Transit-Oriented Development (TOD) Focus Areas will be used in conjunction with incentive programs and design guidelines and other tools to achieve the following goals.

1. Implement the vision and policies for transit-oriented development (TOD) and equitable TOD (eTOD) as set forth in the Redmond Comprehensive Plan and the Overlake Neighborhood Plan;
2. Maximize opportunities for TOD and equitable TOD (eTOD) to improve social and economic opportunity for current and future residents with close proximity to high-frequency transit access by:
  - a. Maximizing the number of homes and affordable housing near light rail and high-frequency bus routes;
  - b. Improve housing and job access to households earning a broad range of incomes; and
  - c. Improve the accessibility of public spaces and private developments to people with disabilities and other special needs through:
    - i. The application of inclusive/universal design principles for public realm elements; and
    - ii. Through increased production of accessible housing units; and
3. Create opportunities to co-locate public safety facilities and community services and amenities.

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. In the Redmond 2050 update, planning for TOD has been focused around the four light rail stations but TOD is sometimes appropriate for other frequent transit corridors such as the RapidRide B Line.

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.

*CTR-2 Ensure that transit-supportive land uses are allowed to maximize potential for transit ridership.<sup>1</sup>*

*CTR-3 Maximize opportunities for equitable, sustainable, and resilient transit-oriented development (TOD) 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.*

<sup>1</sup> See PSRC's 2015 [Transit Supportive Densities and Land Uses report](#).

*CTR-4 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.*

- *Development in centers should exhibit high-quality design with durable, sustainable materials and 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.*

*CTR-5 Coordinate land use and infrastructure plans such that major public and semipublic uses are located near transit stations or stops.*

*CTR-11 Encourage transit-oriented development (TOD) near 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 equitable TOD (eTOD) opportunities, including development standards and incentives as well as other innovative tools and partnerships.*

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-6 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 near the light-rail stations.*

## Housing

### Certification Requirements:

- ✓ Document the total existing housing units, including a breakdown by type, affordability (including subsidized housing), and special housing needs.
- ✓ Assess future housing need in the center as part of the jurisdiction-wide housing needs assessment.
- ✓ Address density standards and development regulations to ensure a variety of housing types for all major household income categories are allowed.
- ✓ Demonstrate how housing targets and goals will be met.
- ✓ Work to reduce the risk of residential displacement through a variety of anti-displacement strategies, including leveraging growth opportunities to provide new affordable units and preserving existing affordable housing.
- ✓ Encourage coordination with housing organizations and community groups to address issues of homelessness, fair housing, anti-displacement, etc. Partnering with housing program and service providers can promote more equitable housing opportunities within the center.

The City conducted a Housing Needs Assessment and included the needs as well as regional and state mandates into Redmond 2050 updates. This included reviewing housing units by type and affordability levels. Citywide data can be found in the Redmond Comprehensive Plan and the Housing Technical Appendix; a subset of the data related to Overlake is provided below.

TABLE XXX: LAND USE AND ZONING WITH ASSOCIATED TYPOLOGIES, INTENSITIES, AND INCOMES SERVED

Redmond 2050 Land Use Category	Redmond 2050 Zone Districts with Planned Housing	Redmond 2050 Associated Housing Typologies	Redmond 2050 Associated Intensities	Lowest Potential Income Level Served	
				Market Rate	Subsidized
Overlake Mixed-Use	Overlake Business and Advanced Technology, Overlake Village, Overlake Village Multifamily	Apartments, Condominiums, Permanent Supportive Housing	Middle-Rise, High-Rise	Moderate and High Income (>80% AMI)	Extremely Low, Very Low, Low, and Moderate Income (0-80% AMI)

TABLE XXX: CAPACITY INCREASED NEEDED TO ACCOMMODATE GROWTH BY ZONE

Redmond 2050 Zoning District	Acres	Constrained Housing Capacity per Preferred Alternative					Total Units
		Low Density	Moderate Density	Low Rise	Middle Rise	High Rise	
OBAT	1,044	-	-	-	600	-	600
Overlake MF	432	-	-	-	1,350	-	1,350
Overlake Village	558	-	-	-	1,050	7,000	8,050
<b>Total</b>	<b>2,034</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000</b>	<b>7,000</b>	<b>10,000</b>

### Housing Options

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-7 In the Metro Center, provide incentives for housing that:*

- *Meets area median income targets identified in the Housing Action Plan and Housing Element;*
- *Encourages the most intense development within a TOD Focus Area;*
- *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.*



## Housing Affordability

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. Redmond's city-wide housing policies are relevant to the centers as well, with the following just a few policies that will impact housing in centers.

- FW-HO-1 Pursue social justice and equity in housing policies, regulations, and programs.*
- FW-HO-4 Identify and pursue opportunities for partnerships and collaborations to improve housing related outcomes.*
- FW-HO-6 Achieve housing affordability and equity while also creating a more sustainable built environment.*

A Regional Coalition for Housing (ARCH) is a partnership of the County and East King County Cities working to preserve and increase the supply of housing for low- and moderate-income households in the region. ARCH supports its members to develop housing policies, strategies, and regulations; efficiently administer housing programs; coordinate city investments in affordable housing; and assist people looking for affordable rental and ownership housing. ARCH produces annual income limits and rent limits for affordable units based on Area Median Income data.

As part of Redmond 2050, the City is updating the Mandatory Inclusionary Housing requirements in RZC 21.20. The revised inclusionary zoning requirements for Overlake support both 50% AMI households and 80% AMI households:

- Rental units: 12.5% of units at 50% AMI
- Ownership units: 12.5% of units at 80% AMI

## Affordable Housing Incentives

The updated Overlake incentive package (RZC 21.12.600) includes many new options for incentivizing more affordable housing units and deeper levels of affordability. Incentives include:

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*RCW 36.70A.540 authorizes cities to require affordable housing under certain circumstances, including "The jurisdiction shall provide increased residential development capacity through zoning changes, bonus densities, height and bulk increases, parking reductions, or other regulatory changes or other incentives."*

*When ARCH members have considered inclusionary zoning, ARCH staff estimates the value that such regulatory changes create for landowners followed by affordable housing options that would capture some, but not all, of that value for the public. The objective has been for landowners and developers to benefit overall from inclusionary zoning.*

*ARCH analysis for the Redmond 2050 revisions for Overlake was completed in December 2023, showing the increases under the zoning and other changes are more than sufficient to support changes to the inclusionary requirement.*

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Table 21.12.600.D.1 Overlake Incentives – Affordable Housing Incentives

Child Friendly Bonus Eligible	Affordable Housing Incentive Options Description	Points Outside TOD Focus Area	Points Inside TOD Focus Area	NOTES
	<b>Units at or Below 50% Area Median Income (ABOVE MANDATORY)</b>			<b>1</b>
	Additional 2% of units	40	40	
	Additional 2-4% of units	50	60	
	Additional 5-9% of units	75	90	
	Additional 10-14% of units	95	110	
	Additional 15% of units or more	135	150	
	<b>100% Affordable</b>	90	100	<b>3</b>
	<b>Affordable Child-Friendly Housing (3 bedroom, 1.5 bath) at or Below 80% AMI</b>			
✓	5- 9% of affordable units are family housing	30	35	
✓	10-15% of affordable units are family housing	45	60	
✓	more than 15% of affordable units are family housing	70	80	
	<b>Affordable Housing In-Lieu Fee (see 21.20.050) - points per unit provided</b>	Varies	Varies	<b>2</b>

**NOTES:**

1. Mandatory affordable housing required by RZC 21.20 is not applicable to the incentive program. Incentive shall be only for units provided above the mandatory.
2. City approval is required for the in-lieu option, see RZC 21.20.050.
3. A minimum of 20% of affordable units provided through the incentive program shall be affordable at or below 50% AMI.

**Inclusive Housing**

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: over 200 adults with intellectual and developmental disabilities (IDD) are employed in Overlake.

*FW-CD-1 Utilize design standards and requirements that maintain Redmond as a welcoming and inclusive community.*

*CD-2 Review policies, design standards and requirements, building codes, standard details, and other policies and regulations that impact the built environment to ensure they consider the needs of all community members regardless of their age, gender, language, or ability.*

*To enhance equity and inclusion in the built environment:*

- Remove elements that may be exclusionary;
- Enhance or consider new provisions that improve accessibility; and
- Prioritize designs that improve the safety and inclusion of community members.

*CD-3 Increase the inclusiveness of housing and neighborhoods through design requirements, standards, incentives, and partnerships that result in housing that is more resilient, flexible, and adaptable to meet needs that change over time. Encourage and support accessible design and housing strategies that provide seniors the opportunity to age in place, either in their home or in their neighborhood as their housing needs change. Consider:*

- VISIBLE housing and other design tools that allow for future adaptive reuse;
- Incentives or other tools to increase multi-generational housing and neighborhoods, as well as housing that can accommodate caretaker spaces; and
- Multi-generational uses and spaces in neighborhoods.

*OV-8 Provide opportunities, through incentives, public-private partnerships, policies, and programs, for accessible and/or universally designed housing units to be developed in the Overlake Metro Center for community members with disabilities.*

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

Redmond’s goal is to increase housing at multiple levels of accessibility:

- VISIBLE Housing (basic/minimum)
- Accessible Housing (more accessible, but only to minimum ADA requirements)
- Universal & Inclusive Design (most inclusive)



### Visible Housing

The first level of accessibility options is what is commonly referred to as visible housing. The features of visible housing include the most essential features to enable a person with mobility impairments to visit or live in a home, at least temporarily. They include:

- **A zero-step entrance.** A zero-step entrance, which is an entrance without a step or threshold that is on an accessible path of travel from the street, sidewalk, or driveway.

- **Minimum widths** for ground floor doorways and hallways.
- **Ground floor bathroom.** Basic access to a half bath or full bath on the ground floor.
- **Reinforcement in walls** next to toilets for future installation of grab bars
- **Light switches and electrical outlets** within comfortable reach for all

Visitable housing is also referred to a lifetime housing because it increases the ability of homeowners to live in their home for a longer period of time and reduces the cost of adding accessibility features when they are needed. The minimal requirements and low costs that make it an easy first step also means that this solution is limited in usefulness, and is still exclusionary to many users (based on manual wheelchair, etc).

- *The ICC ANSI A117.1 standards include criteria for a Type C Dwelling Unit (Visitable) that details how these features can be implemented. It is important to note that ANSI 117.1 standards are considered bare minimum.*

## Accessible Housing

One step up from visitability is a housing unit designed to meet ADA minimum standards. It is important to note that these standards are based on the federal ADA requirements, which are over 30 years old and are based on a manual wheelchair. Many community stakeholders have pointed out that the ADA rules do not work for most new assistive devices, including power wheelchairs and mobility scooters.

- *The ICC ANSI A117.1 standards include criteria for two types of accessible units (Type A and Types B).*



*Example of home with zero-step entry*

## Universal & Inclusive Design

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. As such it can improve accessibility of the housing unit itself, but also improves access to and from the home. Many universal design features are low cost, or even no cost, if designed into a project from the start. Other benefits of universal design include how it contributes to a resilient and sustainable housing stock:

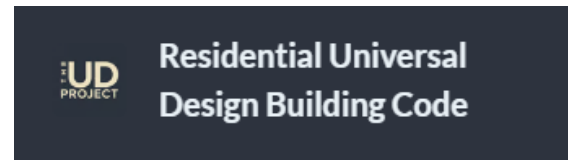
- Allows for aging in place, minimizing displacement
- Allows for more people to use unit without expensive modifications
- If additional modifications are needed, less costly to convert

The Universal Design Building Code is a useful resource that can provide guidance to developers on features to include in developments, that expands beyond the ICC ANSI requirements. The City partnered with the Northwest Universal Design Council to develop checklists for universal design features for the Overlake incentive program.

A step for further accessibility involves the design and construction needs for specific special populations. For example, designing for the blind, deaf, or for autism. This might result in extra soundproofing, sensory areas, lighting, tactile wayfinding, or other design solutions. For more information, see <https://www.redmond.gov/2074/Inclusive-Design>.

## Inclusive Design Incentives

The updated Overlake incentive package (RZC 21.12.600) includes many new options for more housing units that improved accessibility at several different levels. Incentives include:



### Introduction

#### CHAPTERS











-  Chapter 1: Parking Areas
-  Chapter 2: Entrance Routes
-  Chapter 3: Entrances
-  Chapter 4: Circulation
-  Chapter 5: Kitchens
-  Chapter 6: Bathrooms
-  Chapter 7: Bedrooms
-  Chapter 8: Laundry
-  Chapter 9: Additional Areas
-  Chapter 10: Systems



Table 21.12.600.D.3 Overlake Incentives - Inclusive Design Incentives

Child-Friendly Bonus Eligible	Inclusive Design Incentive Options Description	Points Outside TOD Focus Area	Points Inside TOD Focus Area	NOTES
	<b>Accessible Housing Units - Type A or B Units in ICC A117.1</b>			1,2
✓	5 - 9% of units	17	52	
✓	10 - 25% of units	25	75	
✓	more than 25% of units	40	105	
	<b>Visitable Housing Units - Type C Units in ICC A117.1</b>			2
✓	5 - 9% of units	10	30	
✓	10 - 24% of units	11	51	
✓	25 - 50% of units	22	72	
✓	More than 50% of units	44	94	
	<b>Housing Units for Intellectual and Developmental Disabilities (IDD)</b>			2,3
✓	6 - 10% of units	22	42	
✓	11 - 15% of units	35	55	
✓	16 - 20% of units	55	75	
	<b>Inclusive / Universal Design Features</b>			4
✓	Universal/Inclusive Design Features in Building (see checklist)	23	53	
✓	Universal/Inclusive Design Features in Site (see checklist)	21	71	
✓	Universal/Inclusive Design Features in Residential Buildings (if applicable, see checklist)	51	91	

NOTES:

1. Mandatory ADA / Accessible units are not eligible for incentive points. Incentive shall be only for units provided above the mandatory.
2. A minimum of 50% of the units used to earn this incentive must be affordable at or below 80% AMI.
3. IDD Housing must meet the state IDD housing program requirements.
  - a. The Washington State DSHS Developmental Disabilities Administration manages the IDD housing program in Washington State. As such, units for this incentive category must obtain a DDA's letter of support.
  - b. IDD units must be ICC A117.1 Type A, B, or C units. At least one accessible/roll in shower shall be provided in the unit.
  - c. Onsite service providers must be DDA-approved. See additional bonus for on-site services in the Catalyst category.
4. Universal Design checklists are required with submittal.

**IDD Housing Partnership**

City staff partnered with the Washington State DSHS Developmental Disabilities Administration to develop incentives for IDD housing. The Developmental Disabilities Administration manages the IDD housing program similarly to how ARCH manages affordable housing units. Any new IDD units would

thus need obtain a letter of support from the program and meet all requirements. All other units that increase accessibility will fall under the typical management structures (ARCH if affordable, site manager if market rate).

## Economy

### Certification Requirements:

- ✓ Describe key economic sectors and industry clusters in the center.
- ✓ Demonstrate the center's market potential for accommodating future population and job growth.
- ✓ Encourage the use of economic development tools to promote retention, expansion, and growth of employment opportunities within the center.
- ✓ Work to reduce the risk of commercial displacement through a variety of anti-displacement strategies.
- ✓ Expand access to economic opportunities through actions such as adopting a priority hire ordinance, encouraging workforce development partnerships, and identifying pipeline education or training opportunities.

Redmond is looking to expand access to opportunities for all segments of our community through a number of different approaches. Citywide policies include:

- FW-EV-3 Cultivate a diverse workforce and business community that reflects Redmond's commitment to opportunity, equity, self-sufficiency, and the importance of both legacy and new businesses.*
- EV-9 Participate and coordinate with other government agencies, businesses, and nonprofits in efforts to further the City's economic vitality.*
- EV-11 Attract and support businesses that embrace Redmond's environmental sustainability and climate goals.*
- EV-14 Support and collaborate with educational institutions and non-governmental organizations to provide opportunities to advance knowledge and skills. EV-15 Align workforce development efforts with the needs of underserved communities.*
- EV-19 Enhance local arts, culture, recreation, nightlife, and social amenities that promote Redmond as an attractive place to work and live.*
- EV-25 Adopt and maintain development regulations and incentives that prioritize flexibility in size, location, uses, and design to create affordable commercial spaces that allow small, locally owned, and culturally diverse businesses to thrive.*
- EV-29 Foster retention of existing businesses as development occurs through incentives, development regulations and programmatic support, such as funding and grant opportunities.*
- EV-31 Support policies that lead to income self-sufficiency for both workers and business owners in Redmond at a range of skill and educational levels.*

The Overlake Metro Center market potential is greater than needed to accommodate the anticipated growth and meet our employment and other economic development goals. It is the third largest employment hub in Puget Sound and the largest job center in Redmond with close to half of the jobs in Redmond located in Overlake. Overlake attracts talent and families from around the world, as it is home to the Microsoft Corporation, Nintendo of America, Honeywell and other high-tech companies

and businesses and services to support them. The technology sector makes up the largest portion of jobs (89.1%), with retail at 3.7%, manufacturing 3.5%, and other at 3.8%.

*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.*

While the area has major employers such as Microsoft, most employers in Overlake employ fewer than 10 people. Small and ethnic businesses are a vital part of the identity of Overlake, especially in Overlake Village. The redevelopment of this area will significantly impact these businesses, so the Redmond 2050 update focused specifically on retaining and celebrating this aspect of our community. This includes new incentives, as shown in Table xxx below.

**TABLE XXX OVERLAKE INCENTIVES - ANTI-DISPLACEMENT / SMALL BUSINESS RELOCATION OPTIONS**

Small business spaces - points per unit/business
micro spaces - less than 600 sq ft
small spaces - 600 to 2000 sq ft
Small Commercial condo/ownership bonus
Affordable Commercial (minimum of 10% of non-res space, provided at a minimum of 20% reductions from market rents)
5 - 9 years
10 or more years, but less than the life of the building
In perpetuity / Life of building
Displaced Business Bonus
Displacement Assistance
Citywide displaced businesses: Design of spaces to limit tenant improvement costs
Existing on-site businesses: Relocation package offering financial assistance to off-set the cost of moving, tenant improvements, and/or impact fees for a new business location

## Transportation

### Certification Requirements:

- ✓ Describe relationships to regional high-capacity transit (including bus rapid transit, commuter rail, light rail, ferry, and express bus) and local transit. Existing and planned transit service in the center should be referenced.
- ✓ Demonstrate coordination with transit agencies.
- ✓ Identify planned transportation investments, programs, and resources, including transit, pedestrian and bicycle facilities, and projects to eliminate superblocks or modal conflicts and promote safety and connectivity.

- ✓ Include a map of existing and planned pedestrian and bicycle facilities and determine what links are required to improve connectivity.
- ✓ Include a map of the existing street pattern and determine what links are required to improve connectivity.
- ✓ Support an integrated multimodal transportation network, including pedestrian and bicycle facilities, and linkages to adjacent neighborhoods and districts.
- ✓ Plan for streets that serve all users, including pedestrians, bicyclists, transit users, vehicles, and -where appropriate -freight.
- ✓ Support context-sensitive design of transportation facilities.
- ✓ Encourage environmentally friendly street ("green street") treatments.
- ✓ Adopt level-of-service standards and concurrency provisions tailored for the center to encourage transit.
- ✓ Establish a parking management strategy that addresses supply of parking, on-street parking, and mitigating effects of parking.
- ✓ Identify strategies to achieve a mode-split goal that advances a more sustainable mix of auto, transit, and non-motorized trips.
- ✓ Expand electric transportation infrastructure.

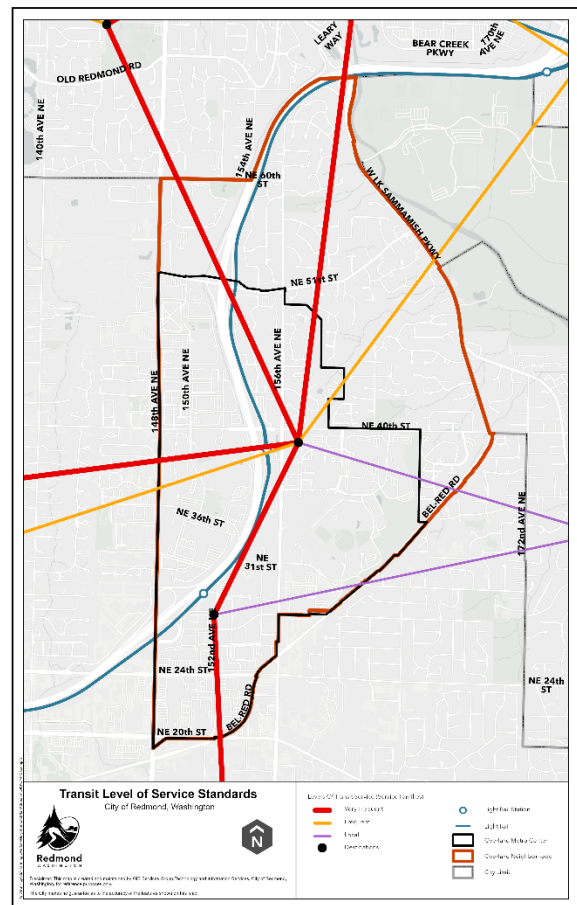
## Network Overview and Coordination

Overlake is a regional transportation hub, with access from SR 520, two light rail stations, a bus rapid transit line (B Line) as well as the \_\_\_ and \_\_\_ local bus routes.

\_\_\_% of the Metro Center is within a 10-minute walk of frequent transit stops. More than 50% of jobs in Redmond are in Overlake, with many commuters also traveling through Overlake to jobs in other neighborhoods or the surrounding cities.

Due to its significant role in the regional transportation network, coordination between state and local agencies critical, including planning for state facility impacts. This includes coordination with transit agencies and local partners. The primary transit agencies operating in Redmond are Sound Transit and King County Metro. While Redmond does not provide transit service directly, it does play a role in identifying priorities and strategies for transit service implementation in collaboration with these transit agencies. The City's priority transit connections are consistent with Metro Connects.

Where appropriate, the City may partner with transit agencies, employers, and nearby jurisdictions to help support the funding of key transit connections. These actions can help meet transit frequency and hours of operation standards. The City plays a more direct role in facilitating bus transit speed and reliability, as well as improving access to bus and rail transit corridors and stops. Improving speed and reliability, as well as improving access for pedestrians and bicyclists, are



critical for these corridors to meet community travel needs.

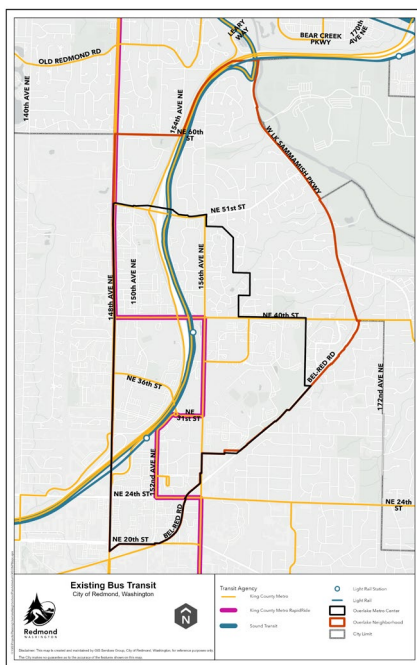
Regionally, VISION 2050 and the King County Countywide Planning Policies call for channeling growth into regional growth centers and linking of these centers with light rail and other forms of transit. Redmond's Comprehensive Plan designates centers in Downtown, Overlake, and Marymoor Village that warrant investment in light rail transit to provide both local and regional connections.

*TR-14 Adopt and implement a Transit System Plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.*

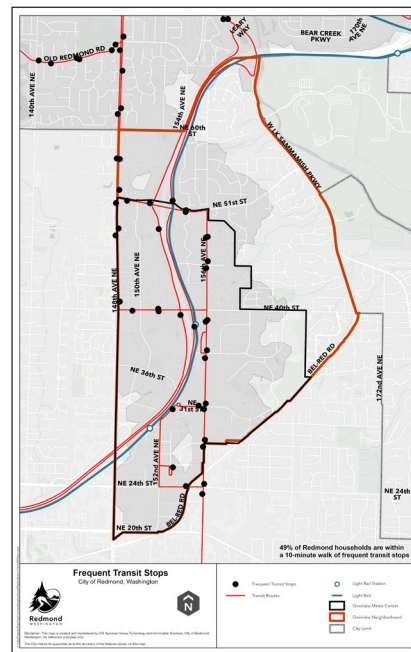
*TR-15 Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.*

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

MAP ONP-\_\_  
Overlake Transit Routes



MAP ONP-\_\_  
Access to Frequent Transit Stops



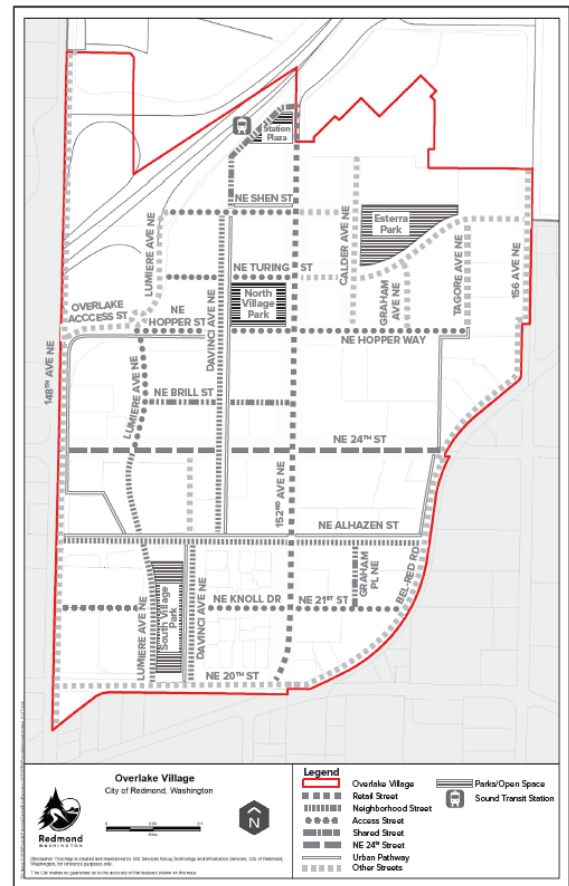
## Transportation Policies

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.

**CTR-9** *Design streetscapes to be safe and comfortable for pedestrians, to feature connected bicycle networks for cyclists of all ages and abilities, to be attractive, and to meet the needs of residents with physical and intellectual disabilities.*

**CTR-10** *Work with transit agencies to provide a full range of transit services to, from and within the centers. Provide transit stations, shelters, and other amenities that support these services in convenient locations.*

**CTR-12** *Encourage active and accessible transportation options by adding bicycle parking and mobility device charging stations.*



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

**OV-16** *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 the Overlake neighborhood, 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-17 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 neighborhood 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-18 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-19 Improve local street access and circulation by expanding the street grid in Overlake Village as redevelopment occurs.*

## Multimodal Level-of-Service Standards (MMLOS)

The Growth Management Act (GMA) (RCW 36.70A) requires that communities establish a level of service (LOS) standard for all locally owned roads and locally or regionally operated transit routes. The GMA gives wide latitude to communities about how to go about establishing LOS standards and does not prescribe any specific methodology. The primary function of establishing an LOS standard is to ensure that the community builds new infrastructure in a way that keeps pace with growth. The GMA amended by HB 1181 in 2023 to ensure that communities adopt LOS standards that focus more on just vehicle travel—in other words, communities must adopt multimodal LOS or MMLOS standards. In addition to GMA requirements, PSRC’s multi-county planning policies also require that communities consider all modes when planning.

y, Redmond adopted the first plan-based multimodal transportation concurrency LOS standard in 2008. This MMLOS standard is still in use today and many communities throughout Washington State have emulated Redmond’s plan-based concurrency LOS standard. Unlike systems that focus on the performance of the vehicle network, Redmond’s concurrency standard tracks implementation of the improvements identified in the Transportation Facilities Plan (TFP) and requires that the city build new investments ahead of or at-pace with growth identified in the Comprehensive Plan. Since the TFP is fundamentally multimodal, Redmond’s transportation concurrency LOS standard is also multimodal since it does not focus on building infrastructure solely for vehicles.

As part of Redmond 2050, Redmond is refining the way that transportation system supply and demand are calculated, shifting from a calculation based on person-miles traveled to a calculation based on person trips. This change is to simplify calculations and align with the proposed changes to Redmond’s transportation impact fees, which are used, in part, to fund new transportation infrastructure using a one-time fee paid for by new development.

One innovation that has occurred since the last TMP update is the idea of the Level of Traffic Stress, or LTS, as an MMLOS performance measure. LTS is similar to vehicle LOS in that it can consider various features of a sidewalk, roadway, bike lane, cycletrack, or trail and calculate how well it accommodates active modes (walking, biking, scooters, wheelchairs, etc.). However, unlike vehicle LOS and earlier active mode LOS calculations, it is not based on how crowded an active mode facility is, rather it is based on how comfortable people are using that facility.

## Mode Share

Calculating the share of travel by means other than SOV travel is required for regional growth centers by the PSRC multi-county planning policies. This performance metric will be maintained to monitor progress on shifting how people travel through denser land uses and more multimodal connectivity. One innovation that has occurred since the last TMP update is the idea of the Level of Traffic Stress, or LTS, as an MMLOS performance measure. LTS is similar to vehicle LOS in that it can consider various features of a sidewalk, roadway, bike lane, cycletrack, or trail and calculate how well it accommodates active modes (walking, biking, scooters, wheelchairs, etc.). However, unlike

Under the Redmond 2050 Preferred Alternative, households and jobs are more concentrated near transit, including the new Link Light Rail stations in Overlake, Marymoor, and Downtown, which facilitates more transit commute trips. Redmond employment centers in Overlake and Downtown draw employees from across the Seattle-Bellevue metro region, and non-SOV modes may be less practical for some commuters, particularly those located away from high-frequency transit. This result indicates that there is room for transportation demand management strategies and the opportunity for further enhancements to the already widespread employer shuttle programs active in Redmond.

### MODE SHARE

Alternative	Non-SOV Mode Share	
	All Trips	Commute Trips
2030 Target	53%	45%
No Action	56%	43%
2050 Preferred Alternative	56%	44%

Source: Fehr & Peers, 2023.

## Pedestrian and Bicycle System

The overall transportation vision relies heavily on a successful pedestrian system that is interwoven into an integrated multimodal transportation system to create a walkable Redmond. The pedestrian strategic approach to making Redmond more walkable is threefold: 1) create high-quality pedestrian environments in centers and light rail station areas; 2) complete a high-density, well-connected network of pedestrian facilities throughout all Redmond neighborhoods; and 3) improve the safety

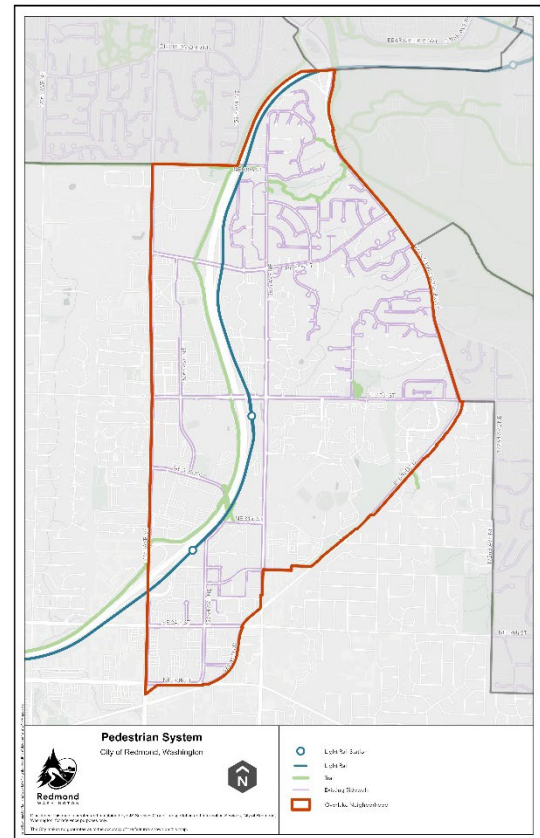
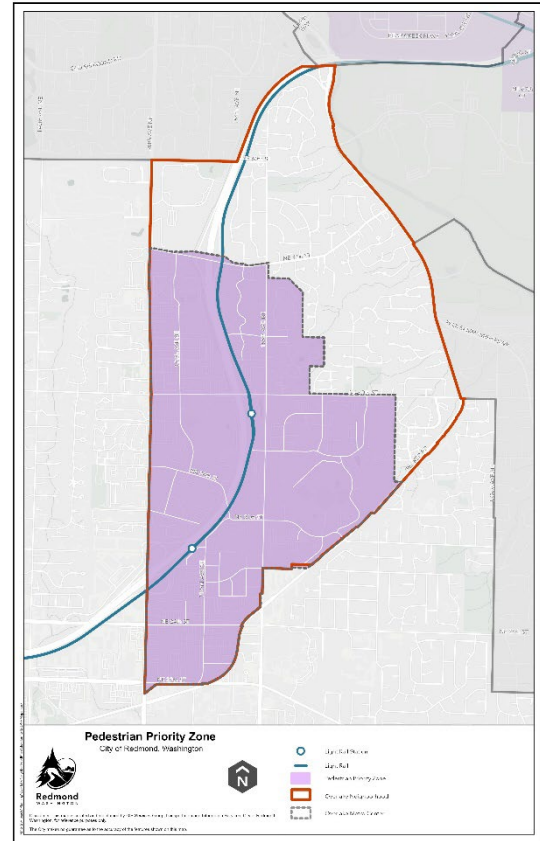
and comfort of all facilities including pedestrian crossings and increasing the separation of pedestrians from traffic.

The pedestrian system will be designed to provide mobility for all. Public and private investment supports the transition to a pedestrian system that is usable for the mobility impaired, including design treatments, such as curb ramps. This approach also supports the City's compliance with the federal Americans with Disabilities Act (ADA). In order to ensure ADA compliance, the City will create an ADA transition plan.

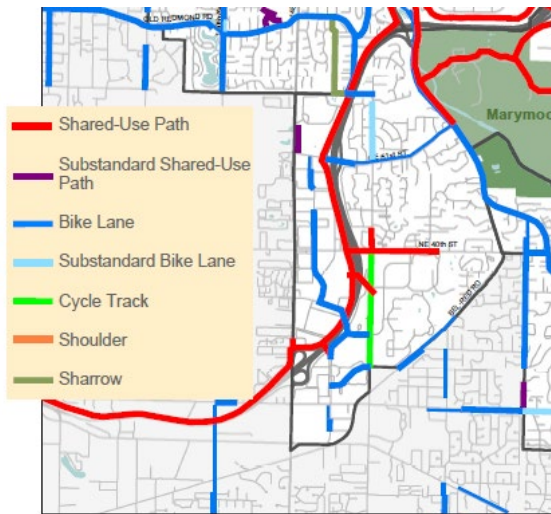
Many local trips could be comfortably completed using a bicycle if the available facilities between destinations are safe and comfortable for the user. The accelerating adoption of e-bikes further expands the kinds of trips that can be accomplished on bike.

The bicycle strategy to encourage a significant increase in bicycle trips has three main parts: 1) complete a network of low traffic stress cycling facilities, such as paved shared-use paths, cycle tracks that physically separate the bicyclist from the street and automobile traffic, and bike boulevards on lower volume, lower speed streets; 2) complete a dense network of on-street facilities that shorten bicycle trip lengths and also act as a feeder system to the spine of low traffic stress facilities ; and 3) provide for abundant access to bicycles through shared micromobility program where a person can rent a bicycle, scooter, or other micromobility device. Convenient bike parking, and robust education and encouragement programs round out the complete bicycle strategic approach for Redmond.

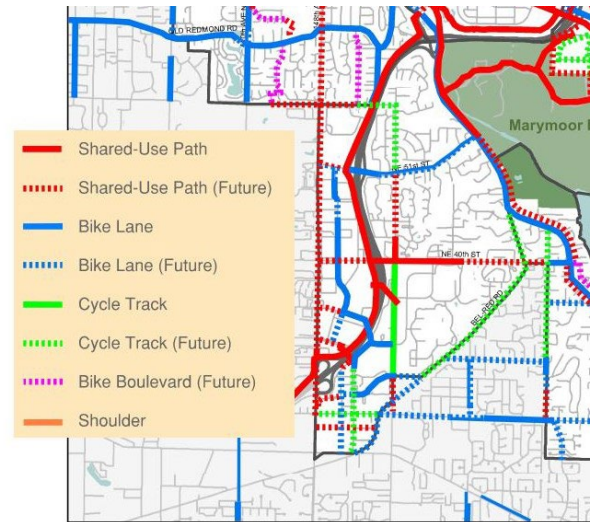
Bicycling is important for supporting light rail ridership. Vehicle parking will be limited due to cost and property impacts, whereas bicycle parking is inexpensive and takes up very little space. Bicycling also significantly increases the number of people that can conveniently access light rail without an automobile. Sound Transit estimates that by 2030, 33 percent of light rail riders will access the Overlake Village station by walking or bicycling (East Link Light Rail FEIS Appendix H1 Table 7-12, East Link Light Rail FEIS Appendix H1 Table 4-11).



Bicycle System in Overlake: 2023



Bicycle System in Overlake: 2050



### Equity in Mobility

VISION 2050 describes an equitable transportation system as one that is effective, affordable, and provides access to opportunity especially for those who do not drive (see box). Those who do not drive are disproportionately people with low incomes, people of color, people with disabilities, and both the young and elderly.

Black, Indigenous, and People of Color have been disproportionately harmed by decisions made about the transportation system. Across the United States, BIPOC neighborhoods have been disproportionately negatively affected by transportation infrastructure siting decisions, such as where interstate highways were built. BIPOC communities are also disproportionately impacted by pollution from transportation activities since those communities were historically excluded from locating in neighborhoods less affected by such pollution. To advance equity and inclusion, Redmond must especially consider the impacts of transportation decisions on communities who have been disproportionately harmed by past decisions.

*An equitable transportation system supports broad mobility and connectivity, prioritizes an effective and affordable public transportation network that supports transit-dependent communities, and provides access to core services and amenities, including employment, education, and health and social services. It includes providing access to transportation choices for all, ensuring that travel times to key destinations are reasonable for all people, and requires assessing how the region can better connect places that have low access to opportunity to places that have more opportunity. (VISION 2050)*



- TR-6.7 Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.*
- TR-6.9 Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.*
- TR-7 Implement transportation programs, projects, and services that prevent and mitigate the displacement of communities that have been disproportionately harmed by past transportation siting decisions, as well as those at high risk of displacement.*
- TR-8 Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.*
- TR-9 Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.*

#### *Accessible and Active Transportation*

People who cannot or prefer not to drive should have comfortable and efficient transportation choices. Roadway, sidewalks, trails, designated bicycle areas, and other areas of public circulation should be designed to provide the highest level of safety for the protection of human life and to ensure that there are transportation choices for people of all ages and abilities. An integrated, safety-oriented, accessible and active transportation system advances equity and inclusion, sustainability, and resiliency. It increases independent mobility, reduces reliance on single-occupant vehicles, provides convenient access to schools, centers, transit, parks, and other recreation areas, and encourages regular physical activity to enhance health and wellness.

- TR-10 Adopt and implement an Active Transportation Plan and ADA Transition Plan as part of the Transportation Master Plan that results in connected neighborhoods with safe, comfortable, and convenient access to opportunity in Redmond and the region.*
- TR-11 Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for 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.*

## **Vehicle Miles Travelled and Green House Gas Reductions**

In 2017, the transportation sector accounted for 26% of the Redmond community's greenhouse gas emissions. This includes emissions from all vehicles when operating in Redmond. Transportation was the second-largest contributor to greenhouse gas emissions after commercial electricity (42%).

Due to the scale of the growth allocated to Redmond, the total Vehicle Miles Travelled will increase, but the VMT per Capita will be reduced from 6.9 in the no action alternative to 6.6 in the preferred alternative. This reduction can be attributed to the new light rail line and other non-vehicular travel modes, but the City is also transitioning to renewable energy and electric vehicle usage, which will also help the City meet its GHG reduction goals. Vehicles that burn fossil fuels contribute to air pollution

by emitting particulates, carbon monoxide, and nitrogen oxides. Nitrogen dioxide reacts with oxygen to produce ozone. These emissions degrade the air and harm human health.

#### *Adopted goals*

The City has adopted the following VMT and GHG goals:

- Per capita passenger vehicle miles traveled (VMT) is reduced by at least 50% by 2050.
- Electric vehicle (EV) use increases to 100% light duty, 60% medium duty, and 40% heavy duty by 2050.
- Community energy consumption (MMBTU) is reduced by 45% by 2050.
- Fossil fuel consumption (MMBTU) is reduced by 80% by 2050.
- Electricity fuel mix is transitioned to 100% renewable electricity by 2050.
- Air quality is in attainment with federal Clean Air Act standard.
- Greenhouse gas emissions are reduced by at least 80% below 2008 levels by 2050.
- Greenhouse gas emissions produced by City of Redmond operations achieve carbon neutrality by 2030.

Per the Climate Emergency Declaration, Redmond aims to reduce the GHG emissions produced by its government operations such that carbon neutrality is achieved by 2030. To reach this goal, the City developed a Zero Carbon Strategy that identifies strategies that could reduce GHG emissions related to government facilities, fleet, and electricity. (Redmond, 2021) The strategies are organized into the following categories:

- cleaner electricity
- reduction of municipal building energy demand
- building fuel switching
- reduction of city fleet VMT
- increase of city fleet fuel efficiency
- reduction of employee commute emissions
- solid waste and materials management improvement
- increase of tree canopy cover and offsets

See Environmental Sustainability Action Plan in Section 3.4.3 Mitigation Measures.

#### *Electric Transportation Infrastructure*

The ESAP includes a target to increase community electric vehicle (EV) use to 100% of light duty, 60% of medium duty, and 40% of heavy-duty vehicles by 2050. The purpose of this EIS is to compare among the alternatives to evaluate whether the alternatives may be more or less likely to result in Redmond achieving its performance targets. With respect to EV use, the pace of transition from gasoline-powered vehicles to electric vehicles will be dependent on a variety of factors, most of them outside the control of local policies. Moreover, that pace of adoption is not expected to be meaningfully affected by which land use alternative is selected.



The ESAP includes a target to transition to 100% renewable electricity by 2050. Like the EV discussion above, the strategies and actions outlined in the ESAP will be pursued. Electricity fuel mix progress will be dependent on a variety of factors.

The City has adopted the following policies related to electric vehicle usage and infrastructure.

**FW-TR-4 Plan, design, build, operate, and maintain a transportation system that supports the City’s sustainability principles.**

*TR-32 Implement transportation programs, projects, and services to achieve a 71 percent reduction in greenhouse gas emissions from the transportation sector from 2011 to 2050.*

*TR-33 Account for fleet electrification and the need for publicly-accessible electric vehicle charging infrastructure in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.*

RZC 21.40.030 regulates Electric Vehicle Charging Stations.

## Transportation Projects

### *Level of Service (LOS)*

Transportation concurrency and level-of-service (LOS) standards are requirements of the Washington State Growth Management Act (GMA). The City is required to ensure that transportation programs, projects and services needed to serve growth are in place either when growth occurs or within six years. Redmond has adopted LOS standards in the Redmond Comprehensive Plan and Transportation Master Plan. Regulations implementing concurrency and LOS standards are contained in the Redmond Zoning Code. The City’s policies on transportation concurrency and level of service seek to promote Redmond’s land use and community character goals, expand travel choices, and ensure efficiency and accountability in managing the transportation system.

*TR-39 Use a multimodal “Plan-Based” approach for Redmond’s transportation concurrency management system that:*

- *Funds transportation programs, projects, and services in proportion to the needs of the city and the pace of growth; and*
- *Encourages development that can be supported by active transportation and transit.*

*TR-40 Adopt and implement a citywide multimodal level-of-service standard: If land use growth and development of the city’s transportation system are proportionate, work in parallel, and are consistent with the Comprehensive Plan, all concurrency management requirements are considered met.*

*TR-41 Take one or more of the following actions if the City is unable to fund the programs, projects and services identified in the Transportation Facilities Plan portion of the Transportation Master Plan (not in priority order):*

- *Delay development until such time that programs, facilities or services can be funded;*

- Amend the City’s Comprehensive Plan to reduce the travel demand placed on the transportation system; or
- Obtain needed revenue or revise the Transportation Facilities Plan to reflect known financial resources.

As a last choice, change the transportation level of service standard.

Redmond’s LOS standard for transportation concurrency is rooted in the city’s multimodal Transportation Facilities Plan (TFP). The TFP is prepared in conjunction with the Comprehensive Plan’s Land Use Element and considers the growth in population and employment within Redmond and the neighboring jurisdictions. Unlike systems that focus on the performance of the vehicle network, Redmond’s concurrency standard tracks implementation of the improvements identified in the TFP and requires that the city build new investments ahead of or at-pace with growth identified in the Comprehensive Plan.

Since the TFP is fundamentally multimodal, Redmond’s transportation concurrency LOS standard is also multimodal since it does not focus on building infrastructure solely for vehicles. In addition to the MMLOS transportation concurrency standard, the TMP also identifies a number of other multimodal performance measures.



See the Transportation Element Appendix B Multimodal Level of Service Standards for Transit Level of Service Standards and Priority Connections.

*Project Funding Mechanisms*

The City’s transportation investments are supported by a variety of revenue sources that include:

- **City taxes and fees** – General funds from property and sales taxes, Business Transportation Tax, transportation impact fees, etc.

- **Funds from other governmental agencies** – Grants from state and federal transportation agencies, cost participation by other cities in Redmond projects, and transfers of funds pursuant to agreements, such as the BROTS agreement with Bellevue.
- **Developer payments** – Funds provided by developers to ensure access and mitigate site-related transportation impacts.
- **Miscellaneous** – Interest earnings, carry-forward fund balances associated with projects initiated in prior years, intergovernmental transfers, and other funds.

#### *Growth Assumptions*

- Impact fees and developer contributions account for 35 percent of the TFP revenues.
- Pipeline projects are either underway or have concurrency through a development agreement.
- Transportation impact fees paid by developer are a blend of built projects (developers receive impact fee credits when constructing an impact fee eligible project) and cash towards TFP projects.
- Developer contributions are the portion of developer-built projects that exceed the limit of impact fee credits.

#### *Projects and Programs*

The Transportation Facilities Plan (TFP) lists capital investments are arranged into two types: projects and programs. Projects and programs have distinct characteristics, and they are designed to complement each other. **See Appendix B 2024-2050 Transportation Facilities Plan (TFP) – Overlake projects.**

## **Parking Policies**

As the City continues to grow and mature, managing the use of both on-street and off-street parking, supply will become increasingly important to maintain and increase access to businesses and services. Required minimum parking leads to underused parking lots with negative financial and environmental impacts. Excessive parking is also contrary to goals such as maximizing transit-oriented development opportunities and developing complete neighborhoods.

The city has adopted the following city-wide parking policies:

***TR-29** Adopt and implement a Parking Plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Include communication in the implementation of the plan. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.*

***TR-30** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.*

*TR-31 Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.*

To implement our parking management goals, the city is adopting updates to Redmond Zoning Code Chapter 21.40 Parking Regulations to reduce and in some cases eliminate parking in centers. In many cases parking maximums are also specified. For Overlake the new parking standards are included as Appendix B.

## Public Services

### Certification Requirements:

- ✓ Describe or reference local capital plans for infrastructure specific to the center, as well as their financing (such as sewer, water, gas, electric, telecommunications).
- ✓ Ensure facilities are provided consistent with targeted growth.
- ✓ Ensure availability of public services, including K-12 education, to meet the needs of businesses and residents.

Future population and employment growth will increase the demand for public services including police, fire/EMT, schools, and parks. This growth would occur incrementally over the planning period through 2050 and would be addressed during the City's regular capital planning efforts. Each service provider, in conjunction with the City, could evaluate levels of service and funding sources to balance with expected growth; if funding falls short, adjustments may be needed to level of service targets or to growth targets as part of regular planning under the Growth Management Act. With implementation of mitigation measures and regular periodic review of plans, no significant unavoidable adverse impacts to public services are anticipated.

Adequate facilities and services, including human services and civic outlets, are necessary to support continued growth in the Overlake Metro Center. 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-5 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.*

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

- *Use 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 incentives for co-location and other regional facilities, such as regional stormwater treatment facilities. Encourage public and private partnerships to develop these facilities.*
- *Maximize shared parking opportunities.*

*OV-21 Integrate parks and open spaces with regional stormwater facilities where feasible. Connect regional stormwater facilities with the park system in Overlake wherever possible.*

*OV-22 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.*

## Water

Redmond currently purchases 60% of its water from the Cascade Water Alliance which is dependent upon surface water. Droughts, decreasing snowpack, decreasing summertime precipitation, and early season snowpack melt off may reduce the supply of surface water during the summer. The City has its own well system which currently provides 40% of Redmond's drinking water needs from groundwater sources. This water supply is not able to be increased, therefore any increase in water usage must rely on purchasing additional water from the Cascade Water Alliance. Regional growth combined with climate change exacerbates the need to implement outreach strategies and policies in coordination with other regional water purveyors to reduce potable water usage city- and region-wide.

The City's current Water System Plan was updated in 2011 and included analysis up to the year 2022, plus full buildout which was based on an analysis of the zoning code current at the time of the plan update. In the 2011 Water System Plan, the methodology used to determine full buildout was different than the methodology used to determine full build out for the EIS alternatives. This resulted in the water system plan estimating more jobs than any of the alternatives analyzed in this EIS. The Preferred Alternative exceeds the 2011 Water System Plan full buildout forecast by 63 residential units, but is still 34,280 jobs lower than the full build out forecast. The Water System Plan estimated 177 gallons per day (gpd) per single family residence, 126 gpd per multi-family residence, and 31 gpd per employee. An additional 82 residential units requires an additional 10,332 to 14,514 gpd, which is negligible considering there is over 1 million gpd remaining from the excess job estimate. Although the growth estimates in the draft plan were lower than the Preferred Alternative, the City's



water system has capacity for the additional growth and the lower growth forecast in the draft plan is not a limiting factor.

**TABLE X. WATER SYSTEMS BUILDOUT ANALYSIS**

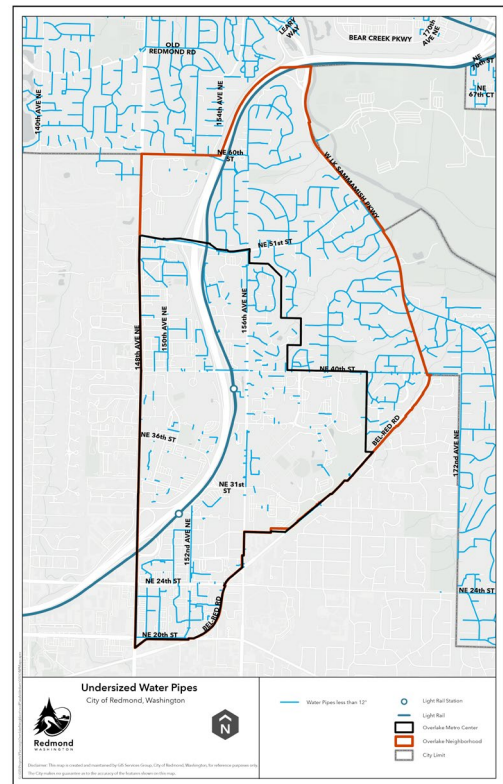
Scenario	Total Residential Units	Total Jobs
2011 Water System Plan Full Buildout Analysis	58,317	165,491
Preferred Alternative	58,380	131,211

Sources: City of Redmond Water System Plan, 2011; Redmond 2050 Supplemental Draft EIS, 2023

Because the preferred alternative fits within the water system plan full buildout analysis for total demand, any increases to the water demand are expected to be covered under existing agreements with the Cascade Water Alliance. The Cascade Water Alliance is planning for the growth of the communities it serves and has contracts and opportunities to secure the necessary water for the region’s growth.

All development may require developer financed improvements to the water system serving that development. These improvements will be constructed concurrently with the development. Some projects to serve the additional growth may benefit a larger area and several future projects. The projects that benefit a larger area may need to be constructed with latecomers or other reimbursement agreements for future development. The Water System Plan identifies that all areas of proposed growth have areas that will require developer funded projects such as water main extensions, increased pipe size, or pressure relief valves. The upcoming Water System Plan update considered Citywide growth based on the information available in late 2022. The City’s water model will need to be updated in the future to identify required water system projects based on the selected alternative. In most cases, areas proposed for commercial, multi-family, or mixed-use development that are served by lines that are smaller than 12 inches will be required to increase the water line serving their development to at least 12 inches. Additional storage reservoirs, pump stations and distribution mains may be required depending on densities and growth rates.

**Map X. Water Lines Less Than 12-inches**



Source: Redmond 2050 Supplemental Draft EIS, 2023



## Overlake and Regional Stormwater Facilities

The City utilizes a combination of traditional onsite stormwater management facilities, low-impact development techniques and regional stormwater management facilities to manage stormwater.

The Overlake Sub-basin and areas within proximity are in the Sears Creek, Villa Marina Creek and Tosh Creek watersheds. The majority of stormwater from Overlake Village drains to Sears Creek, a small tributary of a major salmon bearing stream system known as the Kelsey Creek Watershed. The watershed is primarily located in Bellevue and discharges to the Mercer Slough and Lake Washington.

In the Overlake Sub-basin in lieu of requiring individual stormwater systems for each development, the City is developing regional stormwater facilities to meet the City's water quality goals, support new development, and do so in a cost-effective manner. Regional stormwater management facilities are designed to manage stormwater runoff from multiple projects and/or properties through a City-sponsored program, where the individual properties may assist in the financing of the facility, and the requirement for onsite controls is either eliminated or reduced.

Redmond's regional facilities program requires developers in the surcharge area to buy into City-built and operated stormwater facilities. Participating development projects will not need to build larger vaults or ponds to meet detention and water quality requirements but are still required to provide "on-site stormwater management" for small storm events and fully infiltrate roof runoff at their sites.

This approach has some benefits. Using regional facilities can reduce stormwater costs for developers and open land up for other uses. Also, the regional facilities are retrofitting large areas at a time. This provides more and faster pollution reduction than site-by-site redevelopment projects would.

Use of the regional facilities is required of development within the Downtown and Overlake surcharge areas identified in Appendix E of the Stormwater Technical Notebook and RMC13.20.



City completed construction of the South Detention Vault in July 2015 to manage stormwater that drains to Sears Creek. The South Detention Vault was the first of three regional stormwater facilities constructed in Overlake Village. As private and public redevelopment continues in Overlake Village,

more stormwater runoff will be treated locally prior to being discharged to the Overlake South Detention Vault and the other regional facilities.

**OVERLAKE REGIONAL STORMWATER FACILITIES**

Facility Name	Location/Description	Status
Overlake Village South Detention Vault	A regional detention facility that detains stormwater that has been treated locally within public rights-of-way and private development areas.	Built 2015
Overlake Village Station Infiltration Vault	Regional infiltration facility that provides retention of stormwater and treatment by infiltrating the stormwater into the ground.	Built 2018
Overlake Village Central Infiltration Vault	A two-acre park will be constructed on top of the stormwater vault, surrounded by new streets (NE 26th Street, NE 27th Street, 151st Avenue NE, and 152nd Avenue NE).	Estimated construction 2025

Sources: City of Redmond Website, [Regional Stormwater Facilities](#).

An additional project in the Overlake Center is the NE 40<sup>th</sup> Street Stormwater Treatment Retrofit. This project includes a water quality treatment facility adjacent to the Redmond Technology Light Rail Station. The facility serves one of Redmond’s highest traffic volume and highest pollutant load areas by intercepting flow from SR 520 and NE 40th St and discharging cleaned water to the existing drainage path, which eventually flows to Villa Marina Creek and Lake Sammamish. The project is was completed in 2023.

The Preferred Alternative proposes high density residential and the highest job growth in the Overlake Center by increasing building height limits and allowed floor area. A portion of the center’s growth occurs in the southern portion, which is within the surcharge area. Development within the surcharge area will be required to use and pay capital facilities charges for the regional stormwater facilities. The remaining growth occurs to the north of the surcharge area, within the North Overlake Drainage Basin that requires alternative flow control, and to the east of the surcharge area. Both areas are near transit stations.

New development on vacant or underdeveloped land will generally create more impervious surfaces than existing uses, which will increase the quantity of runoff that needs to be managed in stormwater facilities. Redevelopment may allow for more green space and pervious surfaces, which may reduce the quantity of stormwater that needs to be managed. The City’s current stormwater regulations are more stringent now than in the past and any new development or redevelopment in the City will be subject to these new regulations. By retrofitting existing facilities, replacing undersized facilities with new facilities, or connecting into regional facilities, the overall health of the hydraulic system and streams will improve due to decreasing volumes and flow rates and improving water quality.

All development is subject to the City of Redmond’s stormwater regulations, which include the most recent version of the Stormwater Management Manual for Western Washington, the City’s Stormwater Technical Notebook, Redmond Municipal Code Title 13, and the City’s Phase II Municipal Stormwater Permit. All development within the Overlake Surcharge Area must connect to the regional systems and pay a capital facilities charge. . When a development occurs in an area where the regional facility

is not yet constructed, the development is required to construct interim stormwater facilities onsite until the stormwater can be treated at the regional facility.

The Draft 2023-24 Update to Overlake Zoning Code Regulations proposes increasing the impervious coverage to 100% in Overlake Village. The City is proposing some corresponding changes to the Stormwater Technical Notebook and RMC 13.20.46 to ensure that this change and the City's Overlake Stormwater Regional Facility Program align. Projects need to meet minimum requirements for non-roof hard surfaces and must fully infiltrate roof runoff where soils allow.

Additional stormwater facility retrofit projects are highlighted in the City's 2021-2026 Capital Investment Program.

### Wastewater System Improvements

As part of the General Wastewater Plan Update (BHC, December 2021), buildout sewer demand, or flow density, was estimated by analyzing full development capacity allowed by existing zoning code. Flow density was estimated in gallons per acre per day (gpad) and represents the average domestic sewer demand by property area and zoning type. The Redmond 2050 Supplemental Draft Environmental Impact Statement included an evaluation of the preferred growth alternative and the system improvements needed to accommodate growth. Using the assumptions provided by the City, revised buildout flow densities were estimated by new zoning classifications. The buildout domestic flow values in gpad represent average sewer demand by zoning type if or when a parcel is to develop under new zoning classifications. Buildout flow densities by new zoning designations are shown in table below.

Sewer Basin Map

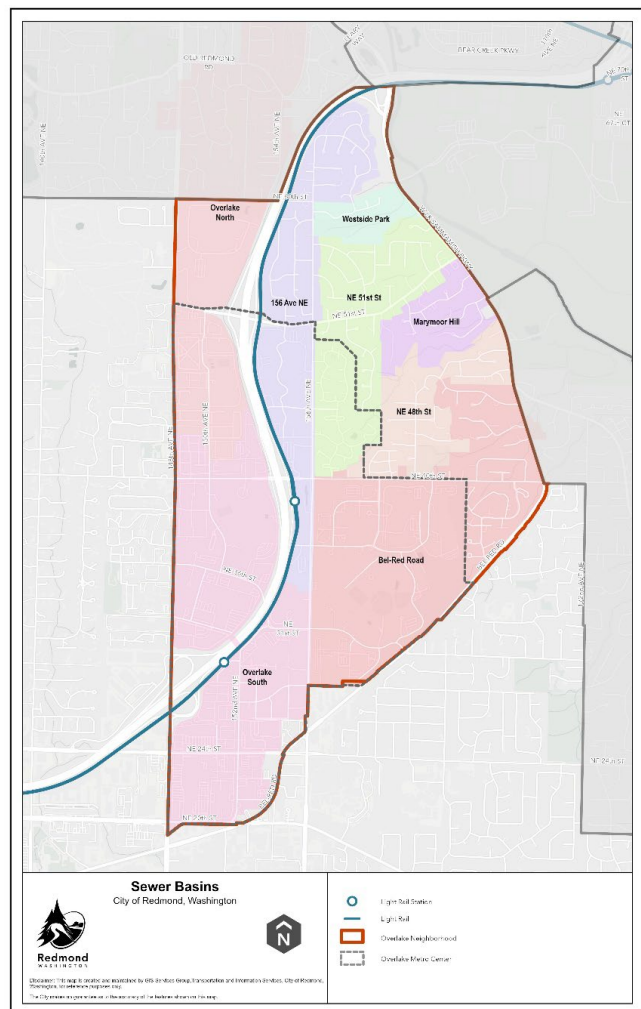


Table X. Buildout Flow Densities and Difference in Sewer Demand

Zone	Buildout Domestic Flow (gpad)	Difference in Sewer Demand (from Baseline)
Overlake Village (OV)	36,000	
Overlake Business and Advanced Technology (OBAT)	10,000	
Overlake Urban Multi-family (OUMF)	6,600	

Source: BHC 2023

Table X. Sewer Demand and Summary of Impacts

Wastewater Basin	Difference in Sewer Demand	Growth Impacts
Overlake South	1.97	Density increases in Overlake Village and OBAT zoning areas exacerbate the problems along 152nd Avenue NE. The deficiencies extend north along 152nd Avenue NE to north of State Route 520.
Overlake North	0.60	The capacity problems along 154th Avenue NE upstream of Old Redmond Road are exacerbated and extend further south when compared to No Action.
NE 51st Street	-0.06	No significant additional capacity problems are expected.
156 <sup>th</sup> Ave	0.64	Capacity problems are predicted along 156th Avenue, from about NE 59th Way to NE 40th Street. Additionally, capacity problems are now predicted in NE 59th Way, before wastewater enters the King County (County) trunk.

Source: BHC 2023

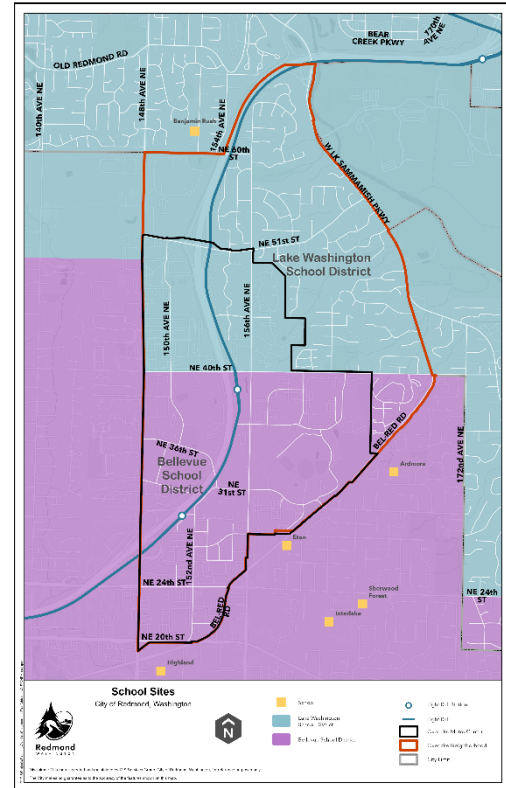
The City’s level of service criteria is to convey all wastewater within the crown of the pipe where the ratio of the depth of flow in the pipe relative to the pipe diameter is less than 1 ( $d/D < 1$ ) during a 100-year flow event. The maps in Appendix C show future capacity improvement locations (upgrades needed to accommodate full capacity in 2050). Wastewater system capacity deficiencies will require construction projects to upsize existing piping or install parallel relief piping systems. Specific projects and approaches to alleviate future capacity deficiencies will be determined in future workshops and planning efforts. All new projects are anticipated to be driven and funded by new development, however, and there is no anticipated increase to current capital improvement program planning or costs.

## Schools

Most Overlake students will be in the Bellevue School District (BSD), with some students in the Lake Washington School District (LWSD). The student population would exceed the capacity of existing facilities in LWSD and BSD that serve Overlake. New development is subject to collection of impact fees under Chapter 3.10 of the Redmond Municipal Code.

A portion of southern Redmond, including much of the Overlake neighborhood, is within the service area of BSD, with an estimated impact of 370 additional students generated. In 2020 voters passed a capital bond of \$675 million to fund renovation, expansion, and replacement of school facilities as well as the acquisition of sites for future development. BSD schools with catchment areas in Redmond include Ardmore Elementary, Sherwood Forest Elementary, Stevenson Elementary, Highland Middle School, and Interlake High School.

Longer-term district-wide projections show that by 2029, 23 of 28 LWSD elementary schools will be over capacity, as well as six of seven middle schools and three of four high schools. LWSD continues to plan for permanent facilities to accommodate future students. Impact fees are collected by the City on behalf of LWSD, in accordance with an interlocal agreement between the City and District, to partially offset the system improvement costs of educating additional students generated by new development. The LWSD Capital Facilities Plan assumes additional funding for capacity comes from state funds and local tax revenue and impact fees.



## Police

The Redmond Comprehensive Plan includes a Capital Facilities Element with a level of service to meet police service demands:

- LOS: Facilities and equipment sufficient to meet the demand for police services.

The Preferred Alternative results in demand for 78-122 officers. Most of the growth would be in Overlake, Marymoor Village, and Downtown. This alternative would need attention in both access/traffic/customer support and in focused services in a substation(s) in Overlake, Marymoor, and Downtown.

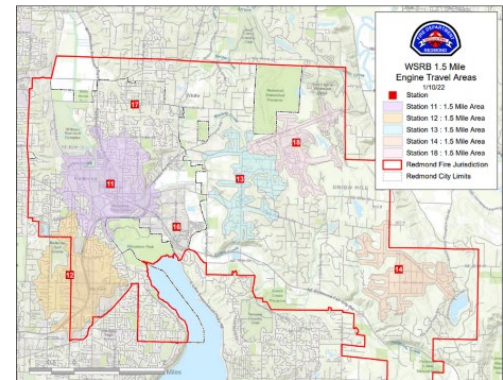
Police capital facility needs are associated with police services, general operations, special operations, and support services. The service standard is to have facilities and equipment sufficient to meet the demand for police services and to meet needs of staff assigned to service delivery.



## Fire/EMS

The Fire Department adopted a Strategic Plan dated 2022-2027.

Most of Redmond's household and employment growth is expected to occur in areas within six minutes of travel time from Redmond's existing Fire Stations 11, 12, and 16 (Note: Station 16 does not staff a fire engine). Firefighter response time from Stations 11 and 17 (Note: Station 17 does not staff a fire engine as it serves as an EMS station) to new development on Willows Road NE near NE 124<sup>th</sup> Street would likely exceed RFD's six-minute standard, impacting the average response time and reducing RFD's level of service.



## Parks

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.

Parks and recreation was one of the top identified needs for Overlake. Rapid growth will also intensify existing community needs for safe and accessible walking and biking routes, as well as the preservation of open space and natural resources. The Overlake Center may need additional parkland to meet recreational needs and gathering needs per the urban parks criteria.

*OV-12 Recognize urban park and recreation needs are a high priority 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-13 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-14 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.*

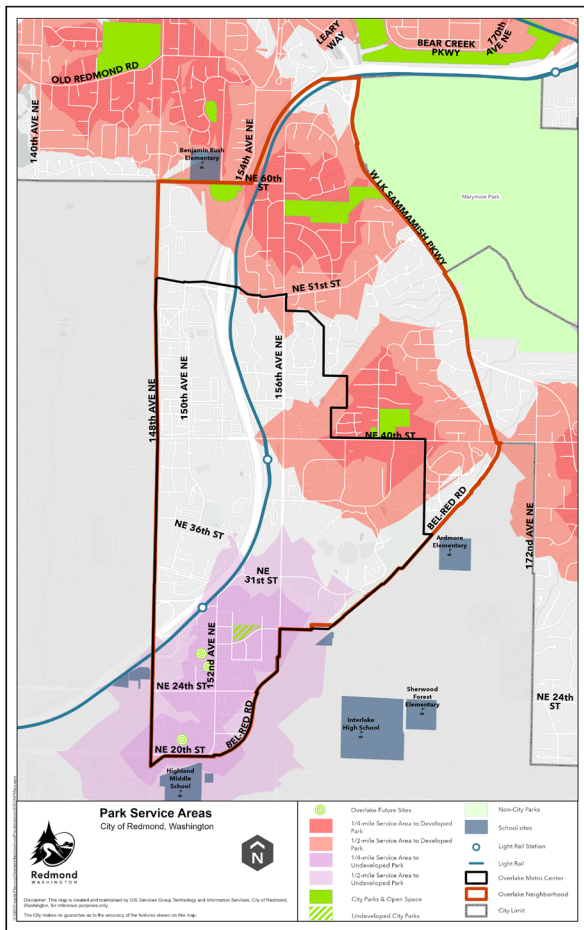
*OV-15 Encourage the funding, creation, placement, and maintenance of public art, especially when it is integrated with public infrastructure projects. Consider providing sculptures, water features, digital art, spaces for performance art, and other elements.*

- *Incorporate local historical and cultural references.*
- *Consider both permanent and temporary art installations.*

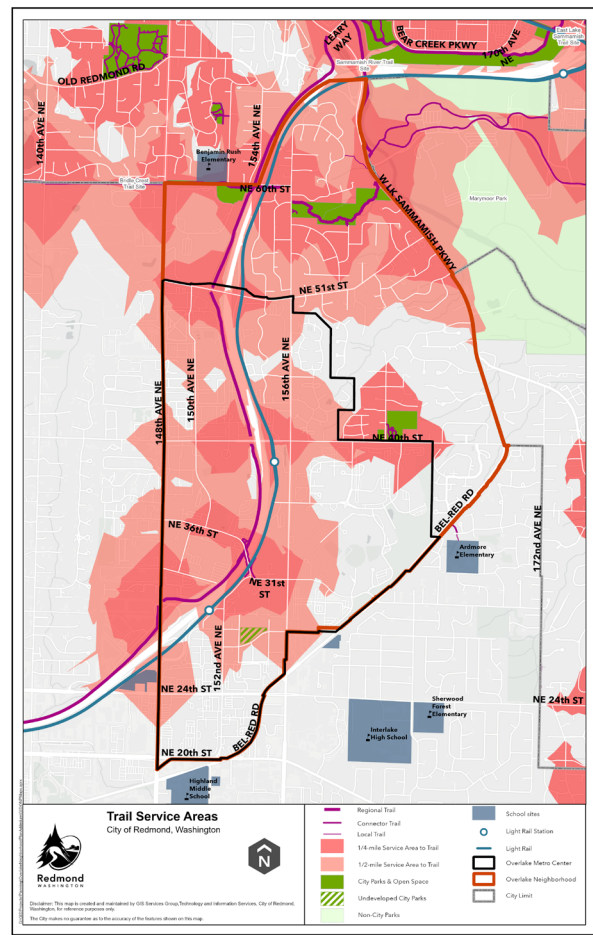


### Level of Service Analysis for Parks

- The Overlake neighborhood has 32 acres of parkland, with a 2050 population density of 137 per park acre up from 52 in 2018 (citywide density per park acre is 4 in 2018 and 7 in 2050).
- The PARCCS Plan Policy 1.2.B sets the LOS for the 2023 PARCC Plan and Redmond 2050 updates. The LOS for parks in Redmond is that “residents and workers have convenient access to parks and trails within a ½-mile (10-minute) distance of their home or work.”
- \_\_\_% of households in Overlake are within ½-mile of a developed City Park.
- \_\_\_% of households in Overlake are within ½-mile of trail access.



Park Access



Trail Access

**LEVEL OF SERVICE STANDARDS, PREFERRED ALTERNATIVE**

LOS Category	LOS Goal	Current Met Now (Y/N)?	Preferred Alternative Will be Met (Y/N)?
<b>Children’s Play Area &amp; Outdoor Sports &amp; Fitness Facilities Service Areas</b>	All residents have convenient access to these facilities within ¼ mile for sites with higher quantity and quality facilities, and a half mile for other sites.	Partially (about 50%)	May require additional facilities.
<b>Outdoor Sports and Fitness Facilities Service Area</b>	All residents and workers in Redmond should have convenient access to outdoor sports and fitness facilities from their residence or office: 1 mile for sites with higher quantity and quality facilities and, a ½ mile for other sites.	Partially (about 54%)	May require additional facilities.
<b>Outdoor Sports Fields Usage Rates</b>	Operate at 80% capacity or less	N/A	May require additional facilities to offset usage.
<b>Urban Parks Criteria</b>	Urban Centers (Downtown and Overlake) should contain sufficient urban park acreage to meet all urban park service criteria: Serve the daily recreational needs of neighboring residents, approximately two acres in size or larger, can accommodate crowds of up to 10,000, sufficient infrastructure support, and designed with quality amenities and materials.	No – There is a park planned for Overlake with the third regional stormwater facility	Partially. May not be met in Overlake with additional growth. May require additional facilities to offset usage.
<b>Trails</b>	The target population (100% of residents and 25% of workers in Redmond) has convenient access to public trails from home or office.	Partially (up to 66% are within ¼ mile of trail access point)	Will be met; however, density of population could place stress on trail capacity.
<b>Recreation</b>	Achieve or exceed projected number of registrations per year by program area (exercise, recreation, special events, and arts).	N/A	Will see an increase in registrations for recreation.

Source: Redmond 2050 Supplemental Draft EIS, 2023.

**Equity and Inclusion**

In the Redmond 2050 update a the focus on equity and inclusion included many new and/or updated policies focused on improving opportunities and outcomes through access to and the design of our community spaces and amenities.

*CTR-9 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.

*FW-CD-3 Encourage active and welcoming community spaces that provide formal and informal opportunities for community gathering.*

*CD-10 Provide public community and publicly accessible private gathering places in recreation facilities, park, and plazas throughout the city. Preserve and develop informal and welcoming community gathering places, such as the fountains, coffee shops, and spaces within parks. This can include techniques, such as:*

- Encouraging art or water features;
- Providing visual access to sites;
- Multiple entrances,
- Flexible spaces that are large enough for flexible programming,
- Focal points that create activity throughout the space,
- A signature attraction that provides a unique identity,
- Features that are usable throughout all seasons, including shade and rain protection, and
- Promoting partnerships that create public places – including privately owned public spaces (POPS), such as plazas in combination with outdoor cafes, and encourage active management of space and activities.

*CD-11 Use universal design techniques for investments in the public realm to provide high-quality amenity spaces for people of all ages and abilities. Consider:*

- Street furniture, lighting, signage and sidewalk braille and other elements that provide places of refuge and wayfinding and contribute to a feeling of safety and inclusion;

- Parks, plazas, street cafes, and other gathering places that could host inclusive and accessible public performances and art installations, including informal gatherings;
- Visual and sound features, such as fountains, squares, sculptures, public art, and pavement treatments; and
- Trees or open non-vegetated shade options like shade cloth structures to provide places of respite and shade.

### Parks and Recreation System

Creating a cohesive system of parks, plazas, gathering and event 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.

*CTR-8 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 people-oriented 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.*

Table X/ City owned parks and natural areas in Overlake

Name	Acres	Status	Classification	Conditions Assessment Overall Score / ADA
Cascade View Park	8.0	Developed	Neighborhood	1.3 / 2.0
Westside Park	6.4	Developed	Neighborhood	1.1 / 1.0
Esterra Park	2.7	Undeveloped	Urban / POPS	-
Redmond West Wetlands	4.4	Developed	Resource	1.7 / 3.0
Bridal Crest Trail	10.9	Developed	Trail Corridor	1.3 / 2.0
<b>Total Parks &amp; Greenspace</b>	<b>32.4</b>			

Source: PARCCS Plan, 2023. Conditions Assessment - 1 is Good Condition, 2 is Fair, and 3 is Poor.

The Capital Improvements Plan (CIP) includes Parks system improvements. These are paid for either as City projects, as development mitigation or incentive options, or through partnership agreements. RMC 3.10 Impact Fees sets the park impact fees collected from residential and employment uses. The CIP includes the Overlake Regional Stormwater Facility & Park.

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*The six-year Capital Improvements Plan proposes approximately \$119 million of investment in acquisition, development and renovation of the parks system and identifies additional investment priorities for the future.*

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Finding opportunities to enhance Parks and Recreation services in urban centers, particularly the development of community centers, will be a priority focus in the next six years. The PARCC Plan makes several recommendations on how to best meet the demands growth will put on the Parks and Recreation system. This includes a focused land acquisition program to ensure sufficient land for outdoor recreation and community center space. It identifies target acquisition areas to secure parkland, gain access rights along key trail corridors, build new centers, and fill gaps in neighborhood park access. Finding and creating partnerships to enhance recreational opportunities will also support meeting the increased demand from Redmond's growth.

The planning and development for an Overlake community center is a crucial next step to address facility space needs. In an effort to address the demand for indoor recreation space and respond to the community's interest in a satellite community center in the Overlake area, the City should identify and secure property for, and initiate planning for, a new community and recreation center. The new center could be a stand-alone facility or a partnership with a developer or another jurisdiction, and it should include amenities such as a gymnasium, fitness rooms, community meeting rooms, a general social living room area.

In the 2016-2020 Census, the Overlake neighborhood had approximately 9% of the residents living below the poverty line - the most in Redmond. As this area grows, the need for additional park facilities will be an important equity consideration. Beyond acquisition, parks should be designed with inclusivity in mind, incorporating features and amenities that cater to a diverse range of ages, abilities, and cultural backgrounds.

See Appendix

## **Overlake Public Services Policies**

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

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

- *Use 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 incentives for co-location and other regional facilities (such as regional stormwater treatment facilities). Encourage public and private partnerships to develop these facilities.*
  - *Maximize shared parking opportunities.*
- OV-21 Integrate parks and open spaces with regional stormwater facilities where feasible. Connect regional stormwater facilities with the park system in Overlake wherever possible.*
- OV-22 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.*

Creating a cohesive system of parks, plazas, gathering and event 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-12 Recognize urban park and recreation needs are a high priority 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-13 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-14 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-15 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.*
- *Incorporate local historical and cultural references.*
  - *Consider both permanent and temporary art installations,.*

## City and Regional Capital Projects

King County has identified two wastewater conveyance system improvements within Redmond's service area that are planned for construction within the next 20 years. Timing of construction is subject to field verification (flow monitoring) for projects, budgeting, and construction schedules.

- The first project is the Lake Hills and Northwest Lake Sammamish Interceptor Upgrade Project, which will provide additional capacity along West Lake Sammamish Parkway NE and the Sammamish River from the Redmond-Bellevue boundary to approximately NE 85th Street. The project is currently in design and projected to start construction in 2024.
- The second project is the Sammamish Plateau Diversion. This area is currently routed around the south-end of Lake Sammamish. Flows would be redirected north through the Northeast Lake Sammamish Interceptor, which is partly located within Redmond City limits. The diversion is anticipated to occur after 2040. The County will comprehensively reassess the regional wastewater conveyance system capacity in the mid-2020's.

The current agreement with King County does not have an upper limit on the amount of wastewater the County will accept. Therefore, the capacity of the collection system is the limiting factor, which in most cases can be mitigated. Localized impacts to the collection system can be mitigated by improvements that occur concurrently with development, such as increasing the capacity of pipes and lift stations. The sewer plan lists several pre-identified wastewater extensions or developer funded projects that will be completed concurrently with the development that triggers the need. Some of these projects may benefit multiple development sites and the developer installing the improvements may be able to recoup some construction costs through a latecomer's agreement or a reimbursement agreement authorized by RMC 13.12. These agreements provide a method of sharing the cost of improvements between multiple developments that did not contribute to the initial construction costs.

**2023-2028 CIP Projects**

Name	Description	Estimate	Impact Fee Eligible
<b>Community Center in Overlake Village</b>	Acquire or partner for the future development of a community center in Overlake Center.	\$12,000,000	Yes
<b>Urban park or plaza acquisitions in Overlake</b>	Acquire or partner for one urban park or plaza near SE Redmond light rail station in the Marymoor Village and Overlake neighborhoods. Dependent on opportunity.	\$11,000,000	Yes
<b>Overlake Village Central Infiltration Vault</b>	Develop a signature park over vault. Price does not reflect the public works infrastructure for the vault.	\$6,000,000	Yes

Source: PARCC Plan, 2023

## Environment and Climate Change

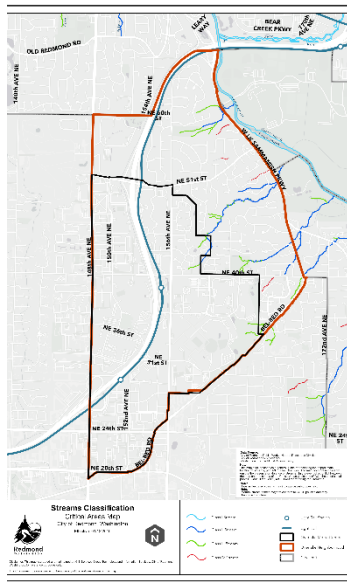
### Certification Requirements:

- ✓ Identify significant environmental features in or near the center, including streams and shorelines.
- ✓ Describe existing and planned parks, trails, and open space, including public and civic spaces.
- ✓ Recognize the role of land use, development, and transportation on greenhouse gas emissions.
- ✓ Protect and enhance critical/environmentally sensitive areas, parks, and open spaces. Identify and minimize gaps in equitable access to parks and open spaces.
- ✓ Support innovative stormwater management. Avoid or mitigate environmental impacts for vulnerable populations. Support achievement of state and regional greenhouse gas emissions reduction goals.
- ✓ Reduce air pollution and greenhouse gas emissions by increasing alternatives to driving alone.
- ✓ Promote innovative green building practices in design, materials selection, construction, and maintenance. Encourage retrofitting of existing buildings to reduce building energy use.

### Significant Environmental Features

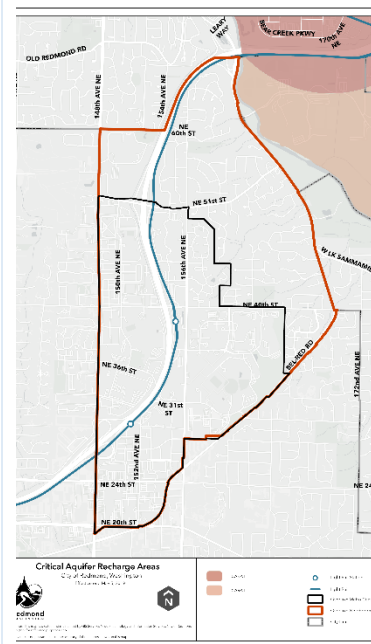
#### Streams, Rivers, and Lakes

Overlake Center overlaps with portions of four watersheds: Sears, Villa Marina, Tosh, and Sammamish River. Tosh Creek runs into the portion of the Overlake Center that will be rezoned to Overlake Urban Multifamily. Under the Preferred Alternative, residential growth will be concentrated in areas where high impervious cover already exists. Generally, increased percentage of impervious cover in a watershed negatively impacts stream functions. Concentrating growth in areas that are already impervious reduces net change. No significant impacts or direct loss of stream habitat is anticipated in Overlake Center under the Preferred Alternative.



#### Groundwater

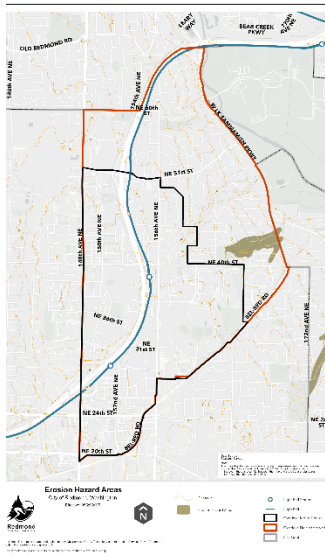
No CARAs are mapped in Overlake Center. CARAs are mapped east of the Sammamish River. Therefore, development in this center is unlikely to impact CARA functions. However, the potential to encounter groundwater during development may occur in any location, including Overlake.



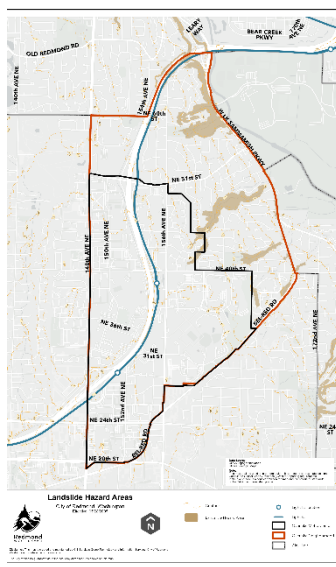
Erosion and Landslide Hazards

There are no erosion hazards mapped in the Overlake area except for the Cascade View ravines and sections of the 520 corridors. Landslide hazards present in the Tosh Creek watershed do overlap with increased development density.

Erosion Hazards:

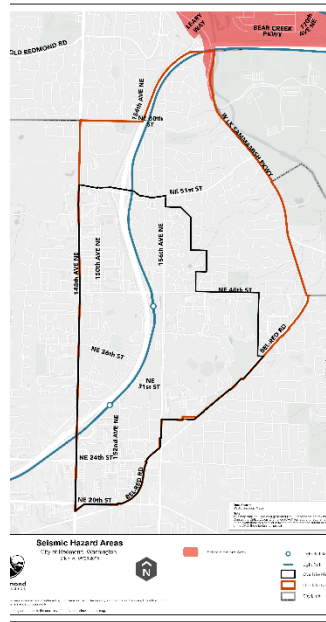


Landslide Hazards



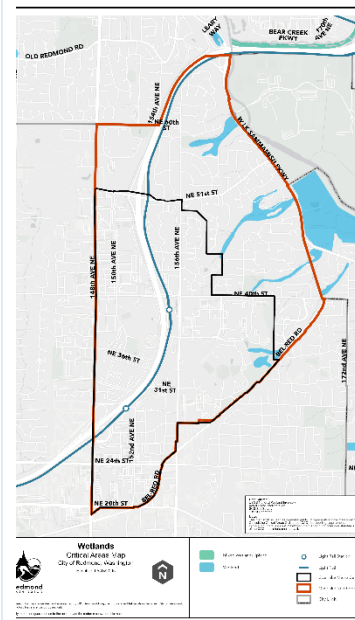
Seismic Hazards

Hazards due to seismic events are minimal in the Overlake Center. No seismic hazards are mapped in Overlake Center.



Wetlands

No wetlands are mapped in the Overlake Center. Concentrated growth in housing and jobs throughout the Center does not overlap with mapped wetland areas. This area is already highly developed and impacts to wetlands are unlikely. No wetland habitat loss or impacts to wetland functions are anticipated.



## Plants

Tree cover is likely to decrease as the area develops. Existing tree canopy is concentrated on the east side of the Overlake Neighborhood (outside the Center) and is commonly associated with streams and wetlands. Critical area protections and new urban tree management practices are expected to benefit tree retention in Overlake. Trees throughout the more densely developed west side of Overlake are less likely to be retained as construction and growth occur, but policies and incentives encourage tree replacement and tree canopy contribution through podium and rooftop trees.

## Animals

State Route 520 runs north-south through Overlake; it is an existing barrier to wildlife movement from nearby habitats to the east (Lake Sammamish and Marymoor Park) and west (Bridle Trails State Park). Corridor connections to aquatic and riparian habitat patches on the east side of Overlake persist. Movement of terrestrial species, such as mammals, amphibians and reptiles will be further restricted as development density increases, but protected corridors retain limited opportunities for dispersion.

Anticipated reductions in tree canopy, as discussed in the Plants section above, will reduce opportunities for native birds to forage and nest. Birding hotspots in the area include the Microsoft Trail, Redwest Wetlands Parks, and Westside Park (eBird). Documented common bird species are expected to persist with critical area protections and retention of associated habitat patches. Given building height increases in Overlake, bird-building collisions are likely to increase. Overall, impacts to birds are likely to be minor under this alternative.

As noted in the water resources section above, increased development and increased impervious surface area are commonly linked. However, the proposed zoning under this alternative would largely concentrate growth in areas already containing high impervious cover. Landscape-scale changes in a watershed commonly degrade stream health and reduce or limit riparian processes that provide healthy habitats. Watershed-level changes under the Preferred Alternative are estimated to be similar to those under Draft EIS 2022 Alternative 3.

## Climate Resiliency

The Redmond 2050 project adopted three major themes - equity and inclusion, sustainability, and resiliency. All policies were developed and evaluated for their alignment with city goals related to these themes. Redmond's resilience, greenhouse gas reduction, and general sustainability efforts are guided by the policies in the Climate Resilience and Sustainability Element and the Environmental Sustainability Action Plan and supported by the Climate Vulnerability Assessment conducted with the Redmond 2050 Environmental Impact Statement.



## Vulnerable Communities

### *Some Areas and Population Segments are More Vulnerable to Climate Change*

Some portions of the Redmond community are more vulnerable to the effects of climate stress than others. Certain subsets of the population – including older adults, individuals living alone, and people with low incomes, disabilities, and/or limited English proficiency – require special consideration when planning for resiliency. There are also particular areas in the city – such as “heat islands” with more pavement and fewer trees, floodplain and landslide hazard areas, and areas with limited access to transit – that may experience larger effects from climate change.

Key findings of the Climate Vulnerability Assessment for Overlake Include:

- Areas of lower adaptive capacity include Education Hill, Willows/Rose Hill, Idylwood, and Overlake.
- The risk of extreme precipitation can cause flooding, erosion, landslides, and falling trees, where there are higher population densities, higher employment densities, or sensitive populations that may have difficulty responding to climate events and evacuations (e.g., seniors, living alone, linguistically isolated, with underlying health conditions). This includes Downtown, Education Hill, and Overlake and some of the other neighborhoods.
- Rainfall is expected to be more intense and current rainfall intensities are expected to be more frequent. This is a problem faced by all agencies that operate stormwater system, but Redmond’s regional facility approach (currently in Downtown and Overlake) (providing detention for future built-out conditions) will better help mitigate impacts of climate change.
- While Overlake has a large heat island, it does not have a large sensitive population relative to other areas. Thus, in the index as a whole, Overlake is not considered vulnerable.

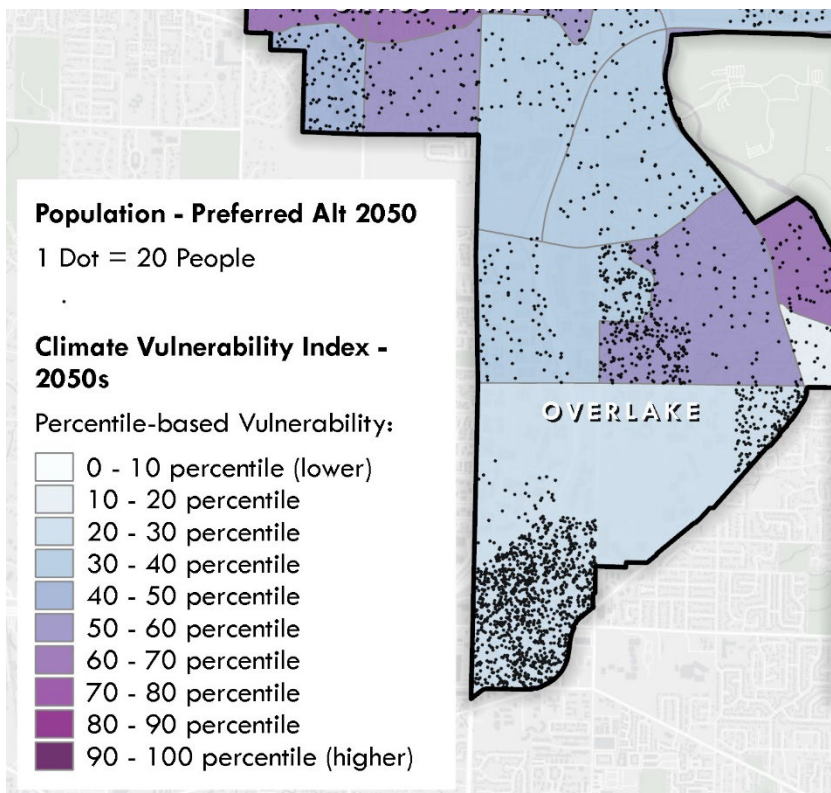


Redmond has a growing and diverse population and a large daytime employment mostly commuting from outside of Redmond. Redmond has a large foreign-born population, and almost 30% speak English less than very well, creating barriers in communication before, during, and after evacuations. Redmond also has areas of the community where more people live alone, have less access to transit and other services, or have health or other disabilities. With increasing extreme climate, more areas of Redmond may become vulnerable.

FIGURE 1 – OVERLAKE AREA (SIGNIFICANT IMPERVIOUS AREA AND FEW TREES)



Figure 2 - 2050s Climate Vulnerability Index with 2050 Population Density

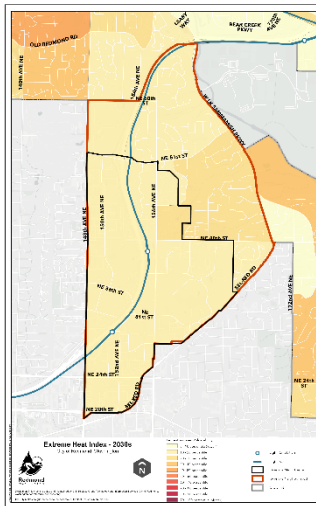




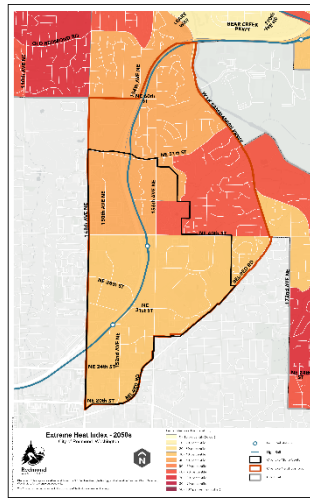
Sources: Redmond 2050 Climate Vulnerability Study; University of Washington Climate Impacts Group, City of Redmond, BERK, 2021.

### Redmond Heat Index 2030-2080

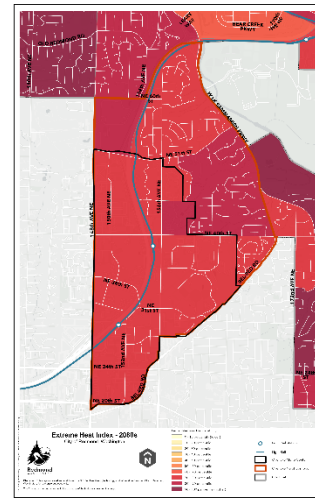
**HEAT INDEX 2030s**



**HEAT INDEX 2050s**



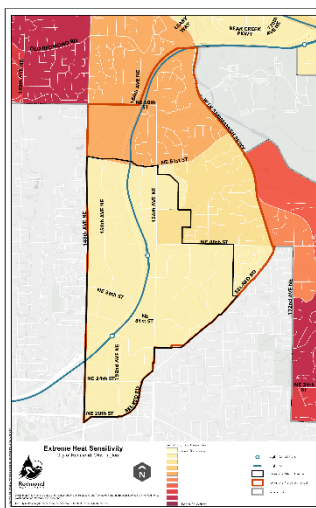
**HEAT INDEX 2080s**



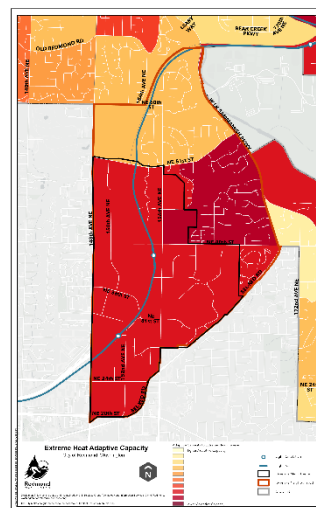
- Sources: University of Washington Climate Impacts Group, City of Redmond, BERK, 2022.
- See enlarged maps in the complete Climate Vulnerability Risk Assessment and Strategy and Appendices.

### EXTREME HEAT: CONTRIBUTION OF SENSITIVITY, AND ADAPTIVE CAPACITY

**EXTREME HEAT SENSITIVITY**



**EXTREME HEAT ADAPTIVE CAPACITY**



- Sources: University of Washington Climate Impacts Group, CDC, US Census, City of Redmond, BERK, 2021.

## Resiliency Strategies

The Climate Vulnerability Assessment identified a number of resiliency strategies, including:

- **New and improved multimodal access to light rail stations.** Overlake has two light rail stations Redmond is partnering with Sound Transit in constructing multimodal facilities, including adding pedestrian and bicycle bridges, tunnels, shared use paths, and sidewalk reconstructions. Vehicular access improvements at stations are also planned.
- **Maximizing Transit-Oriented Development (TOD) and equitable TOD (eTOD).** Increase mixed-income housing and job growth in areas with current or future improved multimodal access such as Downtown, Overlake, and Marymoor Village to provide for greater non-single occupant travel.
- **Heat island mitigation.** Since greater growth and density may alter or reduce existing tree canopy and place greater importance on other methods of providing greenspace and tree canopy goals, consider opportunities in rights of way, community and pocket parks, onsite landscaping, or other heat island reduction measures.
- **Climate resilient design standards.** Evaluate and implement green building, low-impact development, high-quality materials and standards and other design standards, incentives, and requirements.

### Priorities

New and improved multimodal access can allow for more options to conduct emergency evacuations, and greater access to resources before, during, and after emergencies. Transit oriented development can increase use of public transit and reduce some of the causes of greenhouse gas emissions by reducing single-occupancy vehicle emissions. Some of these activities to improve access are underway with the station area planning and development, and some activities will be long-term over the life of the City’s Comprehensive Plan implementation.

## Sustainability and Resiliency Policies

The following policies in the Comprehensive Plan support the Redmond 2050 guiding principles of equity, resiliency, and sustainability in Centers and Overlake. (Citywide policies are also relevant but are not listed.)

Equity & Inclusion	Resiliency	Sustainability
<ul style="list-style-type: none"> <li>• CTR 6, 13, 16</li> <li>• OV 7, 8, 18</li> <li>• CD 1-6, 11, 13</li> </ul>	<ul style="list-style-type: none"> <li>• CTR 6, 7, 13, 16</li> <li>• OV 7, 8, 20, 21</li> <li>• CD 6, 7, 12</li> </ul>	<ul style="list-style-type: none"> <li>• CTR 5-8, 10, 14-16</li> <li>• OV 7, 16, 17, 20-22</li> <li>• CD 6-9, 12</li> </ul>

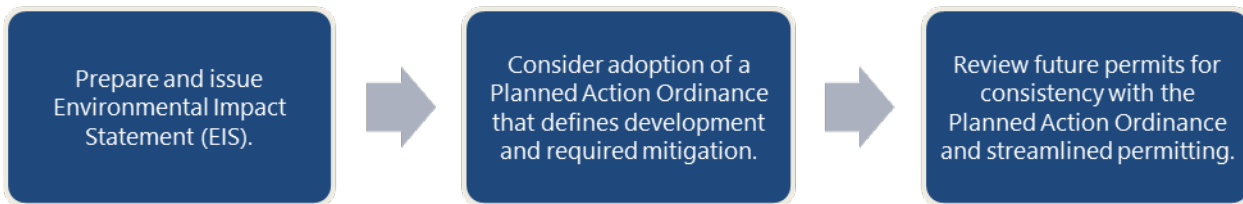
## Code Updates

In addition to the adopted policies, the City is updating the Green Building Program and has adopted mandatory green building requirements for development within the Overlake Metro Center.

## SEPA Planned Action

Redmond adopted a Planned Action Ordinance for the Overlake area in 1999 and amended ordinances between 2009 and 2018. The City is adopting an updated Planned Action for a revised Overlake Center boundary and extended planning horizon. The Planned Action designation allows for a streamlined environmental review process provided the development meets City policies, regulations, and Planned Action mitigation measures.

### EXHIBIT 1. PLANNED ACTION PROCESS



## Current Planned Action Ordinances

Redmond Zoning Code (RZC) 21.70.100 adopts WAC provisions for the planned actions and establishes that planned actions in the city are to be adopted by ordinance or resolution through a Type VI review. Type VI review is a legislative review process, with a Planning Commission public hearing and recommendation to City Council and City Council decision (RZC 21.76.050).

RZC 21.70.110 establishes criteria and procedural requirements for coverage under the Overlake SEPA Planned Action, required mitigating measures, and monitoring requirements. This section of the code incorporates findings and requirements as established in the planned action ordinances previously adopted by the City.

Ordinance No. 2025, which was adopted in 1999 and first established the Overlake Planned Action, expired in 2012 and has been superseded by other ordinances. It is included at the end of this section for informational purposes only. Ordinance No. 2493 updated planned action information and extended the planned action designation through 2030. Ordinance No. 2685 incorporates all relevant SEPA documents, as described above, as part of the planned action regulations. Relevant ordinances are briefly summarized below.

### Ordinance No. 2685

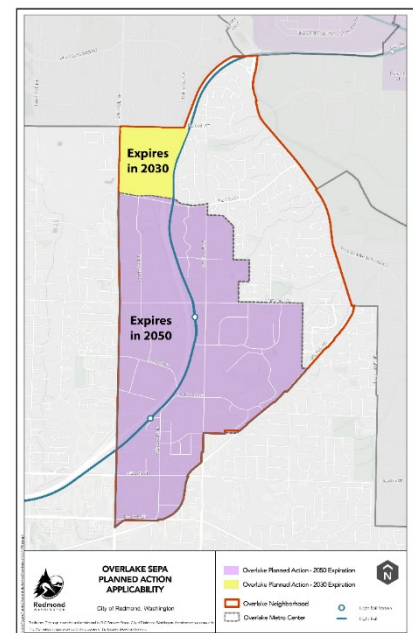
Passed by Council 03/19/2013; Effective Date: 03/30/2013.



- Purpose: Amending portions of Redmond Zoning Code (RZC) 21.80.110, Overlake SEPA Planned Action to incorporate all relevant documents.
- Planned Action area: Consistent with Ordinance No. 2493
- Development Permitted: Consistent with Ordinance No. 2493
- Expiration: Consistent with Ordinance No. 2493
- Applicable Environmental Documents:
  - Integrated SEPA/GMA documents for the Overlake Neighborhood Plan and Bellevue-Redmond Overlake Transportation Study, 1999
  - Final Supplemental Environmental Impact Statement (FSEIS) for the Overlake Neighborhood Plan Update and Implementation Project, 2007.
  - Addendum to the FSEIS listed above for the Overlake Stormwater and Parks Facilities Implementation Plan, 2010.
  - Addendum to the FSEIS listed above for the Group Health Overlake Master Planned Development and Development Agreement, 2011.
  - Addendum to the FSEIS listed above for the Overlake SEPA Planned Action Update, 2012.
- **Monitoring:** Consistent with Ordinance No. 2493.

### Redmond 2050 Overlake Planned Action Summary

- As part of Redmond 2050 the Planned Action area has been updated to be the new Overlake Metro Center Boundary.
- The area covered by the prior planned action but not inside the Metro Center can continue as a qualified Planned Action project through the expiration of that planned action (Ordinance xxx, Expires December 31, 2030). The allowed growth under that 2030 planned action will be reserved for that area (the portions of the OBAT zoning district that are outside the Center).
- Includes area-wide environmental review of impacts and mitigation measures, detailed mitigation to be included in the Planned Action Ordinance.
- Adopted with revisions to RZC 21.70 SEPA Regulations and the adoption of the new RZC Appendix 11, Overlake Planned Action Applicability and Mitigation Measures.
- Maximum Development Covered:



Applicability	Housing Units	Employment Square Feet	Mobility Units	Expiration Date
Overlake Metro Center	10,000	4,813,000	14,397	Dec. 31, 2050
OBAT properties outside the Overlake Metro Center	n/a	Pending	n/a	Dec. 31, 2030

## APPENDICES

- A. Overlake Off-Street Parking Requirements
- B. Overlake Projects in the Transportation Facilities Plan
- C. Wastewater System Analysis Maps.
- D. Regional Certification Checklists
- E. Large Format Maps

## APPENDIX A. Off-Street Parking Requirements

Shown as unit of measurement/calculation followed by (parking minimum, maximum).

Use Class	<i>Near Frequent Transit or in a TOD Focus Area</i>	<i>In a Center, not Near Frequent Transit, not in a TOD Focus Area</i>
Single-family, Multifamily structure, or Mixed-use residential	Per Dwelling Unit, max varies by type (0, max of 1.0 or 2.0)	Per Dwelling Unit, max varies by type (0, max varies from 1 to 2)
Adult family home	Dwelling unit (0, 2.0)	Dwelling unit (0, 2.0)
Long-term care facility, Residential care facility	Patient bed (0, 0.25)	Patient bed (0, 0.25)
Retirement residence	Without skilled nursing: unit (0, 1.0) With skilled nursing: worker on largest shift (0, 1.0)	Without skilled nursing: unit (0, 1.0) With skilled nursing: worker on largest shift (0, 1.0)
All general sales and service, retail sales, Cannabis retail sales (unless otherwise listed)	1,000 sq ft gfa (0, 3.0)	1,000 sq ft gfa (0, 3.0)
General business and service (unless otherwise listed)	1,000 sq ft gfa (0, 3.0)	1,000 sq ft gfa (0, 3.0)
Food and beverage	1,000 sq ft gfa (0, 5.0) 0 for kiosks and vending carts	1,000 sq ft gfa (0, 7.5) 0 for kiosks and vending carts
Hotels, Motels, and Other Accommodation Services	Rental room (0, 1.0)	Rental room (0, 1.0)
All Manufacturing and Wholesale Trade uses, including Artisanal manufacturing, retail sales, and service	1,000 sq ft gfa (1.0, 3.0)	1,000 sq ft gfa (1.0, 3.0)
Transportation, Communication, Information, and Utilities	1,000 sq ft fga (1.0, 3.0)	1,000 sq ft gfa (2.0, 3.0)
Arts, Entertainment, Recreation, and Assembly	1,000 sq ft gfa (1.0, adequate to accommodate typical use)	1,000 sq ft gfa (2.0, adequate to accommodate typical use)
Natural and other recreational parks	1,000 sq ft land area (0, adequate to accommodate typical use)	1,000 sq ft land area (0, adequate to accommodate typical use)
Educational, Government and administration, Institutional health and human services	1,000 sq ft gfa (0, adequate to accommodate typical use)	1,000 sq ft gfa (0, adequate to accommodate typical use)
Day care center	Employee on maximum shift (0, 1.0)	Employee on maximum shift (0.5, 1.0)
Family day care provider	No requirement	No requirement
Faith-based and funerary	Assembly uses: 1,000 sq ft gfa (5.0, 10.0) or fixed seats (0.1, 0.2) fixed seats All other uses: 1,000 sq ft gfa (1.0, 3.0)	Assembly uses: 1,000 sq ft gfa (5.0, 10.0) or fixed seats (0.1, 0.2) All other uses: 1,000 sq ft gfa (2.0, 3.0)
Secure Community Transition Facility	Adequate to accommodate typical use	Adequate to accommodate typical use
All other uses	1,000 sq ft gfa (1.0, 3.0)	1,000 sq ft gfa (1.0, 3.0)

**APPENDIX B. 2024-2050 Transportation Facilities Plan (TFP)**

Table below shows Overlake projects only. See TFP for full project list.

ID	Name	Description	Project Type	Estimate	
10	SR 520 Trail Grade Separation at NE 51 <sup>st</sup> St	Grade separate the 520 Trail at NE 51 <sup>st</sup> Street.	Other	\$7,634,621	City
31	148 <sup>th</sup> Ave NE and NE 51 <sup>st</sup> St Right Turn Lanes	Add a second right turn lane from westbound NE 51 <sup>st</sup> Street to Northbound 148 <sup>th</sup> Avenue NE.	Intersection improvement - signals	\$2,705,850	Dev
46	150 <sup>th</sup> Ave NE & NE 51 <sup>st</sup> St Signal	Add north leg to intersection of 150 <sup>th</sup> Ave and 51 <sup>st</sup> St and signalize this intersection.	Intersection improvement - signals	\$2,445,607	Dev
47	152 <sup>nd</sup> Ave NE Main Street	Implement 152 <sup>nd</sup> Avenue NE main street from NE 24 <sup>th</sup> Street to 2600 Crossing to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	Roadway capacity (corridor widening for bike or vehicle lane)	\$7,100,000	Dev
47.01	152 <sup>nd</sup> Ave NE Main Street North	Implement 152 <sup>nd</sup> Avenue NE main street from 2600 Crossing to Plaza Street / DaVinci to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	Half street	\$15,729,868	Dev
49	152 <sup>nd</sup> Ave NE Main Street South of 24 <sup>th</sup>	Implement a multi-modal pedestrian corridor concept on 152 <sup>nd</sup> Avenue NE from NE 20 <sup>th</sup> Street to NE 24 <sup>st</sup> Street to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	Full street	\$39,169,343	Dev
50	156 <sup>th</sup> Ave NE & Bel-Red Rd Turn Lane	Add southbound right-turn lane.	Intersection improvement - signals	\$2,400,000	Dev



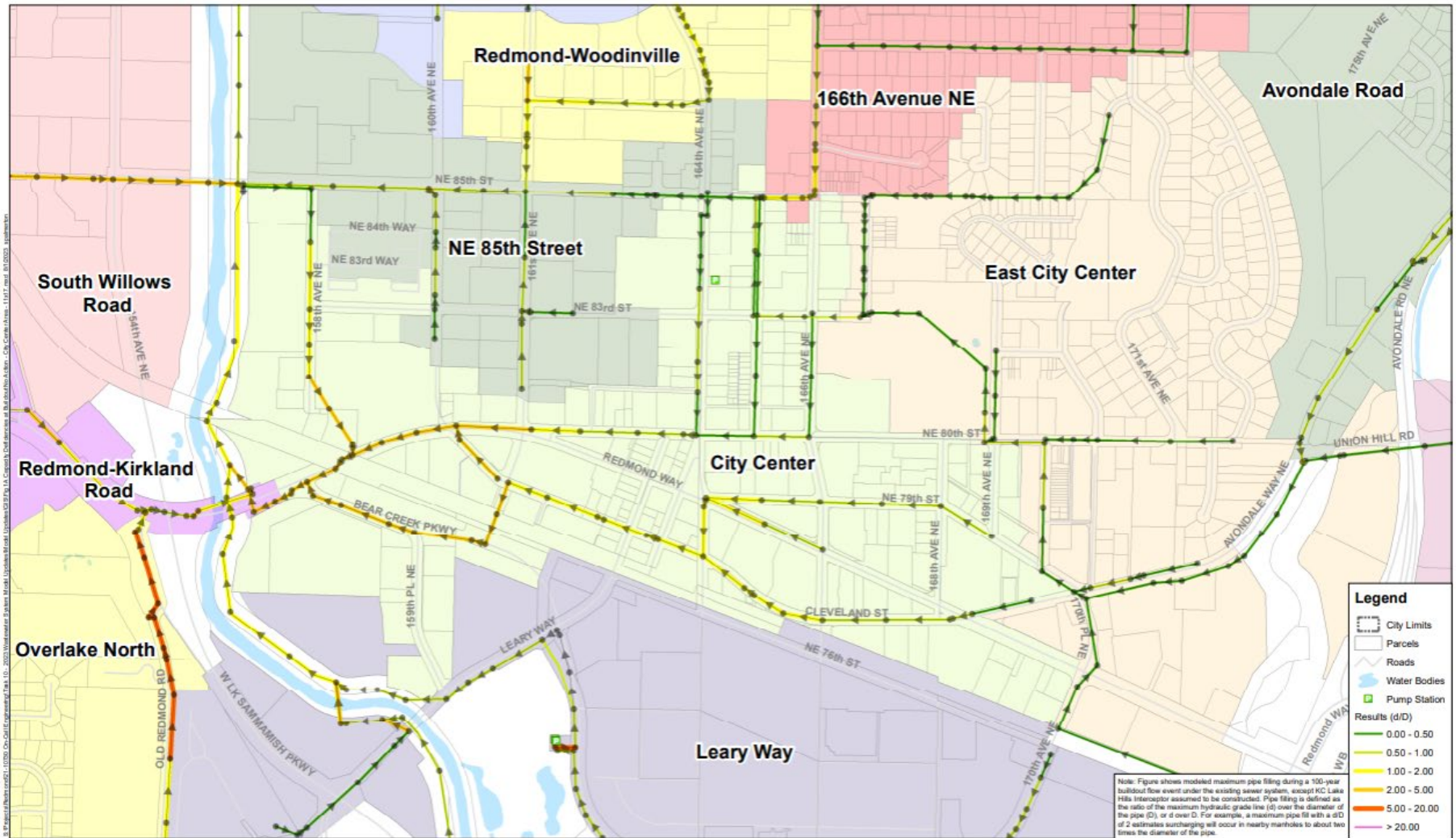
ID	Name	Description	Project Type	Estimate	
51.01	156th Ave NE Shared Use Path	Construct shared use path on the east side of 156th Avenue from 40th Street to 51st Street	Roadway capacity (corridor widening for bike or vehicle lane)	\$9,306,150	Dev
56.01	NE 40th St Shared Use Path - West	Shared use path on the south side of 40th Street from 148th Avenue to the 520 Trail	Roadway capacity (corridor widening for bike or vehicle lane)	\$9,483,555	Dev
62.01	NE 40th St Improvements	Add paved trail on south side of 40th Street from 163rd Avenue to West Lake Sammamish Parkway	Roadway capacity (corridor widening for bike or vehicle lane)	\$5,201,700	City
66.01	51st St Shared Use Path	Provide multi-use trail on north side of NE 51st St between 148th Ave NE and SR 520.	Roadway capacity (corridor widening for bike or vehicle lane)	\$2,735,250	City
172	150th Ave NE Bicycle Lane Completion	Fill in gaps in bicycle facility network on 150th Avenue NE from NE 51st Street to NE 40th Street in both directions, and improve curve radius to allow for truck movements through existing chokepoint. Widen roadway to west and build retaining walls.	Roadway capacity (corridor widening for bike or vehicle lane)	\$16,583,635	City
288	151st Ave NE South DaVinci	Construct new 151st Avenue NE between NE 20th Street and NE 24th Street. Refer to the Overlake Neighborhood Plan for more details. Coordinate with the Overlake Village South Study	Full street	\$9,000,000	Dev
289	NE 22nd St, West	Construct new NE 22nd Street from 148th Avenue NE to 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan.	Full street	\$19,000,000	Dev
290	NE 22nd St, East	Construct new NE 22nd Street from 152nd Avenue NE to Bel-Red Road and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan.	Full street	\$7,500,000	Dev
310	Lumiere - NE 24th to NE 26 <sup>th</sup>	Construct Lumiere Access Street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	Full street	\$12,098,000	Dev
311	DaVinci - NE 27th to NE 28 <sup>th</sup>	Construct DaVinci neighborhood street from Turing Street to Shen Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail	Full street	\$8,867,000	Dev

ID	Name	Description	Project Type	Estimate	
312	DaVinci - NE 24th to NE 26th	Construct DaVinci neighborhood street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail.	Full street	\$20,393,000	Dev
313	Hopper Street	Construct Hopper Street Access Street from DaVinci to 152nd Ave in accordance with Overlake Design Standards, including 1 travel lane, parking lane and sidewalk in each direction	Full street	\$17,906,000	
314	Turing Street	Construct Access Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	Full street	\$31,593,902	Dev
315	Shen Street	Partial completion by the Overlake Access Ramp project. Cost estimate review needed	Full street	\$28,998,333	Dev
361.01	Sammamish River Trail Extension from 51st Street to Bel-Red Road	Extend Sammamish River Trail at east side of West Lake Sammamish Parkway from 51st Street to Bel-Red Road	Roadway capacity (corridor widening for bike or vehicle lane)	\$19,804,808	Dev
366.01	156th Ave NE Two-Way Cycletrack	156th Ave NE Two-Way Cycletrack	Roadway capacity (corridor widening for bike or vehicle lane)	\$7,695,059	Dev-City
387.01	148th Corridor from NE 20th to SR520	Add northbound through lane on 148th Ave NE between Bel-Red Road and the eastbound SR 520 on ram	Roadway capacity (corridor widening for bike or vehicle lane)	\$14,372,626	Dev
389	West Lake Sammamish Parkway Roundabout	West Lake Sammamish Parkway Roundabout	Intersection improvement - no signals	\$8,720,843	Dev
502	24th St Multimodal Imp from 148 to Bel-Red	Add new cycle tracks and sidewalks to 24th Street between 148th Avenue and Bel-Red Road, see Overlake South Plan.	Roadway capacity (corridor widening for bike or vehicle lane)	\$8,667,000	City
1150	Lumiere Ave	Lumiere Ave from NE 20th St to NE 24th St	Full street	\$28,504,473	Dev
1151	NE Koll Drive	NE Koll Drive (2100 block) from Da Vinci Ave to 152nd Ave - private street but publicly accessible	Roadway capacity (corridor widening for bike or vehicle lane)	\$3,193,943	
1192	40th Street Shared Path, East	Shared path on the south side of 40th Street with segments of cycle track where appropriate	Roadway capacity (corridor widening for bike or vehicle lane)	\$7,106,922	City
3112	Brill Street	Non-Motorized vehicle and Fire Access between DaVinci and 152nd Ave NE	Roadway capacity (corridor widening for bike or vehicle lane)	\$1,737,540	

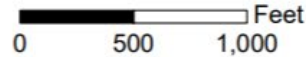
## APPENDIX C. Wastewater System Maps

All yellow, orange, and red colored wastewater pipes shown in the figures below are considered undersized under Buildout conditions. These pipes will be shown as Developer funded upgrades in the updated General Sewer Plan.

Source: 2023 Redmond Wastewater System Model Updates DRAFT- TECHNICAL MEMORANDUM (August 3, 2023)



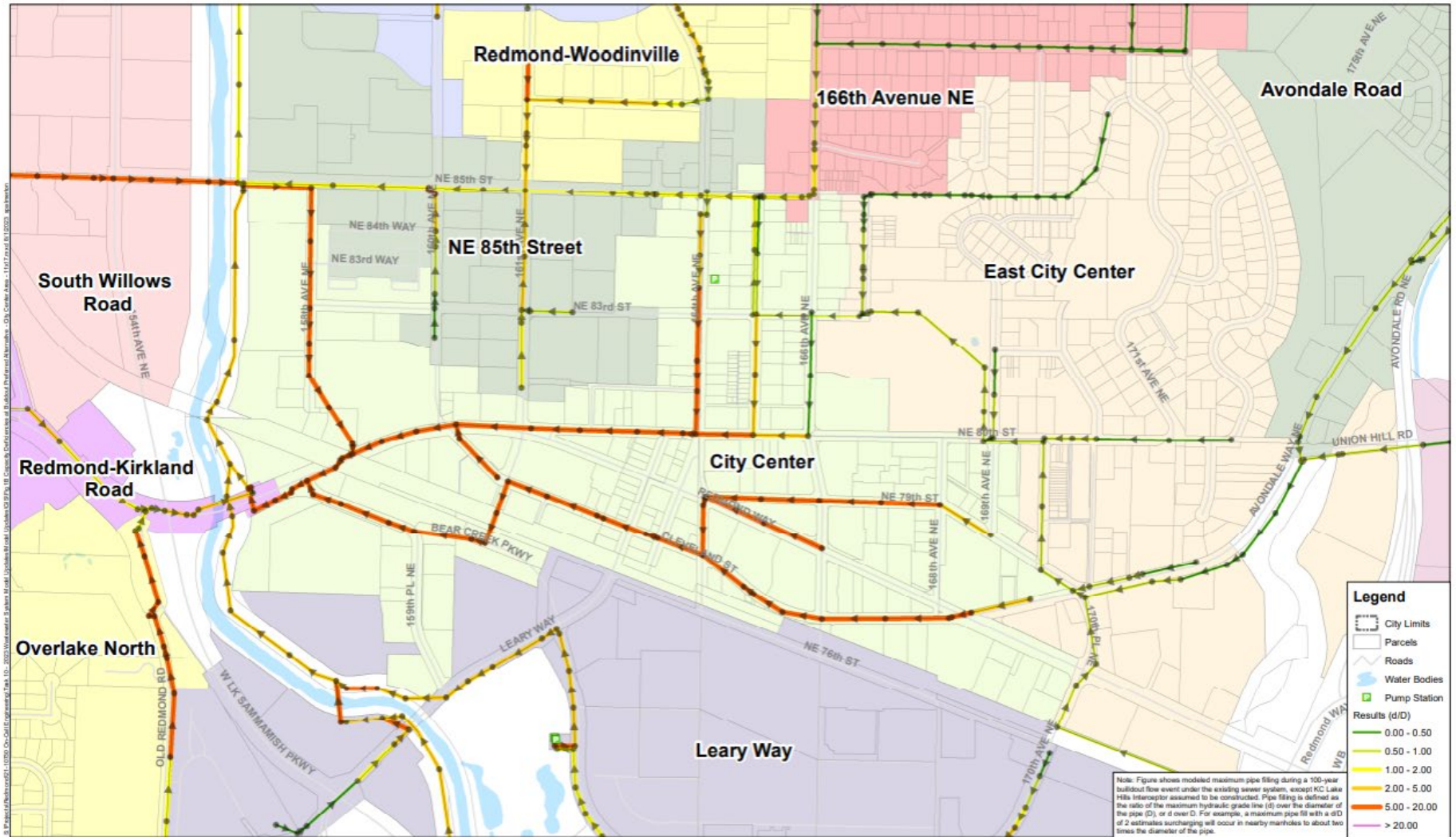
Sewer System & Basin: City of Redmond.  
GIS Base data: King County.  
Data sources supplied may not reflect current or actual conditions. This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.  
BHC Consultants, LLC, assumes no responsibility for the validity of any information presented herein, nor any responsibility for the use or misuse of the data.



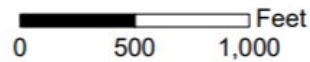
**Capacity Deficiencies at Buildout  
No Action - City Center Area**  
2023 Wastewater System Model Updates  
City of Redmond, Washington  
July 2023

Figure  
**1A**





Sewer System & Basin: City of Redmond.  
GIS Base data: King County.  
Data sources supplied may not reflect current or actual conditions. This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.  
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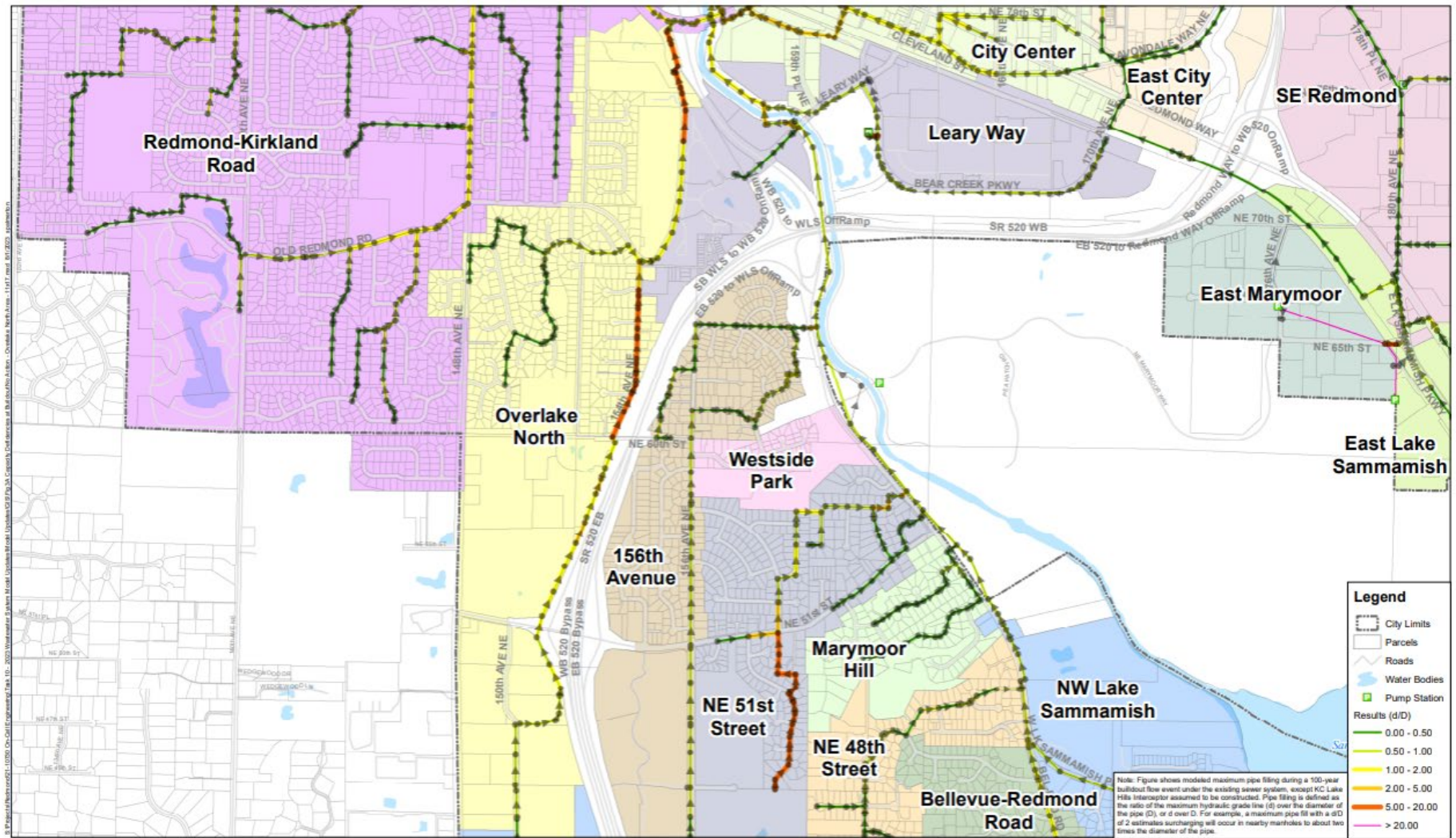


**Capacity Deficiencies at Buildout Preferred Alternative - City Center Area**  
2023 Wastewater System Model Updates  
City of Redmond, Washington  
July 2023

Figure  
**1B**

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**Legend**

- City Limits
- Parcels
- Roads
- Water Bodies
- Pump Station

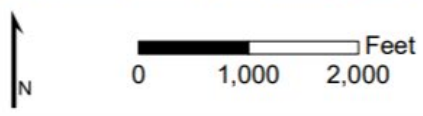
**Results (d/D)**

- 0.00 - 0.50
- 0.50 - 1.00
- 1.00 - 2.00
- 2.00 - 5.00
- 5.00 - 20.00
- > 20.00

Note: Figure shows modeled maximum pipe filling during a 100-year buildout flow event under the existing sewer system, except KC Lake Hills Interceptor assumed to be constructed. Pipe filling is defined as the ratio of the maximum hydraulic grade line (HGL) over the diameter of the pipe (D), or d over D. For example, a maximum pipe fill with a d/D of 2 estimates surcharging will occur in nearby manholes to about two times the diameter of the pipe.

**bhc**  
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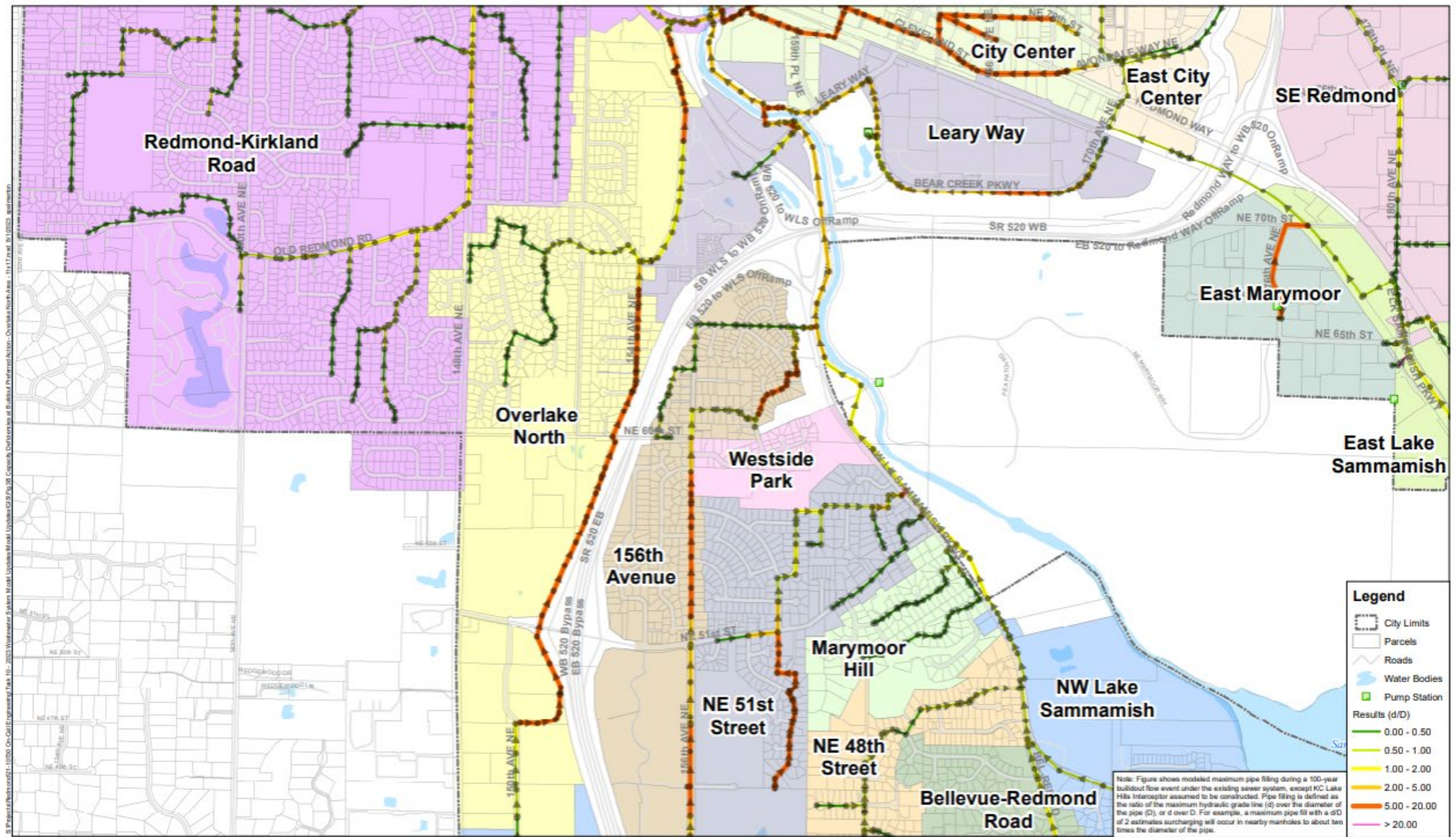
Sewer System & Basin: City of Redmond  
GIS Base data: King County  
Data sources supplied may not reflect current or actual conditions. This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.  
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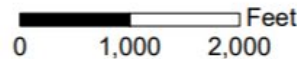
**Capacity Deficiencies at Buildout  
No Action - Overlake North Area**  
2023 Wastewater System Model Updates  
City of Redmond, Washington  
July 2023

Figure  
**3A**





Sewer System & Basin: City of Redmond.  
GIS Base data: King County.  
Data sources supplied may not reflect current or actual conditions. This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.  
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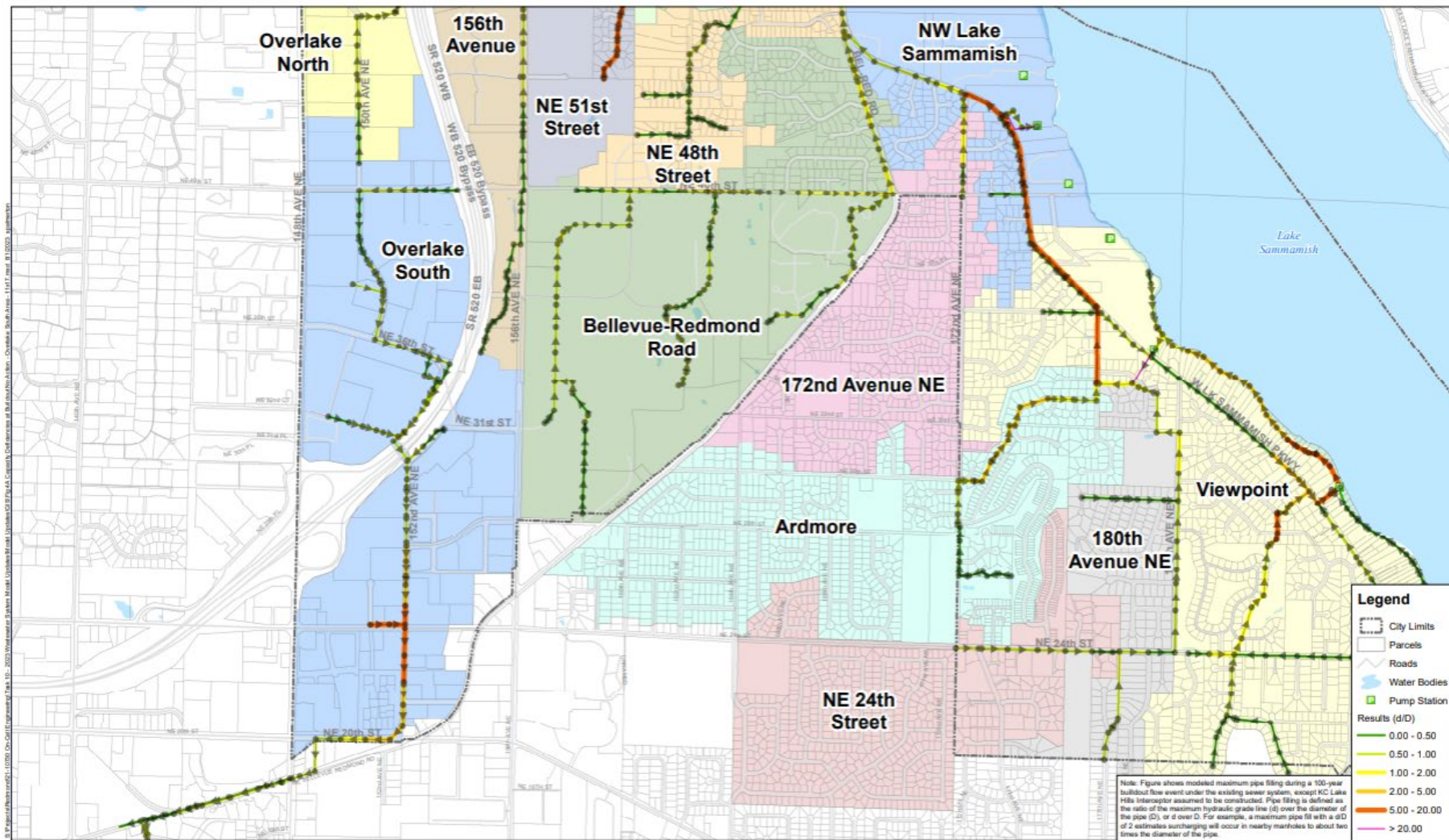


**Capacity Deficiencies at Buildout Preferred Alternative - Overlake North Area**

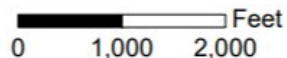
2023 Wastewater System Model Updates  
City of Redmond, Washington  
July 2023

Figure  
**3B**





Sewer System & Basin: City of Redmond.  
GIS Base data: King County.  
Data sources supplied may not reflect current or actual conditions. This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.  
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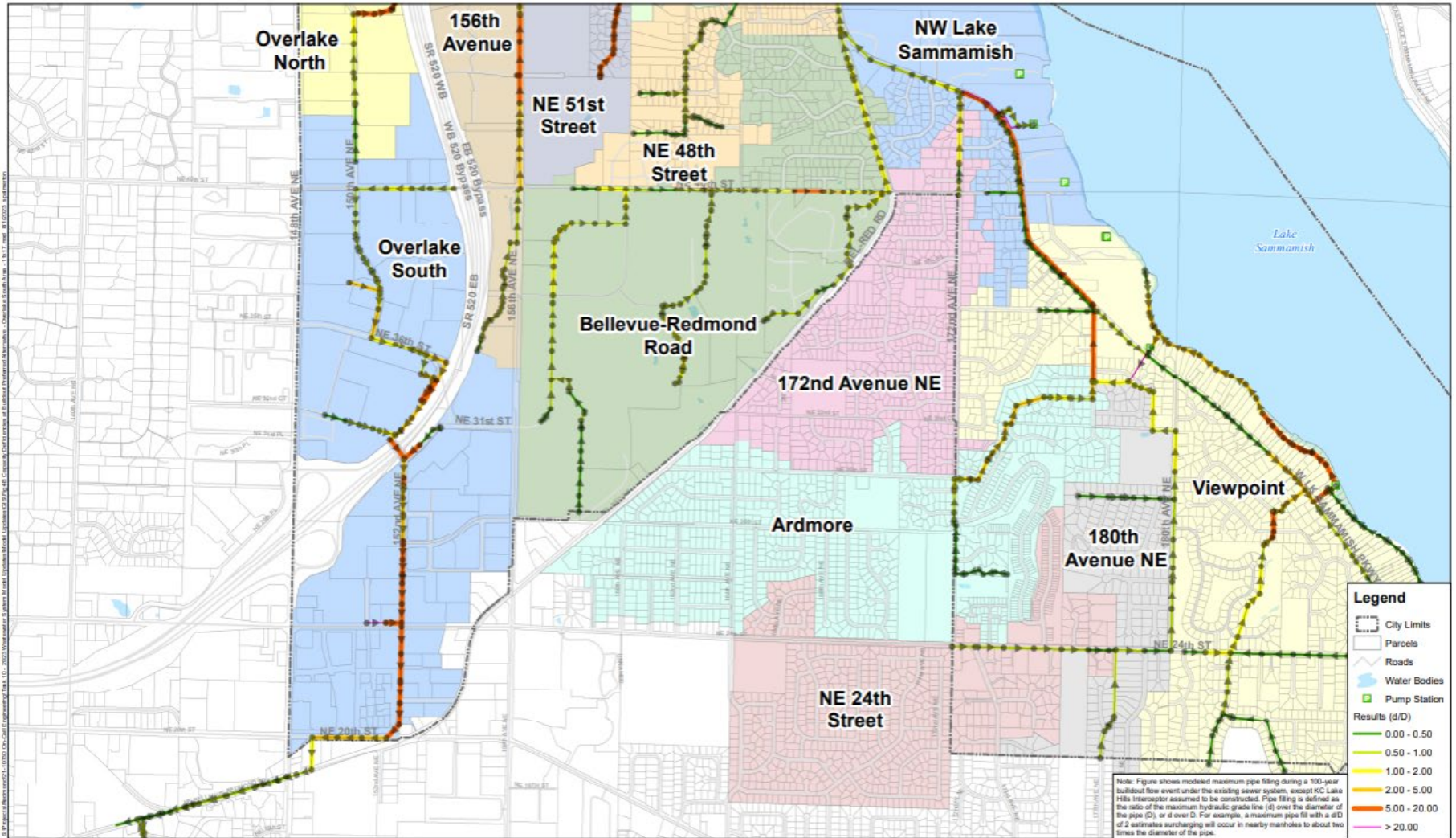


**Capacity Deficiencies at Buildout  
No Action - Overlake South Area**

2023 Wastewater System Model Updates  
City of Redmond, Washington  
July 2023

Figure  
**4A**

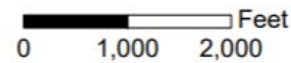




Sewer System & Basin: City of Redmond  
GIS Base data: King County  
Data sources acquired may not reflect current or actual conditions. This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.  
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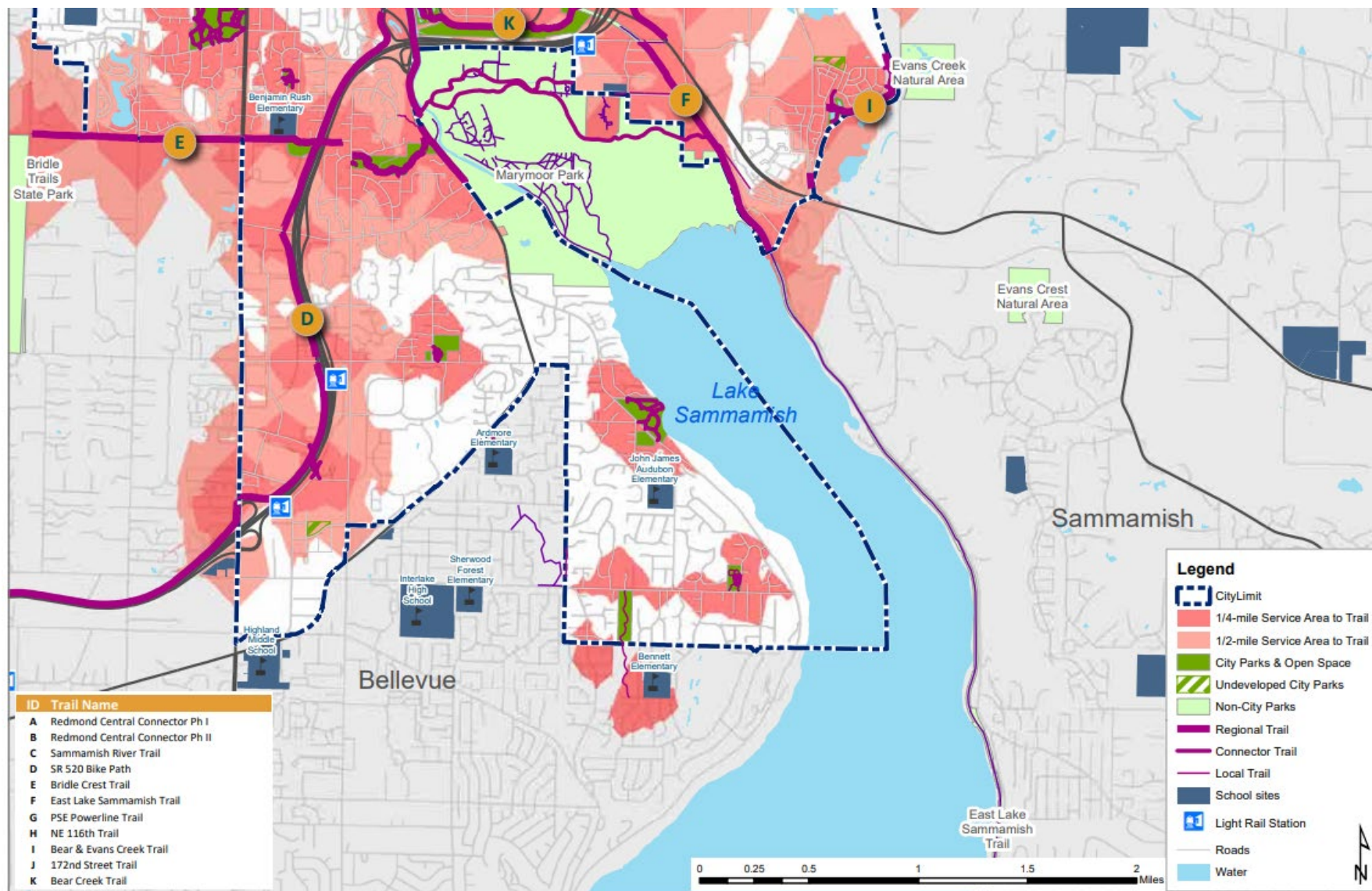
**bhc**  
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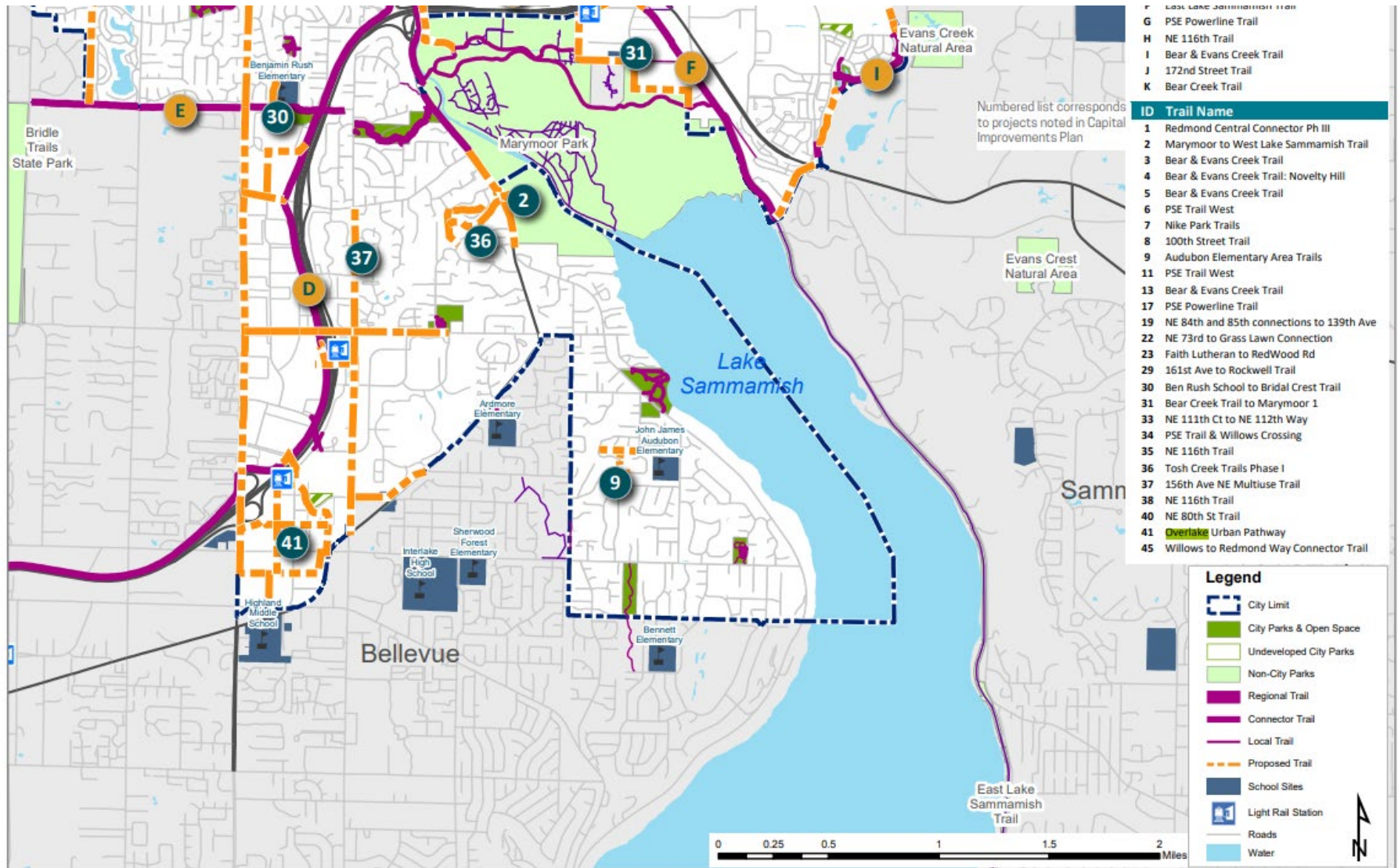
**Capacity Deficiencies at Buildout Preferred Alternative - Overlake South Area**  
2023 Wastewater System Model Updates  
City of Redmond, Washington  
July 2023

Figure  
**4B**



Map 15: Travelsheds - All Existing Recreational Trails Routes (1/4- & 1/2-mile)





Map 16: Existing & Proposed Recreational Trails

## APPENDIX D. Regional Certification Checklists

Certification through the Puget Sound Regional Council (PSRC) is required.

### Metro Center Certification Criteria

Criteria	Overlake Metro Center	Notes
<p><b>Compatibility with VISION 2050:</b></p> <p>The vision for the regional growth center must reinforce the centers concept within the regional growth strategy and multicounty planning policies.</p>	<p>The Overlake Metro Center is in alignment with, and helps accomplish, the regional growth strategies in VISION 2050 and the King County Countywide Planning Policies.</p>	<p><b>MEETS CRITERIA</b></p> <p>The Overlake Neighborhood Plan Addendum responds to the requirements outlined in the recertification checklist and demonstrates compliance with VISION 2050 in detail within each section of this addendum.</p> <p>For equity goals and policies this addendum focuses on equitable TOD but additional equity and inclusion policies are found through the Redmond 2050 Comprehensive Plan.</p>
<p><b>Size:</b></p> <p>The center must be at least 320 acres and no more than 640 acres, unless the center is served by an internal, high-capacity transit system, in which case, it may be larger.</p>	<p>Size expansion</p> <ul style="list-style-type: none"> <li>From: 500.1 acres</li> <li>To: 864.4 acres</li> </ul>	<p><b>MEETS CRITERIA</b></p> <p>As part of Redmond 2050 the Center boundaries were revised to include all the area within a 10-minute walk of the two light rail stations, with a few exceptions, and incorporate major intersections that serve as gateways to the center.</p> <p>The Metro Center is served by two light rail stations and the B-Line.</p>
<p><b>Activity Level:</b></p> <p>a. The center’s existing density must be at least 30 activity units per acre.</p> <p>b. The center’s planned target density must be at least 85 activity units per acre.</p>	<p>Activity Density</p> <p>a. Overlake currently has 48,000 jobs and 2,300 housing units, an activity unit level of 97 per acre.</p> <p>b. By 2050 the Metro Center will have added 11,000 new housing units and 14,500 new jobs, and activity unit level of 88 per acre. The size increase of 364 acres decreases the activity unit per acre but still exceeds the designation criteria.</p> <p>c. Zoning changes are increasing capacity in all Overlake zones to accommodate the growth allocations.</p>	<p><b>MEETS CRITERIA</b></p> <p>The three zoning districts in Overlake are all being up-zoned to accommodate the growth allocated to the Metro Center.</p> <ul style="list-style-type: none"> <li><b>Overlake Urban MF:</b> from three zoning districts to one, going from an average of 20 du/a to 50 du/a.</li> <li><b>Overlake Business and Advanced Technology:</b> going from a baseline FAR of 1.55 (housing maxed at 1.0 FAR) to 3.0 FAR.</li> </ul>

<p>c. The center must have sufficient zoned development capacity to adequately accommodate targeted levels of growth. Because it is not time-bound, zoned capacity can allow levels of development that are higher than the activity unit target.</p> <p>d. A goal should be in place for at least a mix of at least 15% planned residential and employment activity in the center.</p>	<p>d. While the area will continue to be a major employment center, housing in 2050 will represent 17.5% of the activity units, up from 4.6 percent today.</p>	<ul style="list-style-type: none"> <li>• <b>Overlake Village:</b> from five zoning districts with a base FAR of 2.9-3.7 (residential limited to 2.5 FAR) to 5.0 FAR</li> </ul> <p>The Overlake center is comprised of three generally distinct subareas: the employment area, which is dominated by the Microsoft corporate central campus; Overlake Village, which is to become the focal point for the entire center; and a small multifamily housing area on the northeast edge of the center. All zoning districts in Overlake are mixed-use and support a wide variety of services, entertainment, educational, and cultural uses. The jobs to housing balance as well as the services needed to be a complete neighborhood, will be more balanced than what we see in Overlake today.</p>
<p><b>Transit:</b></p> <p>The center must show that it serves as major transit hub and has high quality/high capacity existing or planned service.</p>	<p>The Metro Center is served by two light rail stations and the B-Line.</p>	<p><b>MEETS CRITERIA</b></p>
<p><b>Market potential:</b></p> <p>There must be evidence of future market potential to support planning target.</p>	<p>Overlake attracts talent and families from around the world, as it is home to the Corporation, Nintendo of America, Honeywell and other high-tech companies and businesses and services to support them.</p> <p>The Center has maintained a robust level of development and redevelopment for the past decade, with several projects recently completed and/or in the pipeline, including Esterra Park, Seritage, and Modera Overlake.</p>	<p><b>MEETS CRITERIA</b></p>
<p><b>Role:</b></p>	<p>Regional Role:</p>	<p><b>MEETS CRITERIA</b></p>

<p>There must be evidence that the center will play a clear regional role (for example, city center of metropolitan cities, other large and fast-growing centers; important regional destination) and the jurisdiction must be planning to accommodate significant residential and employment growth under the regional growth strategy.</p>	<p>The Overlake area is an important regional hub of activity and is the third largest employment center in the Puget Sound region. Private and public investments are creating a dynamic place with opportunities for jobs, recreation, and housing.</p> <p>Accommodating Growth:</p> <p>In this periodic review cycle Redmond was assigned the third-highest level of growth, after Seattle and Bellevue. Overlake will take 34% of housing and 46% of jobs allocated to Redmond during this cycle, helping to keep 81% of housing and 78% of job growth within our centers - meeting the regional growth strategy of "65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas."</p>	
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## VISION 2050 Consistency Tool for Regional Growth Center Plans





### Center Plan Concept (Vision) / Regional Collaboration

The plan should:	Page Reference
✓ Include a vision statement that promotes accommodating growth through compact, pedestrian- and transit-oriented development.	
✓ Describe the center’s role within the city, county, and region.	
✓ Clearly identify the area as a designated regional growth center and describe the relationship of the center plan to the jurisdiction’s comprehensive plan, countywide planning policies, and VISION 2050.	
🌀 Describe or reference how equitable community engagement shaped the plan’s goals, policies, and strategies.	
The plan should include policies and identify programs that:	Page/Policy Reference
🌀 Encourage coordination with tribes, ports, military installations, and special purpose districts, and adjacent jurisdictions, when applicable.	
🌀 Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities.	
🌀 Prioritize local investments in the center, including a list of specific transportation planning investments and programs and other public infrastructure investments.	





### Environment and Climate Change



The plan should:	Page Reference
✓ Identify significant environmental features in or near the center, including streams and shorelines.	✓
✓ Describe existing and planned parks, trails, and open space, including public and civic spaces.	✓
✓ Recognize the role of land use, development, and transportation on greenhouse gas emissions.	✓
The plan should include policies and identify programs that:	Page/Policy Reference
🌀 Protect and enhance critical/environmentally sensitive areas, parks, and open spaces.	🌀
🌀 Identify and minimize gaps in equitable access to parks and open spaces.	🌀
🌀 Support innovative stormwater management.	🌀
🌀 Avoid or mitigate environmental impacts for vulnerable populations.	🌀
🌀 Support achievement of state and regional greenhouse gas emissions reduction goals.	
🌀 Reduce air pollution and greenhouse gas emissions by increasing alternatives to driving alone.	🌀
🌀 Expand electric transportation infrastructure.	🌀



	Promote innovative green building practices in design, materials selection, construction, and maintenance.	
	Encourage retrofitting of existing buildings to reduce building energy use.	

**Land Use / Development Patterns**

The plan should:	Page Reference
<p> Include the size of the center and describe whether the center boundary changed as part of the planning process. The plan should fully encompass the designated regional center and demonstrate defined boundaries and shape for the center, including consistency with size requirements for regional centers. Urban Growth Centers should be between 200-640 acres in size. Metro Growth Centers should be between 320-640 acres in size (may be larger if served by an internal, high-capacity transit system).</p>	
<p> Describe and map the mix, distribution, and location of existing and future land uses (such as residential, commercial, civic, public, etc.).</p>	
<p> Include the existing activity unit<sup>2</sup> density of the center. Urban Growth Centers should have a minimum existing density of 18 activity units per acre. Metro Growth Centers should have a minimum existing density of 30 activity units per acre.</p>	
<p> Recognize the role of the center in achieving the adopted VISION 2050 goal of attracting 65% of regional population growth and 75% of employment growth to centers and high-capacity transit station areas.</p>	

The plan should include policies and identify programs that:	Page/Policy Reference
<p> Establish residential and employment growth targets that accommodate a significant share of the jurisdiction’s growth, in support of VISION 2050 and the Regional Growth Strategy. Residential densities and building intensities should have capacity to accommodate higher levels of growth. <sup>3</sup> Urban Growth Centers should plan for densities of at least 45 activity units per acre. Metro Growth Centers should plan for densities of at least 85 activity units per acre. <b>Please complete Table 1 below.</b></p>	
<p> Encourage a mix of complementary uses, with a goal for a minimum mix of at least 15% planned residential and employment activity in the center.</p>	

<sup>2</sup> An activity unit is a person or a job.

<sup>3</sup> Growth targets are the amount of growth a jurisdiction has agreed, through the countywide process, to plan for throughout its comprehensive plan elements over the 20-year horizon of the comprehensive plan. The targets include both the baseline density (current) plus the 20-year growth. Distinct from growth targets, zoned development capacity is not time-bound and, therefore, can allow higher levels of development.

- ✓ Establish design standards for pedestrian-friendly, transit-oriented development and other transit-supportive planning that orients land uses around transit. Eliminate superblocks through innovative site design and public/private partnerships.
- ✓ Promote infill development, particularly on underutilized parcels.
- ✓ Increase access to opportunity, including employment and education opportunities and improved neighborhood quality of life.

<b>Table 1 Growth Targets</b>	<b>Existing (Baseline) Conditions</b>	<b>Adopted Center Growth Target*</b>	<b>Zoned Development Capacity (meet or exceed target)</b>	<b>Page Reference</b>
<b>Population</b>				
<b>Housing Units</b>				
<b>Employment</b>				

\*The plan’s land use assumptions for travel modeling must be consistent with the adopted center growth targets.

**Housing**

<b>The plan should:</b>	<b>Page Reference</b>
<ul style="list-style-type: none"> <li>🔗 Document the total existing housing units, including a breakdown by type, affordability (including subsidized housing), and special housing needs.</li> <li>✓ Assess future housing need in the center as part of the jurisdiction-wide housing needs assessment.</li> </ul>	
<b>The plan should include policies and identify programs that:</b>	<b>Page/Policy Reference</b>
<ul style="list-style-type: none"> <li>✓ Address density standards and development regulations to ensure a variety of housing types for all major household income categories are allowed.<sup>4</sup></li> <li>✓ Demonstrate how housing targets and goals will be met.</li> <li>🔗 Reduce the risk of residential displacement through a variety of anti-displacement strategies, including leveraging growth opportunities to provide new affordable units and preserving existing affordable housing.</li> </ul>	

<sup>4</sup> VISION 2050 uses the following household income categories and definitions to track regional housing affordability: Middle (80-120% of area median income (AMI)); Moderate (50%-80% of AMI); Low (Below 50% of AMI); and Very Low (Below 30% of AMI).

- ✓ Encourage coordination with housing organizations and community groups to address issues of homelessness, fair housing, anti-displacement, etc. Partnering with housing program and service providers can promote more equitable housing opportunities within the center.

## Economy

The plan should:	Page Reference
✓ Describe key economic sectors and industry clusters in the center, including those recognized in the Regional Economic Strategy.	
<input checked="" type="checkbox"/> Demonstrate the center’s market potential for accommodating future population and job growth. <sup>5</sup>	
The plan should include policies and identify programs that:	Page/Policy Reference
✓ Encourage the use of economic development tools to promote retention, expansion, and growth of employment opportunities within the center.	
<input type="checkbox"/> Reduce the risk of commercial displacement through a variety of anti-displacement strategies.	
<input type="checkbox"/> Expand access to economic opportunities through actions such as adopting a priority hire ordinance, encouraging workforce development partnerships, and identifying pipeline education or training opportunities.	

## Transportation

The plan should:	Page Reference
<input checked="" type="checkbox"/> Describe relationships to regional high-capacity transit (including bus rapid transit, commuter rail, light rail, ferry, and express bus) and local transit. Existing and planned transit service in the center should be referenced.	
✓ Demonstrate coordination with transit agencies.	
✓ Identify planned transportation investments, programs, and resources, including transit, pedestrian and bicycle facilities, and projects to eliminate superblocks or modal conflicts and promote safety and connectivity.	

<sup>5</sup> A market study is recommended for all jurisdictions with centers. Market studies are required for designation of new centers and regional growth centers that have existing density levels below the level required for new centers at the time of the 2025 monitoring review. See pages 9-10 of the [Regional Centers Framework](#) for more information.

- ✓ Include a map of existing and planned pedestrian and bicycle facilities and determine what links are required to improve connectivity.
- ✓ Include a map of the existing street pattern and determine what links are required to improve connectivity.
- ✓ Include a mode-split goal.

**The plan should include policies and identify programs that:**

**Page/Policy Reference**

- ✓ Support an integrated multimodal transportation network, including pedestrian and bicycle facilities, and linkages to adjacent neighborhoods and districts.
- ✓ Plan for streets that serve all users, including pedestrians, bicyclists, transit users, vehicles, and - where appropriate - freight.
- ✓ Support context-sensitive design of transportation facilities.
- ✓ Encourage environmentally friendly street (“green street”) treatments.
- ✓ Adopt level-of-service standards and concurrency provisions tailored for the center to encourage transit.
- ✓ Establish a parking management strategy that addresses supply of parking, on-street parking, and mitigating effects of parking.
- ✓ Identify strategies to achieve a mode-split goal that advances a more sustainable mix of auto, transit, and non-motorized trips.

**Public Services**

**The plan should:**

**Page Reference**

- ✓ Describe or reference local capital plans for infrastructure specific to the center, as well as their financing (such as sewer, water, gas, electric, telecommunications).

**The plan should include policies and identify programs that:**

**Page/Policy Reference**

- ✓ Ensure facilities are provided consistent with targeted growth.
- ✓ Ensure availability of public services, including K-12 education, to meet the needs of businesses and residents.

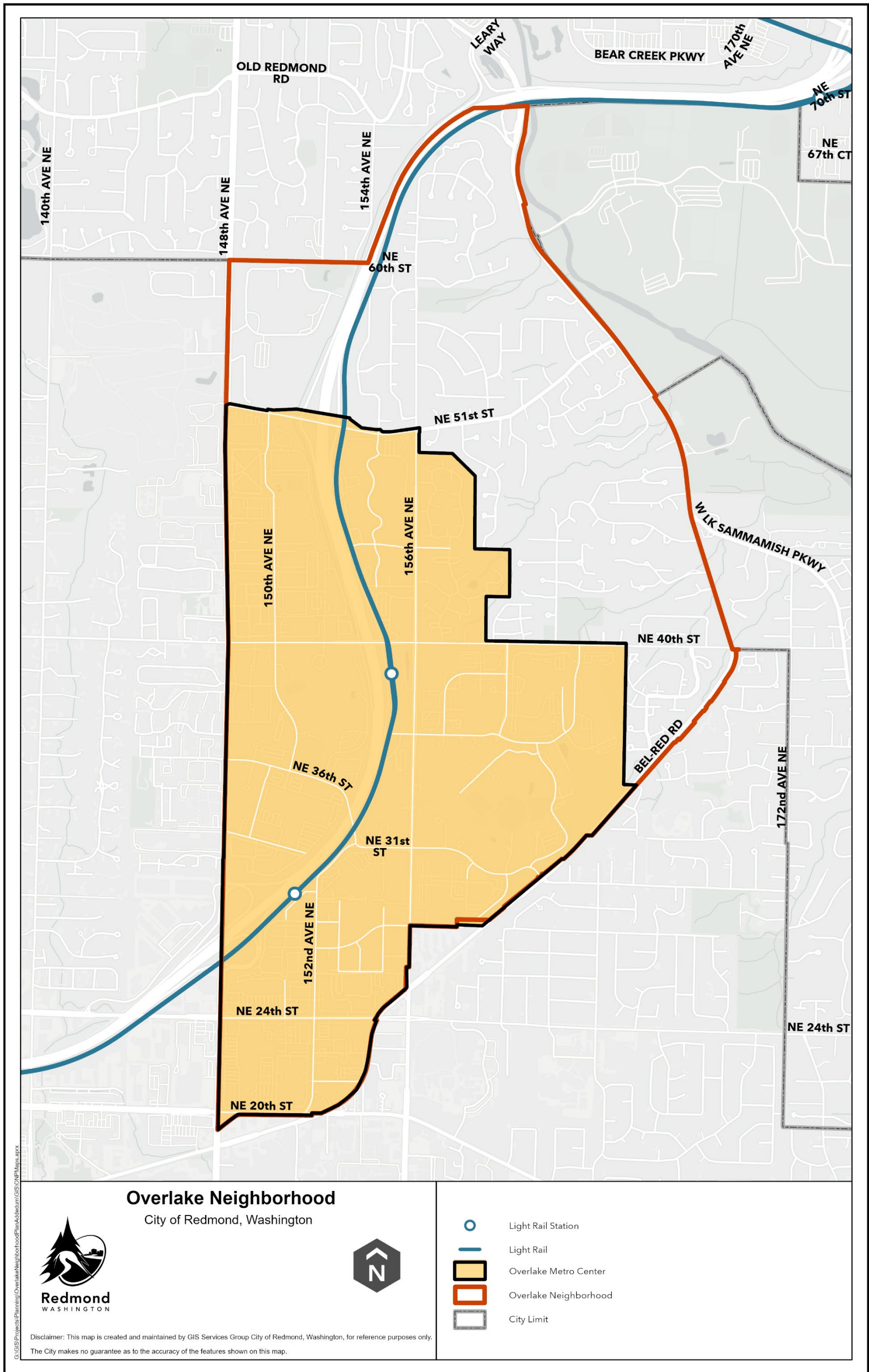
**Discussion Questions | Innovation, Engagement, and Racial Equity**

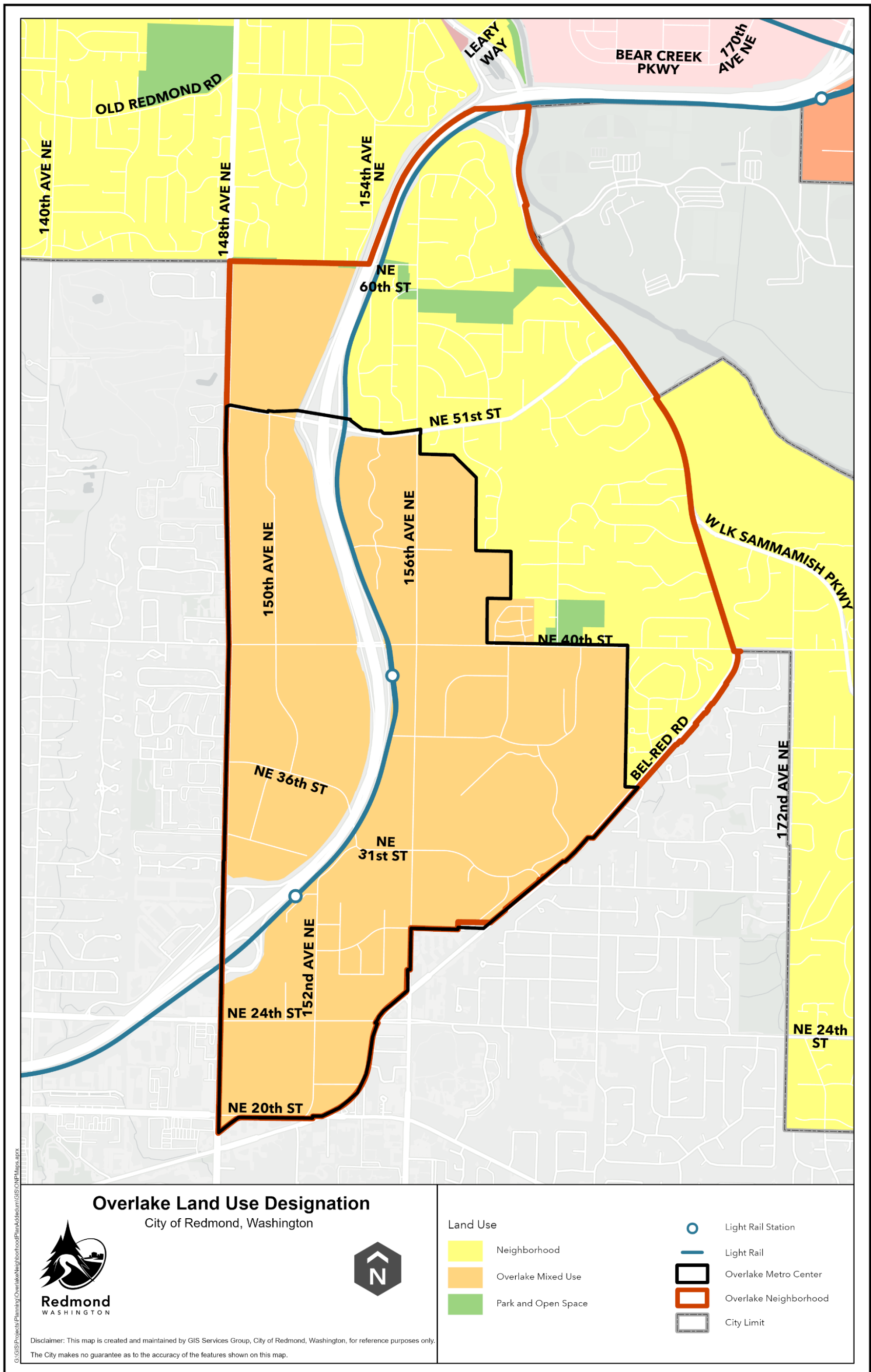
The following questions address the Regional Centers Framework's intention for more inclusive, equitable development and engagement in centers and the desired outcomes for equity. Responses are an opportunity for the jurisdiction to highlight the most noteworthy aspects of the plan and the planning process. Responses also help tell PSRC boards how the plan is working to implement VISION 2050 and how the plan meets certification requirements.

- **How were different stakeholders (e.g., community members, business owners, tribes, ports, military installations, and special purpose districts, and adjacent jurisdictions, when applicable) engaged during the planning process? Were any new or innovative engagement techniques employed to reach historically underrepresented groups?**
- **How was racial equity considered in the planning process and addressed in the plan? Do you have examples of innovative policies that work to advance racial equity?**
- **Are there any additional innovative policies or programs to highlight from the center plan?**

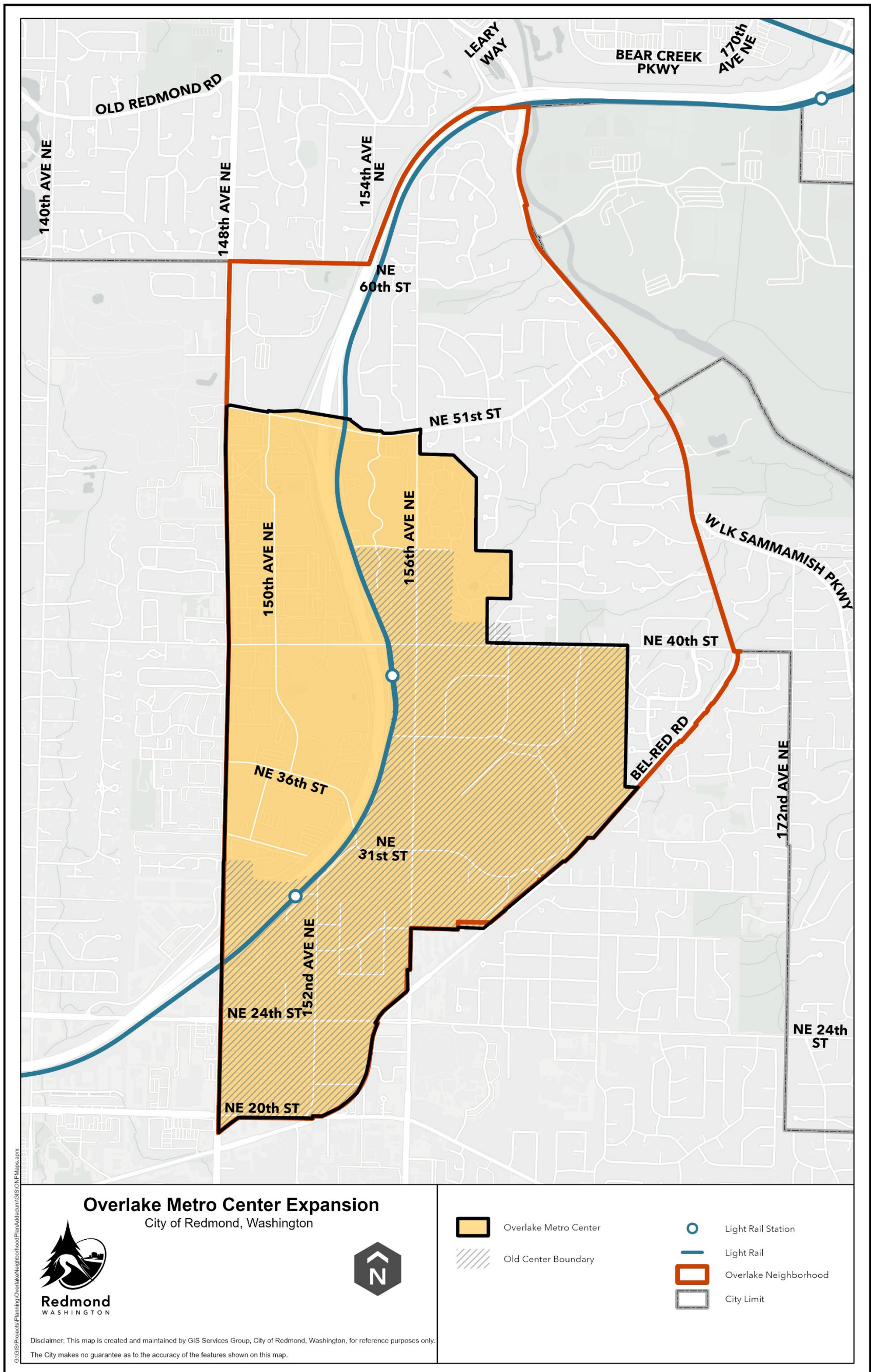


## APPENDIX E. Large Format Maps

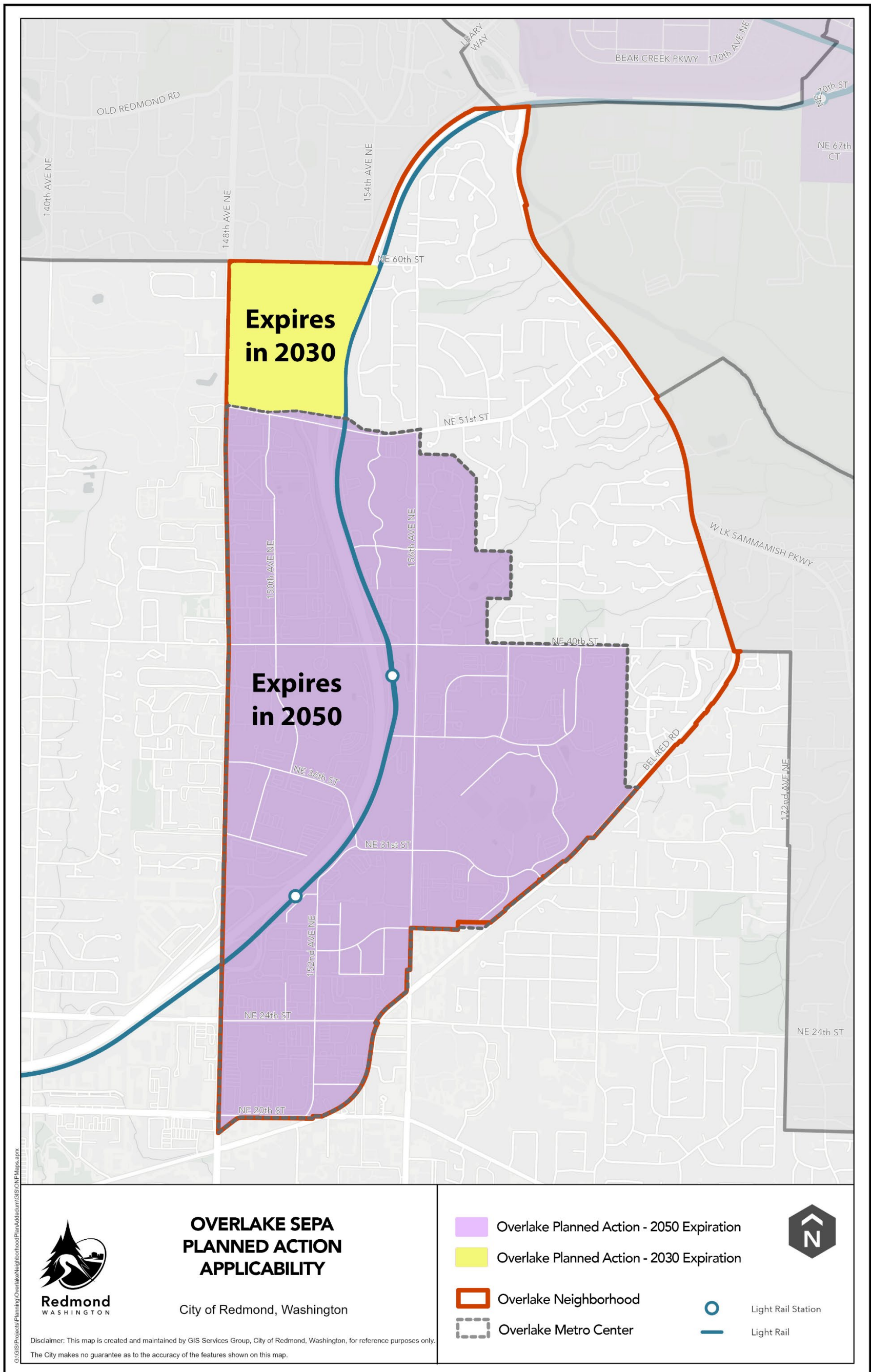












**OVERLAKE SEPA  
PLANNED ACTION  
APPLICABILITY**

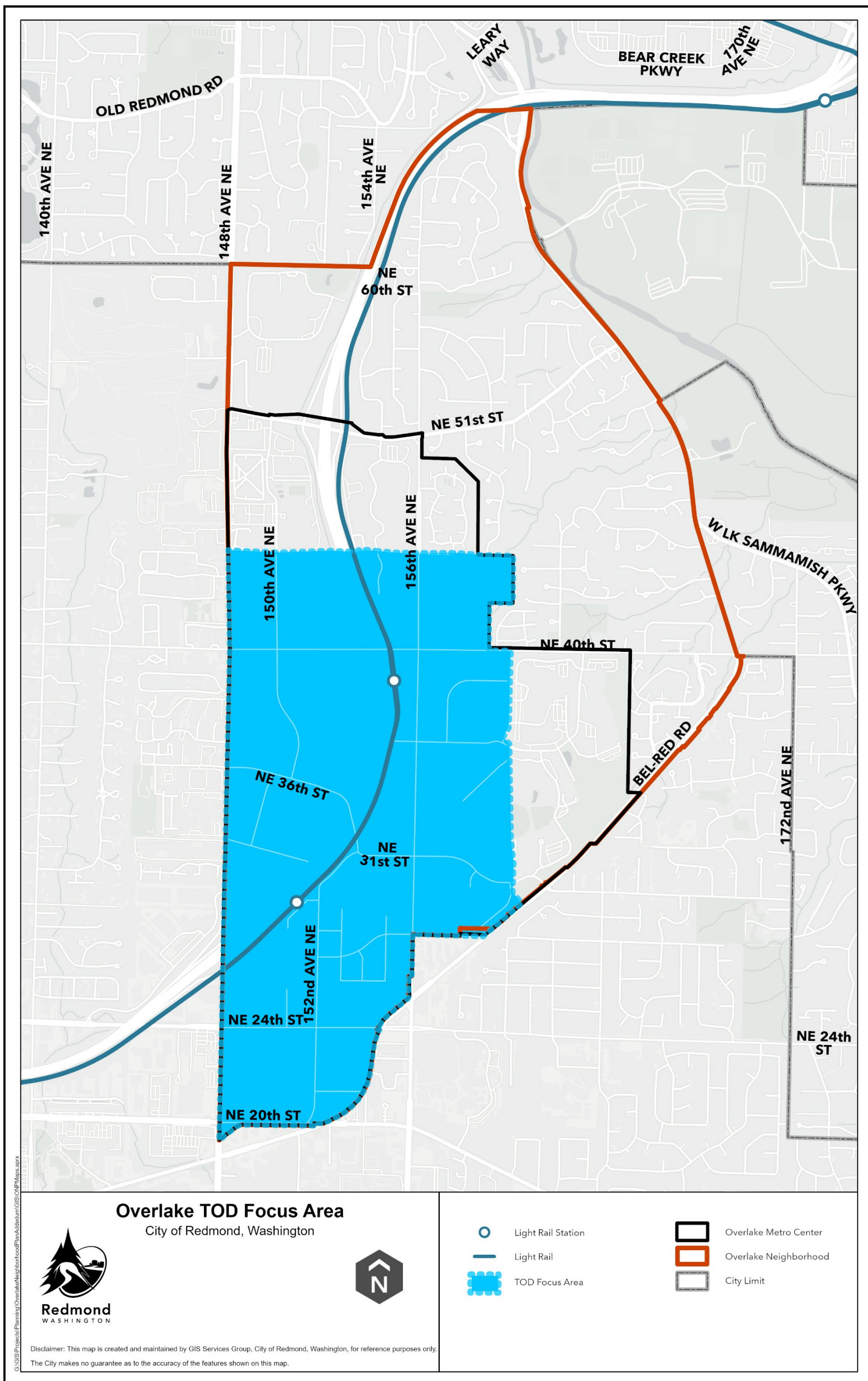
City of Redmond, Washington

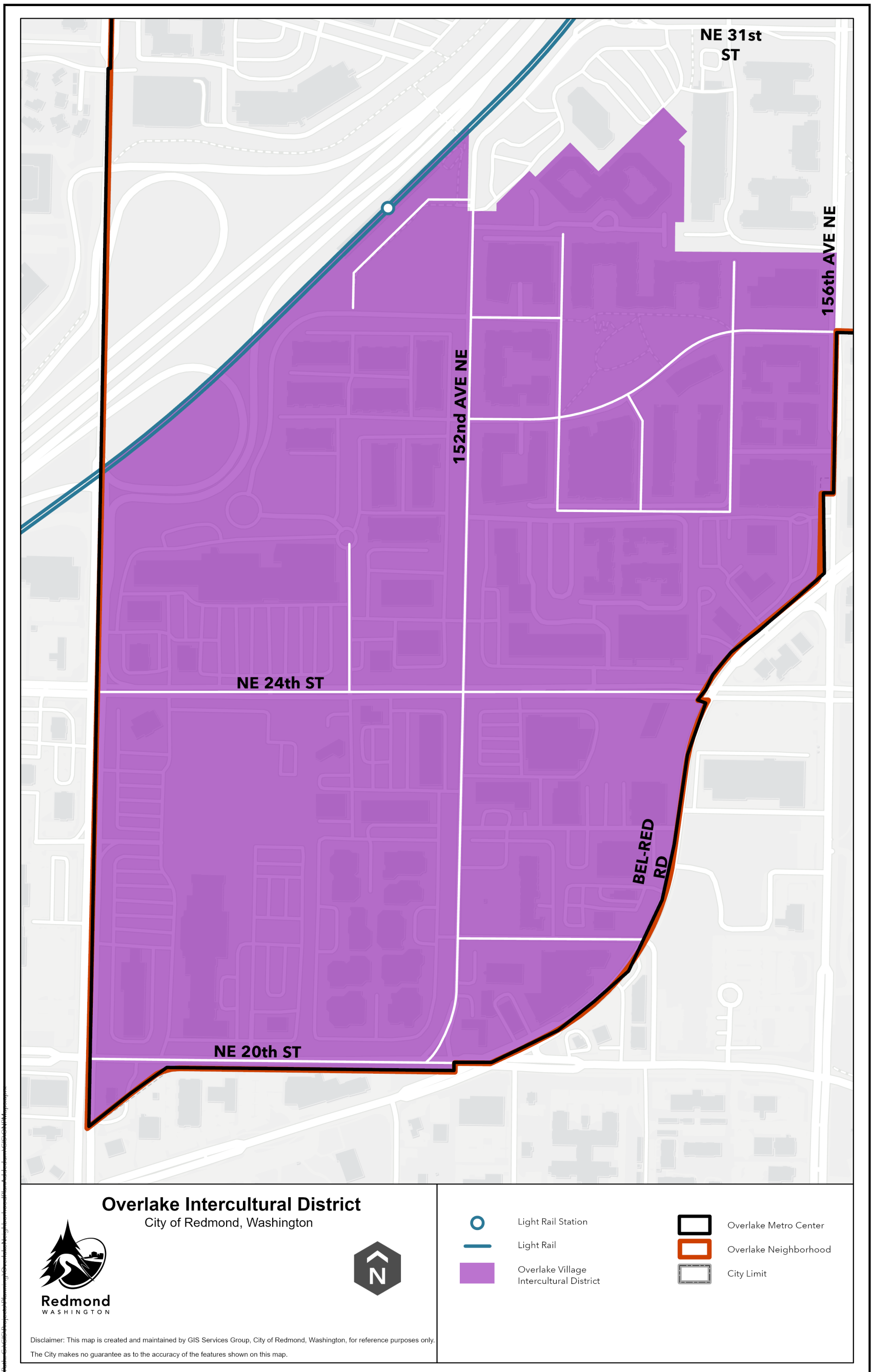
Disclaimer: This map is created and maintained by GIS Services Group, City of Redmond, Washington, for reference purposes only. The City makes no guarantee as to the accuracy of the features shown on this map.

- Overlake Planned Action - 2050 Expiration
- Overlake Planned Action - 2030 Expiration
- Overlake Neighborhood
- Overlake Metro Center
- Light Rail Station
- Light Rail









**Overlake Intercultural District**  
City of Redmond, Washington



-  Light Rail Station
-  Light Rail
-  Overlake Village Intercultural District
-  Overlake Metro Center
-  Overlake Neighborhood
-  City Limit

Disclaimer: This map is created and maintained by GIS Services Group, City of Redmond, Washington, for reference purposes only. The City makes no guarantee as to the accuracy of the features shown on this map.



