

## Redmond 2050 Community Involvement Summary Second and Third Quarters 2021

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### OVERVIEW

Community involvement was minimal in the second quarter of 2021 as staff was working internally on the next pieces to bring to the community, with engagement ramped up for the third and fourth quarters of 2021.

- In the second quarter of 2021 we had 600 visitors to our Redmond 2050 web page.
- As the IBI consulting contract winds down, staff removed the Virtual Lobby that was hosted on their site and revamped the City's Redmond 2050 project page to emphasize community engagement opportunities while still making it easy to deep dive into various topics.
- A new Redmond 2050 calendar was added to the City's web site to allow community members easy access to event and activity information.

### PROJECT UPDATE VIDEO

This City recently published a Redmond 2050 update video featuring a summary of community input over the past several months, how staff are incorporating that input into Redmond 2050, and inviting continued participation in the months to come. The video is narrated by Mayor Birney, Beverly Mesa-Zendt, and Ian Lefcourte and can be viewed at <https://youtu.be/u4eRnqYqNqY>.



### LET'S CONNECT: ONLINE ENGAGEMENT

#### Policy Options & Alternatives Questionnaire

A questionnaire exploring some of the policy choices for housing, transportation, and economic vitality was live from August 2 to September 20 on the Redmond 2050 Let's Connect project page: <https://www.letsconnectredmond.com/redmond2050>. The questionnaire asks community members to identify policy preferences where two or more policy options or alternatives create tension points.

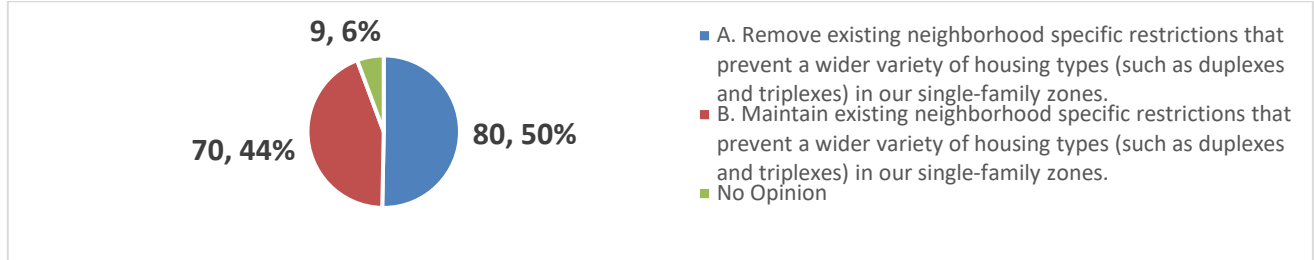


## Redmond 2050 Community Engagement Summary: Q2-Q3 2021

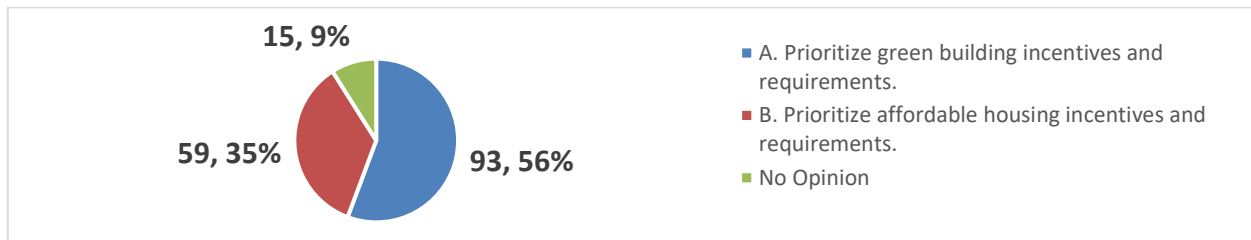
What we've heard through September 12, 2021:

### HOUSING POLICY OPTIONS

Thinking about the future of housing in Redmond, which option do you prefer to increase housing choices?

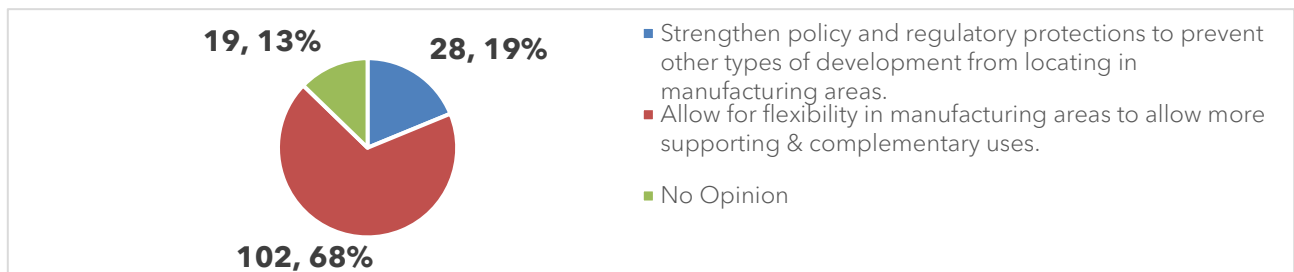


Thinking about the future of housing in Redmond, affordability and green building are both high priorities. We expect to address both through updated housing policies and regulations. However, we want to know: which is a higher priority for you?



### ECONOMIC VITALITY POLICY OPTION

The city will look for ways we can support emerging industries and reduce the risk of displacing existing manufacturing uses. Thinking about how we protect and grow manufacturing in Redmond, which choice do you prefer?

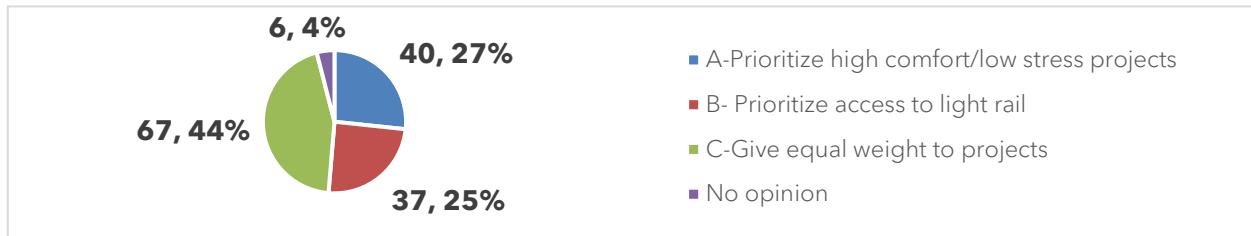


### TRANSPORTATION POLICY OPTIONS

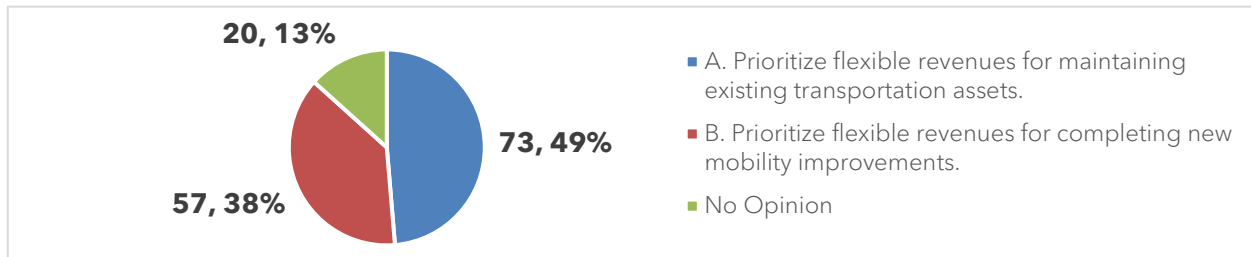
We heard from you that improving access to light rail and prioritizing high-comfort/low-stress

## Redmond 2050 Community Engagement Summary: Q2-Q3 2021

facilities are both high priorities. We will address both in the Transportation Master Plan. However, we must prioritize investments given limited funding. What should we prioritize?



We heard from you that maintaining the transportation system we have and investing in new mobility improvements are both high priorities. We will address both in the Transportation Master Plan. However, we must prioritize how we use “flexible” revenues – those that can be used for both maintenance and new mobility improvements. How should we prioritize flexible revenues?



### Themes Discussion Forum

We have updated the Themes discussion forum with the most recent version of the definitions (revised based on the first round of engagement feedback earlier this year). We’ve also published the statements of intent. Community members are encouraged to share their stories about what these themes mean to them in their daily lives and how they think they should be reflected in our built environment.

### Favorite Places Map

We continue to receive input our the ‘Favorite Redmond Places’ mapping tool, where people can share what they love about Redmond.

## STAKEHOLDER ENAGEMENT

This summer City staff focused on outreach on policy options and alternatives for housing, economic vitality, and transportation. Staff sought Redmond 2050 Community Advisory Committee and Planning Commission input on these topics.

## Redmond 2050 Community Engagement Summary: Q2-Q3 2021

Specific outreach opportunities that have occurred or are scheduled include:

- 6/24: OneRedmond Government Affairs Committee
- 8/4: Redmond Zoning Code Rewrite Office Hours
- 8/5: Design Review Board & Landmark Commission
- 8/5: City of Bellevue planning and transportation staff
- 8/7-8/8: Rockin' on the River
- 8/9: Pedestrian and Bicycle Advisory Committee
- 8/11: Eastside long-range planners (representing nine local cities)
- 8/11: Redmond Neighborhood Blog
- 8/11: Seniors Stakeholder Group
- 8/26: Environmental Sustainability Advisory Committee
- 9/2: Parks & Trails Commission
- 9/2: RYPAC
- 9/9: Arts & Culture Commission
- 9/10-9/19: Welcoming Week
- 9/12: Let's Move Redmond
- 9/13: Human Services Commission
- 9/13: Senior Advisory Committee "Men's Meeting"
- 9/16: Senior Advisory Committee
- 10/6: Library Board Meeting
- Monthly: Redmond 2050 Community Advisory Committee
- TBD: Redmond 2050 Technical Advisory Committee

Staff has also contacted the following individuals or groups to invite participation (meetings to be schedule or information conveyed electronically to group/members at their preference):

- Lake Washington & Bellevue School Districts
- OneRedmond (small business outreach)
- Rental property managers
- Homeowners associations
- Africans on the Eastside
- Consejo Counseling and Referral Service
- Together Center
- Centro Cultural Mexicano
- Fourwinds Native Ministry
- Muslim Community Resource Center
- Muslim Association of Puget Sound
- India Association of Western Washington
- Indian American Community Services
- Chinese Information and Service Center
- New Korean Community Church
- Evangelical Chinese Church
- Northlake Young Life
- Eastside for All
- Hopelink
- Community Court
- Library Board of Trustees
- Innovation Triangle Coalition
- Microsoft Employees
- Master Builders
- Redmond Kiwanis Club
- Utility providers
- Other faith-based organizations

## Redmond 2050 Community Engagement Summary: Q2-Q3 2021

### INTERGOVERNMENTAL COORDINATION

In addition to our community, we have begun regular meetings with our neighboring cities.

- We have begun meeting every two months with Bellevue planning and transportation staff to coordinate on Overlake and transportation topics and updates.
- We reached out to Eastside planning staff and established (and are facilitating) quarterly meetings of staff from nine cities to coordinate on regional planning topics, share information and ideas, and share resources as we undergo our periodic updates and other code and policy updates based on recent legislation or regional planning objectives.

### UNDERWAY AND COMING SOON

A series of workshops for community discussions on the housing, economic vitality, and transportation options & alternatives wrapped-up in late August. Outreach for the Overlake and Transit-Oriented Development (TOD) updates is underway, with a series of 'Equity in our Built Environment' workshops scheduled for August through October. Many of these events are offered as a lunch-and-learn with an evening alternative (same content), and most are hybrid events with participation in person or online. The tentative schedule for this series is:

| Date  | Topic   |
|-------|---|
| 8/18  | Policy options & alternatives: Transportation & Economic Vitality   |
| 8/19  | Equity in our Built Environment: Equitable, Sustainable, and Resilient Transit-Oriented Development (TOD)   |
| 8/25  | Policy options & alternatives: Housing options & alternatives   |
| 9/2   | Overlake: Accommodating Growth in Overlake - zoning and land use changes (touch on Overlake as a Metro Center)                                      |
| 9/8   | Equity in our Built Environment: Inclusive / Universal Design   |
| 9/30  | Equity in our Built Environment: General Needs of our Community; Services & Amenities Needs (including: What do families need in taller buildings?) |
| 10/5  | Overlake: What do we want Overlake to look like? Should we formalize Overlake as an International District?   |
| 10/14 | Overlake: Land uses & development standards for properties around light-rail stations   |

### DETAILED ENGAGEMENT SUMMARIES

Detailed summary reports can be found online at [www.Redmond.gov/1495/Engagement-Summaries](http://www.Redmond.gov/1495/Engagement-Summaries). The following summaries are enclosed on the following pages:

- Housing Policy Input Summary
- Economic Policy Input Summary

## **Redmond 2050 Community Engagement Summary: Q2-Q3 2021**

- Transportation Policy Input Summary
- Overlake Workshops Input Summary
- Equity in Our Built Environment Workshops Summary

# REDMOND 2050

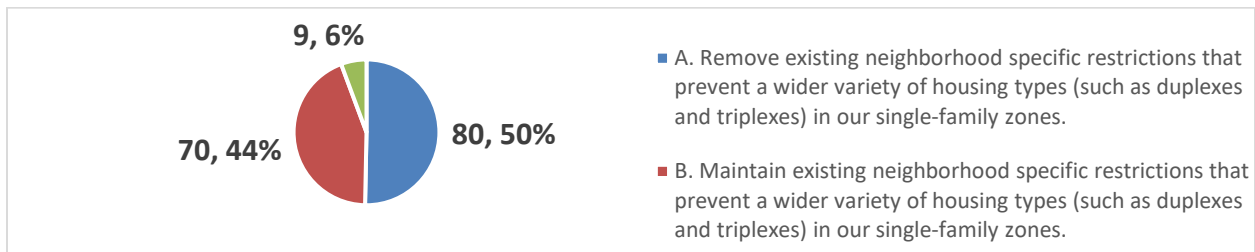
## Housing Policy Options & Alternatives

Summer 2021 Feedback

Summary below includes feedback received through Sunday, September 12, 2021, from:

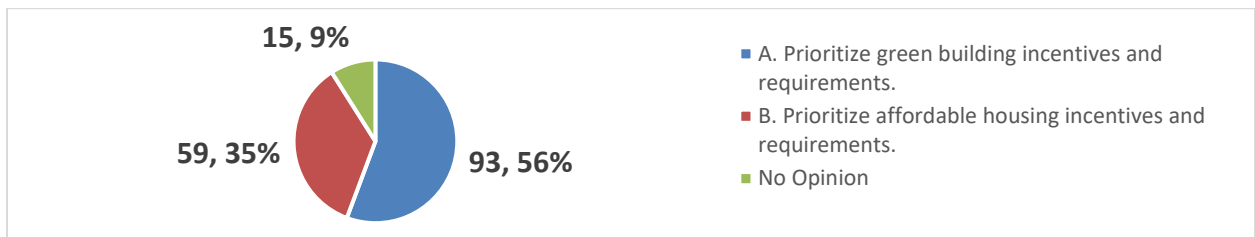
- Redmond 2050 Let's Connect questionnaire
- Community Workshop participants
- Redmond 2050 CAC
- Senior Men's Group
- Planning Commission
- Environmental Sustainability Advisory Committee
- RYPAC

Thinking about the future of housing in Redmond, which option do you prefer to increase housing choices?



In a follow-up question that explained the trade-off based on their choice, all but 1 respondent maintained their original choice.

Thinking about the future of housing in Redmond, affordability and green building are both high priorities. We expect to address both through updated housing policies and regulations. However, we want to know: which is a higher priority for you?



In a follow-up question that explained the trade-off based on their choice, all but 3 respondents maintained their original choice.

## 8/25/21 COMMUNITY WORKSHOP

### [WATCH RECORDING](#)

#### Questions:

- Do HOA restrictions/covenants apply to this issue?
  - a. *Staff answer: no, so no changes in HOA developments*
- Both are important - it is a hard choice.
- Will there be incentives for retrofitting existing housing stock to be more green in addition to new buildings?
- Consider that affordability is a "green" option. Density reduces emissions, increases green spaces.
- Consider lifetime cost premium (or reduction) of "green" building - both up-front and maintenance.
- How much opportunity is there for City to provide outside leverage/assistance for developers to provide green? (grants etc., so cost is not fully on developers)
- Voted for Green priority; energy incentives to reduce energy bills, adds to overall affordability, not just rent/mortgage.
- I like the focus on cost/benefit. May be more cost upfront, but is there the ability to see the long-term cost benefit instead of the either/or? Right now, green building is cost restrictive and widens the gap of affordability.
- Thanks for exploring!

#### Discussion:

- Use Design Review Board (DRB) to enhance green building, aesthetics
- Electric-only houses (ranges, heating, water etc.) vs natural gas?
- Transportation system need to be integrated into affordability/"green-ability" conversation
- Affordable housing definition - 80% of "area median income" (AMI) is still high in high-income Redmond, consider looking at 30-40% AMI
- Consider tension between increasing tree canopy and achieving ten-minute walkshed/cities
- Does the 2050 plan address adding electric car charging at existing apartment buildings?
- Is there any discussion to annex more land into Redmond to specifically build affordable housing? There are some large parcels along the east boundary of the city that seem like an obvious site for development. They are in King County and zoned rural.
- Knowing that street parking reduces visibility of bikes and pedestrians, how do cities resolve issues with parking when removing existing neighborhood restrictions, given the potential for duplexes, townhouses in neighborhoods. In other words, where will everyone park?



## Redmond 2050 Community Advisory Committee

- Neighborhood Restrictions on Attached Dwelling Units (“middle housing”)
- Would there be legal challenges related to density or zoning changes?
  - Staff response: all options under consideration are within accepted bounds
- R-4 to R-8 are already "more dense" - options 1 (eliminate neighborhood restrictions) or 2 (maintain neighborhood restrictions) probably would not change much; would expect lawsuits if we expanded to R-1
- Missing middle belongs in neighborhoods; mid-rise belongs Downtown. Do we have any data from Minneapolis, etc., on encouraging missing middle?
  - Staff response: Unsure of Minneapolis. However, when Portland opened-up ADU's, it was modest uptick in ADU production. Gradually increased as more policy, program, and regulatory changes were implemented.
- If we change neighborhood regulations, would we need to go through entire neighborhood planning process again?
- Staff response: we would only amend neighborhood plans/regulations to the extent necessary to eliminate conflict with citywide housing policy
- How do these policy options tie in with growth models?
  - Staff response: the growth model scenarios consider that some of the housing unit predictions will come from an increase in building typology allowances in the neighborhoods.
- Preference for option 1; likely would happen slowly over time. Look at Capitol Hill - lots of mixing that look fine together. Will the other options create any significant amount of housing units?
- Each neighborhood plan was specific to its neighborhood, taking into account local preferences, geography. Perhaps option 2 would be a good compromise - keeps desires of neighborhood but works toward achieving housing goals. Soft preference for option 2 because R4-R8 zones are already somewhat dense
- What about parking restrictions for multiplex DU's? Not much parking in neighborhoods now. How would parking be addressed?

### Topic: Energy Efficiency and Sustainability or Affordability

- Would like additional data to determine where is the threshold beyond which energy efficiency/sustainability improvements are not worth the additional cost?
- Interested to know the exact trade-off between energy efficiency and affordability.
  - Staff response: Challenging to get a single answer because there are so many different building practices and technologies. In addition, building practices and technologies are constantly changing.
- Affordability is a higher priority, so he leans toward option 2 (prioritize affordability)
- People make choices based on cost. Sometimes the payback period for a green benefit is a long time. It's a potential criterion to consider
- Option 1 (prioritize energy efficiency/sustainability) - strong requirements, especially for new mixed-use buildings. Energy efficiency are things that people don't see that have big impact over time. We need to get developers thinking in terms of energy efficiency and then make budget decisions about things that are easy to replace

- Requirements should be universal; there are often options that are green that people don't even think about. Lead people down the right path.
- Apartments are built as cheap as possible, especially heating because developers don't pay the energy bills. For middle housing, green requirements keep the price point moving up, harming affordability. Leans toward encouragement and incentives to try to get both green and affordability.

### Senior Men's Group Meeting

- Support for more attached dwelling housing options across neighborhoods by removing neighborhood-specific restrictions.
  - Curiosity around what is required by the city/county/state compared to what HOAs require.
  - One participant liked HOA restrictions because it controlled how the aesthetics look.
  - One participant was interested in developing a Mother-In-Law unit (aka accessory dwelling unit).
- Participants interested in seeing condos developed in Redmond.
  - Participants expressed admiration for the gorgeous downtown condos in Kirkland and condensed housing developments in Totem Lake and Woodinville.
- Interest in expanding opportunities around light rail. Noted that other communities like Kirkland don't have local Sound Transit stations.

### Planning Commission

- Green Building and Affordability
  - Both are City priorities.
  - Interested in return on investment and tradeoffs of green building technologies and the ultimate housing affordability
  - Interested in smaller housing sizes; accomplishes affordability and sustainability.
  - Recognize that NYC is a green city precisely because of the density.
  - Policy direction is to ensure the baseline green building codes are as progressive as they can be within reason for the existing and desired building types and uses.
  - Explore ways to "greenify" retail and commercial.
- Missing Middle Neighborhood Restrictions
  - Concerns about cars & parking related to missing middle.
    - Would smaller green missing middle buildings be built back-to-back? Would transit serve these areas? Need to minimize car use.
  - What have other communities looked like after allowing more missing middle building typologies?
  - Older neighborhoods have outdated restrictions.

- Recognize that intensifying density might upset HOAs.
  - Need to balance missing middle typologies with City goal of 40% urban canopy cover.
- Discussion about where citywide housing policy ends and neighborhood planning begins.
- Explore methods to plan for density and share those approaches out.
- Missing middle is important to fulfill Equity and Inclusion goals and themes.
- In outreach, need to emphasize difference between attached dwelling unit types (like duplexes) and accessory dwelling units.
- Review Master Builders Toolkit
  - Fee simple townhomes
  - Importance of equity and inclusion related to TOD and harmonizing density.
- Ask school districts what they think is best to help absorb population growth.

### Environmental Sustainability Advisory Committee

- How are high-density buildings and mass transit coordinated with housing?
- Is this an either-or? I think some areas of Redmond should be left intact while in other we should have less restrictions.
- Would like Planning staff to come back and provide additional information on sustainability and affordable housing

### Redmond Youth Partnership Advisory Committee

#### Affordable housing and sustainability discussion

- Prioritize Affordable Housing:
  - As rents get more expensive it's harder for new people to be homeowners and have access to good school districts, don't want to worsen economic problems
  - Affordability a big issue and concern, like the work on turning hotel into housing especially during COVID when need extra help
- Prioritize Green Building
  - Carbon footprint increasingly incompatible with lifestyle, if we can slow the rise of temperatures that would be important. But how do we balance the needs of future?
  - With all the new developments new trees are being cut down, we need to think 20 years in the future and so still sustainable

# REDMOND 2050

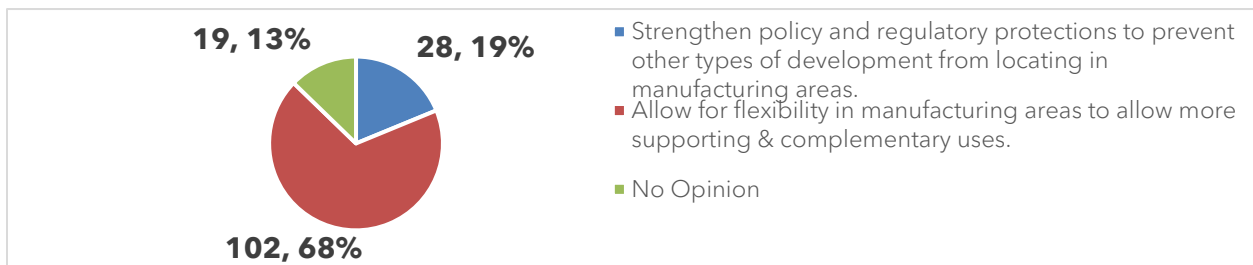
## Economic Vitality Policy Options & Alternatives

Summer 2021 Feedback

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- Redmond 2050 Let's Connect questionnaire
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The city will look for ways we can support emerging industries and reduce the risk of displacing existing manufacturing uses. Thinking about how we protect and grow manufacturing in Redmond, which choice do you prefer?



### 8/18/2021 COMMUNITY WORKSHOP

[WATCH RECORDING](#)

- Manufacturing doesn't need to be an either-or competition
- Look at where there is a lot of manufacturing now that we want to protect or where new manufacturing is going. If it's already leaving can we strengthen that flexibility to meet other goals

### Redmond 2050 Community Advisory Committee

- Auto shops, gyms are mostly in industrial areas. Are they considered "industrial" or "commercial" from the county's point of view?
- These are not considered industrial or manufacturing land uses (but may be allowed by the zoning code). They would not count towards the baseline percent of jobs in these categories.

- If we don't preserve industrial zoning, Amazon might decide to locate in an area that the city would not prefer it to locate (Seattle example cited). Important to have industrial land available at a lower cost so those uses don't locate in places like centers.
- Ambivalent because 1) not an expert, and 2) Redmond will never become a huge manufacturing center because of geography. Therefore, restricting manufacturing land for just that will always result in pressure to change. Advantage to have a much broader economic base is land can have broader set of uses. Leaning toward option 2 (flexibility to allow more complementary uses).
- We have a lot of manufacturing in office-style buildings, so it won't look like industrial Seattle. Could have manufacturing that looks like office (Aerojet). Interested in flexibility as industry changes over time. Not looking to add Duwamish-style industrial in Redmond.
- Limit manufacturing to a certain size, to encourage smaller/artisan spaces?
- If we allow more flexibility, worried about service-oriented businesses taking over. Also recalled first home in Redmond, where neighbors worked in manufacturing. There is value in keeping those jobs around.
- Don't want to push any businesses out. The ones that have more workers or activity seem to make more sense (from a space efficiency standpoint). Makes sense to figure out where the "no" is. Keeping land available for MP/I means limiting other uses.
- Weren't we talking about Willows/90th for housing growth? How would it all fit?
  - Staff response: perhaps housing with light manufacturing in that area and pursue industrial designation for SE Redmond (as in option 1). How we want to grow in this area is still being evaluated.

### Planning Commission

- What types of policies would be included in an industrial growth center? What are the benefits for the city?
- Can we have and encourage artisan and craft businesses if we go forward with an industrial growth center or does it need to be heavier industrial?
- Flexibility will be important for the future of tech, potentially also allowing shared spaces
- Stakeholder outreach should include both light and heavy manufacturing
- Want to pursue policies to support smaller, BIPOC businesses and ensure there is space for business that is affordable
- On flexibility: if we allow more retail/sales or larger footprint in MP areas, make sure there is still a good balance between selling and making.

### OneRedmond Government Affairs

- Concern about displacement in Marymoor Village resulting from 2017 rezone.
- Manufacturing in Redmond is moving to Arlington, other places in Snohomish County
- Land banking for light industrial and affordable housing?
- Looking nationwide for models like that and other out-of-the-box ideas

# REDMOND 2050

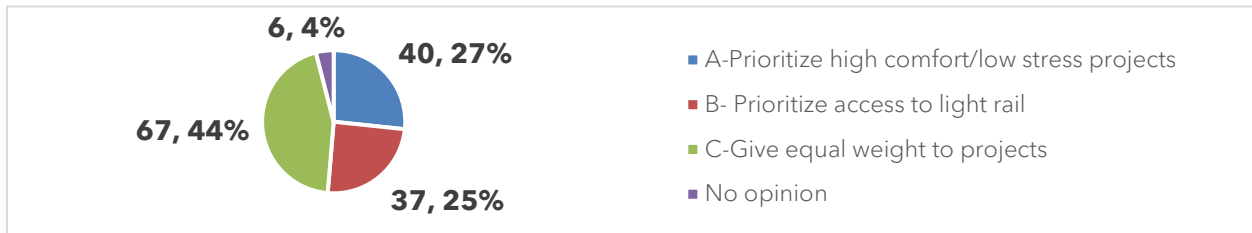
## Transportation Policy Options & Alternatives

Summer 2021 Feedback

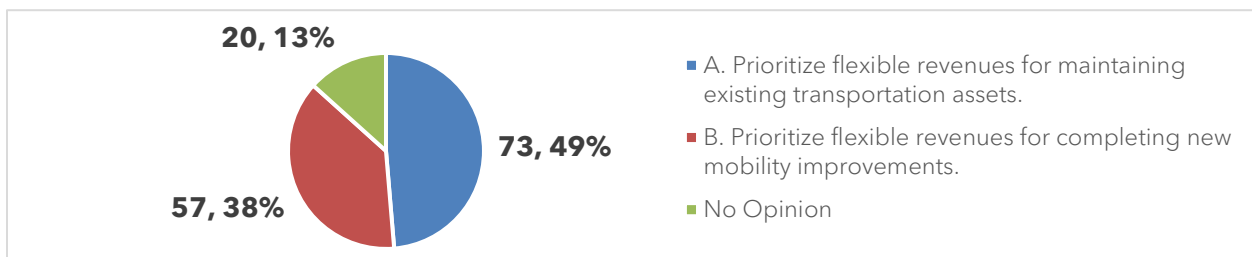
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8/18/21 COMMUNITY WORKSHOP

[WATCH RECORDING](#)

*Prioritizing new mobility investments:*

- Light rail provides access to Seattle and access to jobs in Redmond
- Inclusion also means getting people to rail with sidewalks, curb ramps, signage
- Prioritizing based on geographic need could make sense, based on need of that part of community
- Bike lanes have lower costs long term
- High comfort - better for seniors
- I like the idea of innovations of flexibility
- Flexibility

*Balancing maintenance and new mobility improvements:*

- Can there be a both-and? Maintain what is critical and open-up new mobility improvements
- Is maintaining enough considering growth?
- High comfort/access to light rail
- I like maintenance
- I like being able to improve if you have to do the work anyway
- Do both at once: maintenance incorporates improvements for safety and things that are challenging for all users.
- High Comfort is lower cost over the lifetime of the facility

*Open questions/comments*

- Don't be like Bothell - design not good for seniors
- Tree issues, canopy - seniors issue
- Make upgrades when maintaining infrastructure
- Prioritize: Low cost and high impact improvements
- What other voices would be useful?

**Redmond 2050 Community Advisory Committee**

*New Project and Program Priorities*

- **Some distribution** among the priorities seems important, but **leaning into light rail** access would be important in the early years, so communities can build themselves around that mode of transport. If it is difficult to access, light rail might not be as well used.
- **High comfort/low stress** should be prioritized. This committee member experienced suddenly arriving at a place where there was no bike lane, and even his experienced cyclist friends would not use the road - they used the sidewalk instead. How many more people avoid using bicycles because they don't feel safe? Comfort is important.
- Similar thoughts re: **leaning into light rail**. Thinking of the TOD presentation, we need to be as all-in as we can to drive access to light rail.

- High comfort/low stress is not clear – need a better term. **Accessing light rail is more than about just light rail**, it's about all the amenities around light rail.
- We need one question: **where are people going?** How far? Are we targeting light rail or surface traffic in cars? We have population centers outside of the TOD walksheds, so we need a more specific target to focus on. Where is growth going to go? What will happen in next five years with commute patterns?
- Seeing trend toward roads incorporating bicycle lanes (e.g. Bel-Red Road). Even if we target access to light rail, improvements in bike lanes won't stop happening. If you focus on light rail, all other things will orient around that. His preference is prioritizing **access to light rail**.
- **"More facilities attractive to all ages, abilities"** belongs in the option 3 (access to light rail) as well.
- **Long-term, prefer prioritizing access to light rail.** Used to commute to Westlake. Childcare centers are difficult to site in dense areas due to lack of loading zones, e.g. And they can only be on ground floor, further limiting options. An **equitable TOD** issue.
- Need **transit frequency** to make it attractive, especially for people on schedules. Transfers and waiting are inconvenient.
- Went to a Mariners game but missed the last bus. **Transit must be frequent and dependable. Comfort and stress also applies to buses** and its convenience.
- Transit, or the means of getting to it, must be frequent to be useful.

### Balancing Transportation Investments

- Just considering flexible dollars, would lean toward prioritizing investment in **maintenance** because there are other sources available for new projects.
- *Discussion to be continued to next meeting.*
- It is important to **maintain older infrastructure**
- Need to consider the **environmental impacts** and benefits of new improvements
- Maintenance is a big issue in Seattle – poor maintenance causes **accessibility issues**
- When does City consider making an improvement instead of maintaining the existing facility?
- Maintaining the system advances **equity**: if a person's first option is not available, a well-maintained system will allow people across the economic spectrum to use other options (bike, transit, e.g.)
- New mobility improvements seem like a given, so our focus should be on maintenance
- System needs to be maintained so that it is **functional** at minimum.
- It's often more popular to build new infrastructure because it is easy to point to, whereas maintenance is not sexy.
- Maintaining infrastructure is often a **good investment**.
- New mobility improvements add to the overall amount of maintenance required.
- **What is the minimum acceptable level of maintenance?** At minimum it should appear to be taken care of.



- Example of good regular maintenance: Grass Lawn Park artificial turf surfaces are replaced every few years to keep them functional and safe for users.

## Planning Commission

### *New Project and Program Priorities*

- How do people in Redmond travel?
- Project management - quick build
- Weight equally - doesn't want to go to either extreme
- What might future needs become? Need to consider all priorities equally given that we don't know what future holds.
- What is the implementation strategy?
- What modes will people use in the future? What modes do we want them to use? How do we build a less car-centric city. First choice says "status quo" to her, but we need to do things differently.
- Where would increasing transit frequency or service footprint fit? Bus routes don't run frequently enough today.
- High comfort/low stress - yes, fewer, but put them in high leverage situations.
- How do transit agencies be responsive

### *Balancing Transportation Investments*

- If light rail is opportunity to become a less car-centric city, then we should focus on getting people to light rail. Even so, it remains important to keep existing roads safe. When we add new infrastructure, we should focus on those projects that induce mode shift. We should be looking at ways to make it user friendly to change behavior.
- What is the relationship between travel speeds and impacts to pavement?
- We don't ignore what we need to do to keep things operational.
- What would it take for you to give up your car?
- Where are there suburbs where public transportation?
- Can we talk with Microsoft about the Connector and ask them what works about their system? What makes a difference for those who are car reliant?

## Redmond Youth Partnership Advisory Committee

- New Project and Program Priorities
  - Prioritize High Comfort Facilities:
    - Better for environment
    - Scary to ride bike close to cars
    - Where would it go? Where would you prioritize putting these types of facilities?
    - Good for short distances and for those that need public transportation should be prioritized.
  - Prioritize Access to Light Rail

- Seems more doable, more geographic equity, get funding for a project that big. Start getting more people to change to light rail over car seems more likely.
- How to improve access to light rail for seniors and people who need it more?
- Prioritizing light rail improves equity, more people who are able to access it reduces carbon footprint.

## Pedestrian and Bicycle Advisory Committee

### 1. FEEDBACK ON TRANSPORTATION: NEW PROJECT AND PROGRAM PRIORITIES

- **Priorities may differ by Redmond neighborhood.** PBAC observed that neighborhoods might have different priorities, based on needs, existing infrastructure, and proximity to light rail and local destinations (e.g. Education Hill vs. SE Redmond). PBAC suggested reviewing neighborhood plans; applying criteria by neighborhood.
- **It can be hard to imagine a post-Link Redmond.** PBAC set a high priority on #3/Access to Light Rail, given station openings in 2023/2024. Staff reminded PBAC that light rail arrives in the near-term and much planning has already been accomplished; meanwhile, the TMP sets priorities for the long-term and can reflect new future priorities. PBAC considered setting near-term priorities (e.g. fine-tune Overlake access, which is already underway) and long-term priorities (e.g. focus on Marymoor access, which is not), but still focused primarily on #3.

### 2. FEEDBACK ON TRANSPORTATION: BALANCING TRANSPORTATION INVESTMENTS

- **Do focus on light rail.** Invest in new mobility options to bring new people to light rail.
- **Do follow the money.** Maintenance has a funding source, but new mobility programs don't, so invest in new mobility programs.
- **Do prepare for the unexpected** (i.e. be resilient): The opening of light rail is bound to bring with it new problems, needs, and things we realize we should have done - we need to be ready for that eventuality (even if it requires more spending).
- **Don't ignore neighborhoods.** Neighborhoods are suffering and need maintenance investments in sidewalks and other infrastructure.
- **Don't invest only in new options - maintain what we have now.** Balance investments between new and existing needs. Also, recognize that developer investments in Marymoor infrastructure now becomes the City's long-term maintenance obligation tomorrow.

# > REDMOND 2050

## Overlake Workshop Series

SUMMER/FALL 2021

| Date  | Topic  |
|-------|--|
| 9/2   | Overlake: Accommodating Growth in Overlake - zoning and land use changes (touch on Overlake as a Metro Center) |
| 9/16  | Overlake: What do we want Overlake to look like? Should we formalize Overlake as an International District?    |
| 10/14 | Overlake: Land uses & development standards for properties around light-rail stations                          |

DRAFT Summary through 9/12/21; additional notes added after each workshop.

### 9/2 WORKSHOP

## Accommodating Growth in Overlake

[VIEW RECORDING](#)

*As Overlake starts to redevelop, what do we want to preserve that is there today?*

- Seeking a place to retire in Overlake
- Overlake's affordability (relative) and diversity
- Small businesses
- Diversity of services.
- Transportation options.
- Trees, trails, walkability, bike trails
- Mix of uses and connectivity
- Specialty/Ethnic businesses & restaurants
- The great food! (small retail spaces)
- Jobs
- Only what vulnerable, BIPOC, and historically underserved stakeholders want to preserve. Replace all else.
- Environment
- Small businesses
- Small and unique businesses
- Diversity
- Partner with KCLS for a satellite library
- Diversity
- Diversity

- Available Parking
- Wildlife habitat and diversity
- Ability to have growth react to market demand
- Maintain small businesses
- Wetlands
- Areas with a critical recharging effect on aquifers used for potable water
- Fish and wildlife habitat conservation areas
- Frequently flooded areas
- Geologically hazardous areas
- Office FAR allocation/sizing that can capitalize on transit.
- Diversity, ethnic restaurants

What services & amenities do we need to add?

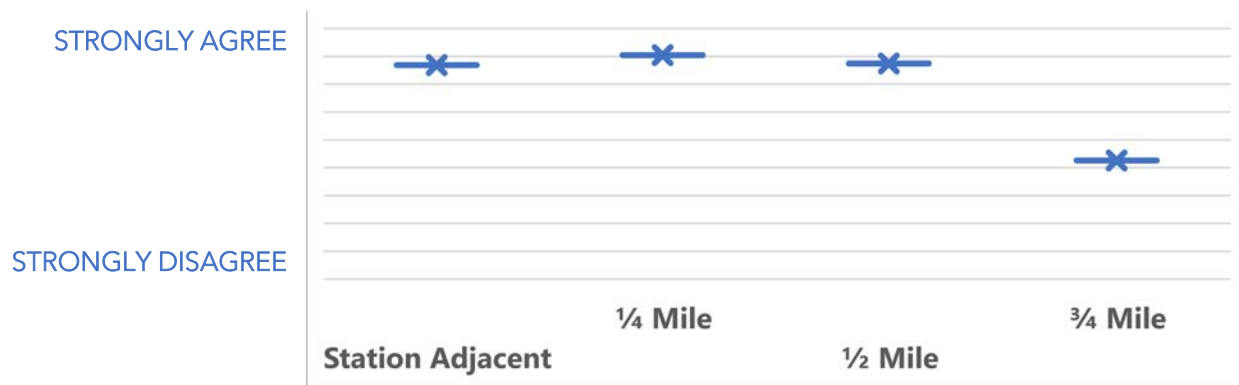
- More green spaces
- More street trees
- Transit oriented food and service options. An all-season community center.
- Entertainment, places to gather
- Farmers market or something like it.
- Accessible sidewalks/walkways to businesses to safely cross large streets (enough time) and across parking lots
- True feel of a village - mix of retail, office
- Clearer distinction between Bellevue and Redmond city limits. Confusing!
- Safe bike lanes
- Public easement through Microsoft campus?
- Community space
- Partner with KCLS for a satellite library
- Top-tier multimodal transportation network. Especially bike paths and greenways that create a best in class human-scale experience.
- More walkable areas
- Lighting
- Grocery stores within walking distance
- Mixed-use mandatory. Taaaaaall buildings with flexible use.
- More bike lanes
- Mixed-use development
- Health care
- Taller buildings
- Green space
- Ball courts, pickle ball
- Replace drive-through communities with transit-oriented development
- Trees
- Places to sit outside
- Mini city hall
- Indoor and outdoor community gathering spaces
- A park like Downtown Park or smaller
- Ways to get places without driving

Are there any land uses we need to add or re-evaluate? (uses allowed/not allowed, sizing limits, etc.)

- Make sure there are still small retail spaces available for local businesses
- Less complex layering of density policies to permit creative solutions.
- More height and bulk in buildings will be required for density.
- Promote small retail spaces, incentives for keeping original tenants in new development
- Houses near office
- Sports arena
- Transition of land uses and built forms on the periphery of Overlake

- Allowances for cafe sidewalk seating, parklets
- More ways to make the street feel vibrant and active-protected bike lanes, street cafes, wide sidewalks etc
- Reduced parking minimums
- 10-16 story buildings don't always pencil, thoughts on going to 24 on certain sites?
- As cultural opportunities are pursued make sure multi-use gathering space for rainy days is incorporated.
- Flex spaces
- Make mixed-use mandatory
- Mandatory mixed-use. Taaaaaall buildings with flexible uses.
- Already have a jobs housing imbalance. Need housing.
- Share work space venues that can provide for office, light manufacturing, etc.
- If add more office make sure to add many more residents - exceed targets
- Don't forget community gardens, rooftop gardens, and perhaps a mini-farmers market/food truck space.
- Parks
- Retail is largely concentrated around 152nd Ave NE and the 148th Ave NE-NE 24th St area in Bellevue - we need retail to be dispersed throughout Overlake.
- Developing office is difficult now b/c of use designations. Lots of prescriptions like residential minimums for developments - makes it harder to be creative.
- Remove mandates related to particular mixes. Let market figure it out.
- More transit parking - what we have will run out.

Where will growth go? How close to the stations should we focus growth?



- 1/4 mile - places to walk to, and not just around the noise of the light rail.
- Medium height building with trees provides good quality of life - high rises are different: echoes, noisy, not safe for kids, no place to walk dogs, no grass.

What are you looking forward to in Overlake?

- Light rail access
- Walkability
- Bike trail connection
- Light rail
- No traffic (LOL)
- Improved traffic management, more walkability
- The international theme

- PARKS
- TALL buildings. Bike/ped connections. Public Art. Public Spaces. Vibrant urban space for children to grow and thrive. Dog Parks. Happy individuals and families :)
- Interconnected small parks
- Exceeding Sound Transit's OVS ridership projections
- Green spaces
- Safe walking
- A performance center
- Intensive office and residential uses that will attract complementary retail and non-residential uses
- Continued presence of strip malls
- Having flexible zoning that can react to market demand.
- Having flexible zoning that can react to the market demands
- Pedestrian paths/sidewalks for walking (exercise, shopping, etc.)

What are your concerns about growth in Overlake?

- Nimby-ists
- A period of time when traffic is overpowering
- Loss of the small businesses from Redmond
- Urban Canyon design -> negative impacts. Same ole' boring buildings with those gross exterior paneling. Concerns about car-centric design.
- Test
- Crime
- More traffic on 24th
- Loss of local businesses
- Continued reliance on strip malls
- Crime
- Light rail capacity to accommodate growth
- Towering buildings that feel imposing
- Losing trees
- Not pushing people/business out
- Losing the small retail
- Traffic
- Not having green space
- Conflict between high traffic and comfortable/safe spaces
- Continued highway noise
- Dense environments often draw crime and homelessness. These conflict from healthy community.
- Traffic
- Crime.

What other questions should we explore as we look at development and redevelopment in Overlake?

- Open space/green space network.

Questions from the Audience:

- Are you considering a FAR minimum to encourage higher density?
- 10 and 16 story buildings don't always pencil, are you considering going to 24 on select sites?

- With the new light rail station(s) in the neighborhood, will there be policy/incentives to encourage taking public transportation rather than driving private cars?
- What green building incentives are you considering?

## Equity in Our Built Environment Workshop Series

SUMMER/FALL 2021

| Date | Topic  |
|------|--|
| 8/19 | Equitable, Sustainable, and Resilient Transit-Oriented Development (TOD)   |
| 9/8  | Introduction to Inclusive / Universal Design   |
| 9/30 | General Needs of our Community; Services & Amenities Needs (including: What do families need in taller buildings?) |

DRAFT Summary through 9/12/21; additional notes added after each workshop.

### 8/19 WORKSHOP

## Equitable, Sustainable, and Resilient Transit-Oriented Development (TOD)

[VIEW RECORDING](#)

What aspects of our built environment can exclude segments of our community?

- Missing sidewalks
- Lack of ADA ramps
- Broken sidewalks
- Lack of wide sidewalks
- Block size and widths
- Guidelines and tracks along sidewalks
- Lack of transit access
- Long blocks
- Lack of appropriate signage
- No wheelchair ramps. Signals that have no sound component.
- Lack of pedestrian crossings
- Stairs/steps at store fronts
- Building for cars
- Choices for children, tweens, and teens
- Services far from homes
- Nature for heart and mind health
- Lack of safe bike lanes



- Short pedestrian traffic crossings
- Most of our new businesses cater to mostly upper-class residents
- A wall
- Wide roads with high speed limits, poorly maintained sidewalks with inadequate lighting, lack of bus/train services
- No curb breaks on sidewalks
- Bike ramps with stairs
- Wide roads
- Lots of park amenities far from the transit stops
- Signage that doesn't include other languages
- Single-family low-density development
- A ditch
- Bushes/trees blocking sidewalks
- Lack of braille signage, or auditory aids
- Senior Center - lack of options/alternatives, hard to get to Marymoor, esp for those who walk/don't drive

What does an equitable transit-oriented development (e-TOD) look like?

- Homes for families of all sizes
- Affordable to all ranges of incomes.
- 80% of household median income in Redmond is still 80k+
- Acknowledging the occupied lands that we are building on.
- Parks & open space for all ages/abilities to serve TOD
- Diverse culturally and economically
- Mixed-use, mixed-income, mixed-tenure housing
- Ensures that residents have access to fresh air from their unit (large window or balcony), quiet and passive spaces, and fun/recreational spaces.
- Public access
- Places within the development to gather in a communal sense
- Easy access to shopping and healthcare.
- Neighborhood schools for TOD neighborhoods
- Affordable
- Wide sidewalks/plazas
- Access to community spaces and access for charging phones...etc.
- Public space
- Accessible for seniors
- Happy people
- Far fewer miles driven by gasoline (maybe more miles by electric car or bicycle)
- More people walking and less cars.
- Happy people
- Mixed-income community
- "Family" could/should include pets
- +1 on pets as family and consideration of their needs in TOD is needed
- Accessible low stress mobility - protected bike lanes and comfortable sidewalks
- Most amenities should be within walking distance, but that includes things that people need on a daily basis. Groceries. Gardening.
- Walking and bike access to parks, grocery stores, drugstores, wheelchair accessible retail and recreation
- Bike charging stations
- There is a lack of affordable middle-income housing, esp for seniors, lived here for 40 years, can't afford new place, & too much income/wealth to qualify for low-income housing

What outcomes would we see if we have effectively built e-TOD?

- People rate their quality of life as high
- There are people of all ages and abilities enjoying the area (visiting parks, shops, etc)
- Residents rate their quality of life as high: happy, healthy, and feeling part of the neighborhood
- Diversity!
- Reduction in traffic
- Reduction in poverty
- Quality of housing
- People wanting to move here, and also people staying for throughout different periods of their life.
- A vibrant and happy community where everyone feels like they belong.
- Fun, vibrant 24 hour neighborhood
- % of trips using transit increasing
- Many from the community utilizing freely, safely, building the community.
- Wider community is represented in the TOD area
- Reduced average vehicle miles traveled
- Fewer miles driven by gasoline (maybe more by electric car or bike)
- Climate change averted!
- Happy people
- Diverse neighborhood
- Acknowledge the original inhabitants of the land... Coastal Salish people with art, education from Indigenous artists.
- Would love to have a local indigenous food movement like that of The Sioux Chef, but I can dream 😊
- I myself am not religious, but I think that people would like to be able to be walking distance from a place of worship
- +1 ...great idea! (walking distance to worship)
- Lack of parking at Stations, but accessibility for those close by - due to hills, disabilities, age, difficulty walking, crossing roads, no bus stops etc

What sustainability features/options would you like to see emphasized in TOD around our light rail stations?

- Energy Efficient Buildings
- Tree Canopy
- Green Infrastructure
- Walk/Bike/Transit Alternatives to Cars
- Bioswales
- Green Roofs and Green Walls
- Reflective Roofs
- Gray Water Systems
- Bird-Friendly Windows and Structures
- Noise Mitigation
- Video and Audio Signage
- Shaded Areas
- Nature
- LEED Certified Buildings
- Electric Vehicle Charging Stations
- Electric Bike Charging Stations
- Solar Panels on Roofs
- High-Density Development
- Net Zero Carbon Emissions
- No Cars / A Car-Free Community
- HVAC units need to be resilient to temperatures of 125 degrees
- We need to look both at new buildings but also existing ones
- All new buildings should be ready for electric cars
- My HOA makes it impossible to put up solar panels on my townhouse
- Window blinds that are solar panels, they are up and coming right now

What should we focus on when we look at resiliency options?

- Walkable Services
- Climate Resiliency
- Economic Resiliency
- Futureproofing the Built Environment
- Renewable Energy (Generation)
- Storage for Emergency Provisions
- Permeable Sidewalks
- Earthquake-proofing
- Urban Forest, Trees, Tree Canopy, and Reducing the Urban Heat Island
- Havens from Smoke and Hazardous Air Quality
- Community Centers
- Multimodal Emergency Evacuations; Car-Free Evacuations

What other questions should we explore as we develop new policies and standards for TOD in Redmond?

- How do we better include diverse input?
- How to address parking for residents of TOD areas and those coming to take transit.
- Should taller buildings include rooftop design (like Atlanta)? Should they plan for solar access at the street level and for adjacent properties?
- Remember critical areas
- How much have we leaned on Microsoft? They (well, we, I work for MSFT) pledged to remove the entire historical carbon footprint of the company, and our city is definitely part of that footprint. (wondering how much we can lean on them for grants and subsidizing the sustainability features of new buildings and old building retrofits)
- Would still love to see the connected rooftops and make them into public space 😊

## 9/8 WORKSHOP

### Introduction to Inclusive / Universal Design

[VIEW RECORDING](#)

Please note there were some technical difficulties during the workshop.

What aspects of our built environment can exclude segments of our community?

- Locked gates
- Fences
- Narrow sidewalks
- Uneven / lifted sidewalks
- Steep stairs/sidewalks
- Lack of sidewalks
- High-speed roads
- Car-centric design
- Areas not designed for women

What Universal Design Features would you use or like to see in Redmond?

- Changing tables in all restrooms
- Voice activated drinking fountains
- Frequently circulating shuttle around Redmond

What universal design features do you have experience working with?

- Sidewalk bumps/design a great thing to do, looks good  
Helps with wayfinding too, for all users
- Signage - contrast and size - sometimes our signs are fairly small with small print and are hard for people to see/read

Are there any areas/features in our community (built environment) that need to be revisited to be more inclusive/universal?

- Gender neutral bathrooms
- Marymoor Park is largely car-centric and needs to be more walker friendly

Other Discussion/Questions:

- Could you talk about the timeline for Redmond 2050? Is this a 5-year process or when do we think we'll be done with this process?
  - Phase 1 (which includes housing, economic vitality, transportation, parks, and Overlake) will be done towards the end of the first quarter of 2023.
  - Phase 2 (human services, capital facilities, etc.) will be done by mid-2024
  - More information about phasing and timelines are online at [www.redmond.gov/Redmond2050](http://www.redmond.gov/Redmond2050)