

2025

Downtown Redmond Center Plan



Redmond 2050
City of Redmond
5/23/2025

Downtown Redmond Center Plan,

May 2025

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Centers are the hallmark of VISION 2050 and the Regional Growth Strategy. They guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for the Puget Sound Regional Council's (PSRC's) federal transportation funding. Downtown Redmond has been an Urban Center since 1995. The almost thirty years since its designation the Downtown has gone through many changes.





The Downtown Center Plan reviews the current and future conditions in Downtown as an essential Urban Center for Redmond and the region.

The Redmond Downtown Regional Growth Center is a major activity and employment center, containing residential development, shopping, businesses, cultural and entertainment uses. The center includes the historic downtown area, the Redmond Town Center complex to the south, and the developing retail-civic-housing district to the north. In the last few years, substantial multifamily and mixed-use housing units have been built in and adjacent to t development opportunities.



Downtown will be connected to the region through the light rail and bus transit; it will be connected to surrounding communities through the robust regional trail network; and it is a place to connect with each other. Downtown represents connections.

Downtown Plan Concept / Vision / Regional Collaboration

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 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:	
	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.

Neighborhood Vision

The Downtown Redmond Urban Center ("Downtown Center" or "Downtown") will build on its existing success as the city's living room for anyone that wishes to live, work, and play in Redmond. It will be a place you can always go that will have a diverse workforce and a vibrant nightlife for all ages.

Redmond's Downtown will have businesses of all sizes and types – restaurants, cafes, small shops, grocery stores, offices, gyms, veterinary services, dentist offices, and more. The outdoors and tree canopy will continue to breathe vitality into the Downtown and access to these spaces will continue to be prioritized.

Light rail will allow people to walk out their doors in Downtown Redmond and travel the Eastside, the region, and the world. Transit-oriented development (TOD) can foster community and carbon neutrality, limiting the need for personal vehicle travel. Downtown Redmond will be a place people can use active and accessible transportation options to visit, live, and work. TOD will let people leave their cars behind, creating a more sustainable, resilient, and equitable community.

Downtown is the center of civic life in Redmond – it is the place where those who dream for a better tomorrow can express their concerns to elected officials at City Hall, where children can learn at the library, where we can gather to celebrate our diverse cultures or connect with friends and family at community centers, restaurants, cafés, plazas, and parks.

In 2050 Downtown will be equitable and inclusive. It will have diverse businesses both large and small. It will be resilient with a variety of housing types and businesses that will serve residents, workers, and visitors. It will be sustainable by preserving green spaces and critical areas. With a balance of equity, resiliency, and sustainability at the core of our policies, Downtown will thrive.

Comprehensive Plan Framework Policies: Downtown's Role within the City, County, and Region

Most of the policies related to the Downtown 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 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-DT-1 Design a Downtown that serves as a community gathering place and an outdoor living room for a variety of retail, office, service, residential, cultural, and recreational opportunities.

FW-DT-2 Nurture a Downtown that respects the city's history, provides a comfortable atmosphere, preserves its natural setting, and integrates urban park-like qualities.

The Comprehensive Plan implements the three major themes of Redmond 2050, with policies related to equity and inclusion [DT-1, 13-15, 19], sustainability [DT-4, 8-10, 18] and resiliency [DT-2, 3, 11, 16-17].

Process and Engagement Summary

In August 2020 Redmond adopted a plan for community engagement for Redmond 2050 that focused on equitable community engagement. Through Planning Commission meetings, City Council meetings, a Community Advisory Committee, Technical Advisory Committee, and working with community-based organizations, we sought input from diverse sources. The goal was to reach people where they are living, working, and playing.

In the Participation, Implementation and Evaluation element of Redmond 2050 the framework policy is:

FW-PI-1 Support an equitable, inclusive, sustainable, and resilient community.

In the participation element and in practice Redmond 2050 sought diverse input.

PI-2 *Involve community members in government decisions, including those that are most impacted by the decisions.*

- *Involve especially those belonging to communities that have been historically excluded such as immigrants, refugees, Black, Indigenous, and other People of Color communities, people with low incomes; people with disabilities; seniors; and communities with language access needs.*
- *Encourage active, diverse, and equitable representation and participation of all members of the community in boards, commissions, and city council by removing barriers.*
- *Promote active participation in community affairs by facilitating volunteerism.*

Outreach began to create a vision for Downtown and explored topics including uses permitted in Downtown, height of buildings, scale of change, transit-oriented development, pedestrian infrastructure, and the role of Old Town, which contains most of Redmond’s historic structures.

Redmond 2050 is focused on building on the current growth in Downtown, implementing TOD, increasing vitality, and preserving the natural and urban landscape of Downtown. Early visioning and feedback included the need for nightlife, preserving outdoor public spaces, and enhancing pedestrian infrastructure.

City staff partnered with a diverse group of community-based organizations (CBOs) to co-create community engagement campaigns. Redmond partnered with Eastside for All, Africans on the Eastside, Big Hug, BizDiversity, Brazilian Community Services, Disability Empowerment Center, ESL and Culture Coach, Indian American Community Services, Pride Across the Bridge, Team TEAD, and United Hub. Along with CBO partners, Redmond conducted a variety of workshops and co-created materials.

Our community engagement activities included participating in festivals in Downtown Park and City Hall Campus including Cinco De Mayo, United Festival, Rockin’ on the River, Art Walk, and Derby Days. Additionally, we hosted Pint with a Planner and other pop-up events at Downtown Park and other locations in the community.

In total for the comprehensive plan there were over 100 events, over 200 commission/committee meetings, over 20 focus groups, and several thousand comments. Community engagement summaries can be found online at redmond.gov/1495/.

Scale of Change

Redmond 2050 plans for Redmond to nearly double in population and transition Redmond from a suburb to a city. Downtown was assigned about one-quarter of the housing growth and one-fifth of job growth, as shown in Table 1 – Growth Distribution.

TABLE 1: GROWTH DISTRIBUTION

2019-2050 Growth Distribution	Housing Units	Jobs
Overlake Metro Center	34%	46%*

Downtown Urban Center	26%	18%
Marymoor Countywide Growth Center	13%	5%
SE Redmond Industrial Growth Center study area	-	9%
CENTERS SUBTOTAL	73%	78%
Major Corridors and Elsewhere	27%	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.

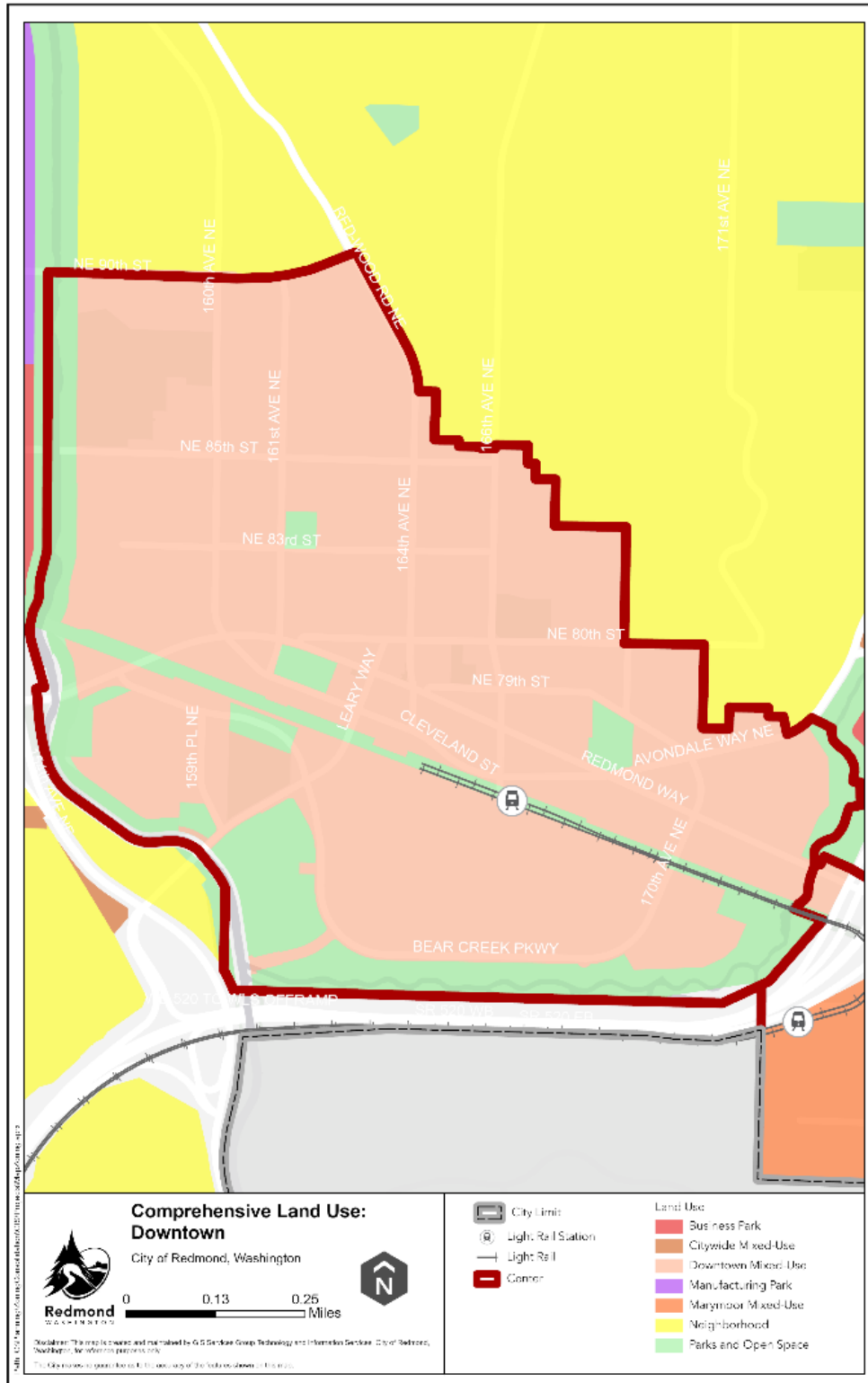
TABLE 2: 2019-2044 DOWNTOWN CENTER GROWTH TARGET

Downtown Center Growth Targets	2019 Baseline Conditions	2019-2044 Growth	2019-2050 Growth
Population	8,300	12,224	15,986
Housing Units	4,864	6,500	8,000
Employment	9,494	5,000	5,940

TABLE 3: CHANGES IN DOWNTOWN ZONED CAPACITY BY ZONING DISTRICT

FAR Revisions	CURRENT BASE (w/o Incentives)	CURRENT MAXIMUM (w/ Incentives)	NEW BASE (w/o Incentives)	NEW MAXIMUM (w/ Incentives)	NEW MAXIMUM (w/ Incentives in TOD)
Town Center	Varies	Varies	5.0	6.5	8.0
Core	1.25	Varies	4.5	6.5	8.0
Edge	1.0	Varies	3.0	3.75	N/A

Building Height Revisions	CURRENT BASE (w/o Incentives)	CURRENT MAXIMUM (w/ Incentives)	NEW BASE (w/o Incentives)	NEW MAXIMUM (w/ Incentives)	NEW MAXIMUM (w/ Incentives in TOD)
Town Center	5 stories	12 stories	60 feet	85 feet	144 feet
Core	5 stories	6 stories	60 feet	85 feet	144 feet
Edge	4 stories	5 stories	45 feet	60 feet	N/A



Land Use Designations

The Future Land Use Map identifies most of Downtown as the Downtown Mixed-Use land use designation.

The Downtown Mixed-Use Land Designation is 4.6% of all land area in Redmond, approximately 474 acres. The downtown neighborhood is slightly larger at 659 acres, and an approximate 6% of all neighborhood acreage. The remaining portions of the Downtown Center are Park and Open Space.

MAP 2: COMPREHENSIVE LAND USE: DOWNTOWN

The following Land Use policy establishes the intent of the Downtown Mixed-Use Designation:

LU-34 Downtown Mixed-Use Designation

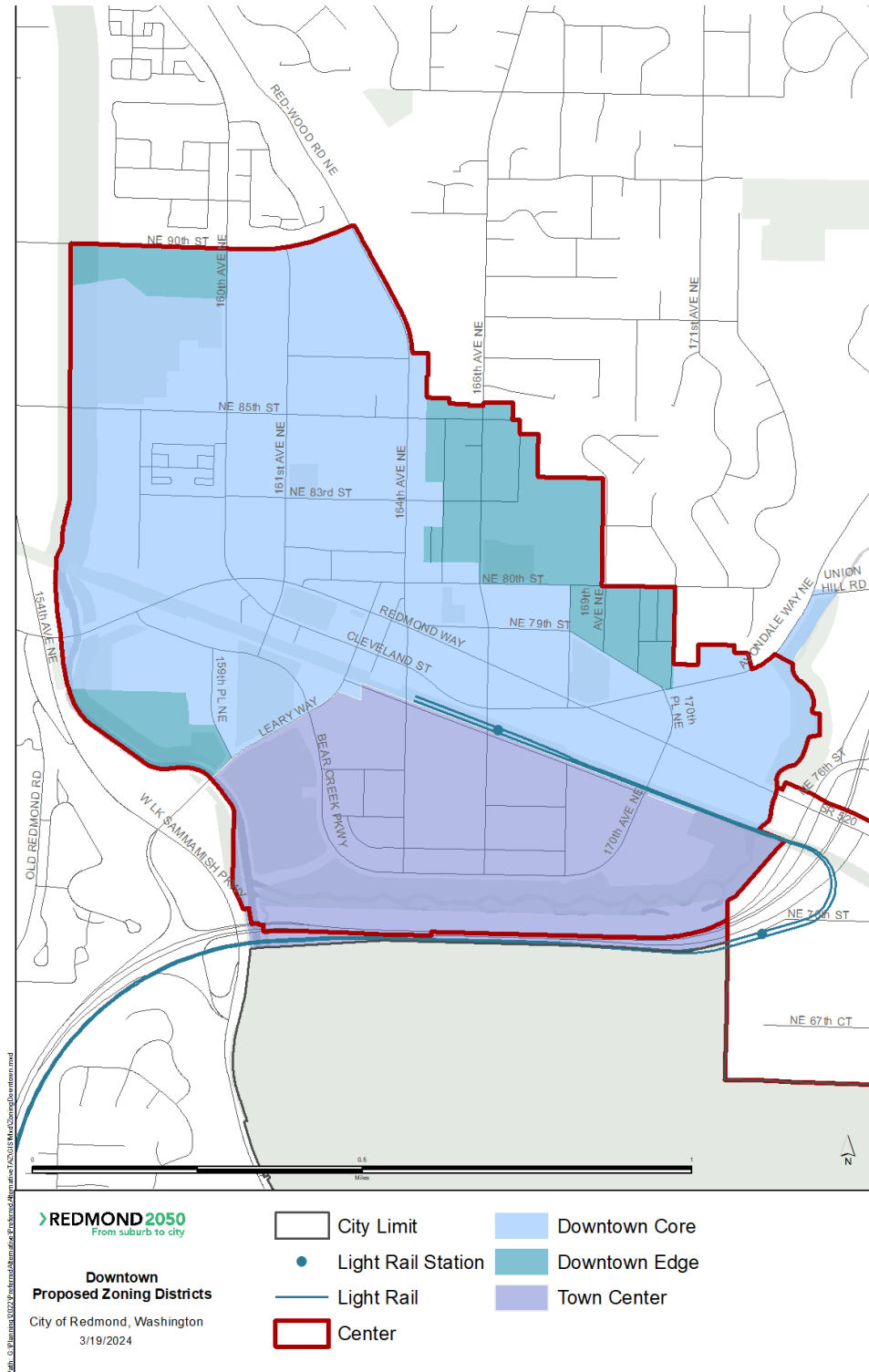
- *Purpose.*
 - *Encourage development of the Downtown as a place that:*
 - *Meets community needs for employment, shopping, recreation, civic activities, and cultural and night life opportunities;*
 - *Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, frequent transit service, and plazas, parks, and art;*
 - *Protects Redmond's drinking water aquifer from contamination and loss of recharge and other natural resources;*
 - *Emphasizes access for pedestrians and bicycles.*
 - *Enhances its urban feel by retaining a rich natural setting, including open space, trees, and other landscaping; and*
 - *Invites people to enjoy it, provides a comfortable atmosphere, and maintains Redmond's history and historic buildings.*
- *Allowed Uses.*
 - *Implement this designation throughout the Downtown Center. Permit a broad mix of residential, retail, service, civic, cultural, and employment uses that support community values and fulfill growth requirements while protecting natural resources, especially Redmond's drinking water aquifer.*

Downtown Zoning Districts

There are three zoning districts in the Downtown Urban Center, all of which are mixed-use zones that allow medium or high-intensity development. The zoning districts and the development regulations are intended to:

- Accommodate housing and job growth allocations.
- Maximize TOD opportunities.
- Reflect city history.
- Provide a comfortable atmosphere.
- Provide natural settings.

MAP 3: DOWNTOWN ZONING DISTRICTS



Downtown Core Purpose

Downtown Core is the vibrant civic and cultural heart of Redmond. Anchored by Downtown Park and the Municipal Campus, it provides opportunities for living, commerce, entertainment, and recreation for residents, employees, and visitors of all ages. It includes the historic area of Downtown, called Old Town. The following policies address downtown core:

DT-6 Encourage development of a mix of mid-rise multistory residential, office buildings, and mixed-use buildings.

DT-7 Ensure that development and redevelopment in the historic core of Downtown complement the character and scale of existing historic buildings.

DT-8 Encourage retention or adaptive re-use of historic buildings through programs and administrative practices that encourage preservation and reinvestment.

DT-9 Encourage development adjacent to the Sammamish River that is appropriate to and enhances the natural environment by:

- Providing open spaces, pedestrian walkways, bicycle trails connected to the Sammamish River including access for water sports and recreation;*
- Encouraging building designs and orient building entrances, plazas, and upper-story open spaces towards the river trail and streets;*
- Providing modulation in building heights and roof lines, encouraging lower portions closer to the river, and allowing greater height beyond the shoreline/ critical area boundaries; and*
- Enhancing degraded shorelines adjacent to new development consistent with the Shoreline Master Plan.*

DT-10 Continue to preserve the critical areas and maintain “green” gateway on Leary Way at the south end of Downtown by means of land dedication, acquisition, or the use of transfer of development rights, design standards, and forest management.

Town Center Purpose

Town Center is adjacent to light rail and attracts people in Redmond and the region for its vibrant mix of dining, entertainment, shopping, employment, and urban living. The following policies address town center:

DT-11 Ensure continued development and reinvestment to maintain the Town Center zone’s health, vitality and attractions:

- Retain and protect the site’s significant natural and aesthetic features, including healthy mature trees, stream courses, and indigenous vegetation, particularly adjacent to Bear Creek and the Sammamish River;*

- *Provide plazas, pedestrian-friendly malls, and other open spaces that promote outdoor activity and encourage active and accessible circulation between the Town Center, the Redmond Central Connector, and the rest of Downtown;*
- *Provide and maintain opportunities for recreation and leisure activities and programs that complement other uses in the zone and the rest of Downtown and generate pedestrian activity;*
- *Encourage the addition and retention of after-work-hours and late-evening entertainment, such as live theater and comedy, dining, dancing and live music, to provide a lively entertainment area;*
- *Maintain a mix of pedestrian generating uses including residential and retail uses, personal services, pop-up markets, and restaurants.*
- *Provide structured parking to minimize visual impacts and encourage pedestrian activity;*
- *Provide for land use linkages with the Downtown Core to attract, encourage, and facilitate the movement of people between Town Center and other parts of the Downtown;*
- *Retain Bear Creek Parkway as a treelined boulevard that ensures safe connections for pedestrian and cyclists.*
- *Celebrate the cultural significance of Bear Creek and preserve open spaces and environmentally critical areas adjacent to and near Bear Creek Parkway;*
- *Preserve at least 44 contiguous acres for use as public open space; and*
- *Encourage the addition of residential development.*

DT-12 Allow additional height when accompanied by exceptional public amenities or project components that advance business diversity, housing or environmental sustainability goals.

DT-13 Improve access between Town Center and Marymoor Park for pedestrians and bicyclists by developing a convenient, direct, and attractive connection.

DT-14 Enhance access between local transit routes, light rail, and Redmond Town Center.

Downtown Edge Purpose

Downtown Edge is a transition area between Downtown and surrounding neighborhoods. It offers places to live and a variety of goods and services for people in Downtown and other neighborhoods and is built at a lower intensity than Downtown Core or Town Center. The following policies address downtown edge:

DT-15 Allow mainly low-rise buildings in the Downtown Edge zone, with mid-rise buildings allowed with incentives.

DT- 16 Provide for goods and services at entrances to the Downtown edge that are convenient for bicycle, pedestrian, and vehicular access from surrounding residential and employment areas to encourage complete neighborhoods and decrease vehicular congestion.

DT- 17 Encourage a mix of uses on the ground floor to help create a complete neighborhood. Design developments to:

- Maximize access by active and accessible transportation and transit;*
- Be consistent with building frontages and streetscape in the area; and*
- Minimize potentially adverse impacts.*

DT- 18 Incentivize reuse of existing residential structures for any non-residential and commercial uses.

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.
- ☐ 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.

Redmond 2050 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

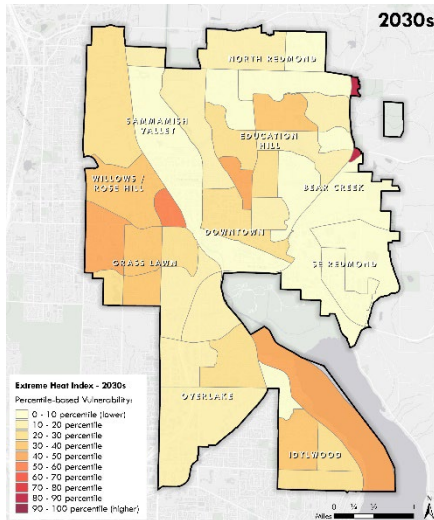
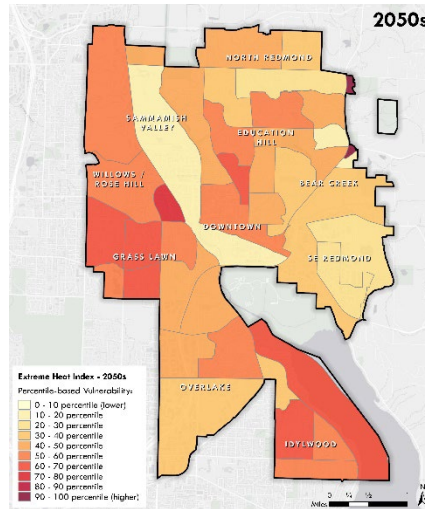
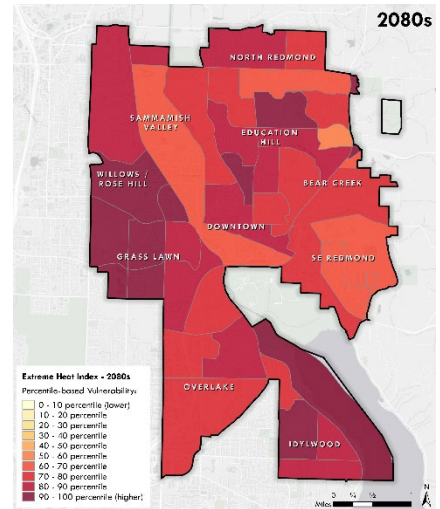
Some portions of the Redmond community are more vulnerable to the effects of climate stress than others. Certain subsets of the population – including older adults, individuals living alone, and people with low incomes, disabilities, and/or limited English proficiency – require special consideration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

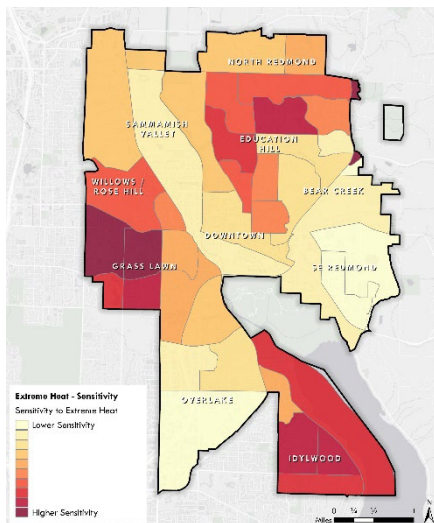
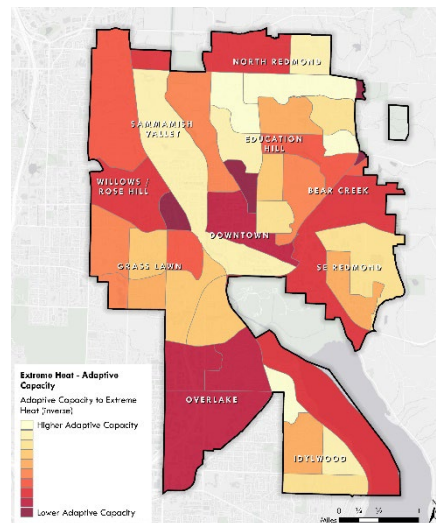
- Areas of lower adaptive capacity include Education Hill, Willows/Rose Hill, Idylwood, and Overlake.
- The risk of extreme precipitation can cause flooding, erosion, landslides, and falling trees, where there are higher population densities, higher employment densities, or sensitive populations that 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.



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.

MAP 4: 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.

MAP 5: 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.** Downtown will have one light rail station. Redmond is partnering with Sound Transit and King County Metro Transit to construct this multimodal hub, including bus bays, trail access, pick-up and drop-off zones, and sidewalk reconstruction.
- **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. TOD 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 Downtown. Policies from the Natural Environment Element and the Climate Resiliency Element also address Environment and Climate Change citywide. Some specific policies of note are:

NE-7 Collaborate with public, tribal, non-profit, and private sector organizations to advance sustainability and conservation goals to protect and enhance the environment.

NE-15 Require buffers adjacent to critical areas to protect the ecological functions integral to healthy critical areas ecosystems and/or avoid risk to human life and safety.

NE-89 Achieve criteria air pollutant reductions in both municipal operations and the community at large, with attention given to social equity.

Center and Downtown Specific polices that address equity, resiliency, and sustainability include:

Equity & Inclusion	Resiliency	Sustainability
<ul style="list-style-type: none"> • CTR 6, 13, 16 • DT 1, 13-15, 19 • CD 1-6, 11, 13 	<ul style="list-style-type: none"> • CTR 6, 7, 13, 16 • DT 2,3,11,16-17 • CD 6, 7, 12 	<ul style="list-style-type: none"> • CTR 5-8, 10, 14-16 • DT 4,8-10,18 • CD 6-9, 12

Parks & Open Space

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.

The community's long-standing vision has been to promote the sense of the Downtown as a lively urban area within a beautiful natural setting. Redmond will continue to maintain and enhance the Downtown parks and trails system and improve connections between these features.

The parks and trails system will evolve with changes in the Downtown to provide a variety of amenities desired by users. The parks system will be capable of hosting small and large events, performances, and classes that draw people to Downtown. The park and trail systems will have integrated art and historical elements and interactive features to encourage communication among visitors.

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.

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 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.

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.

Projects identified in the Redmond 20-Year Parks Project Vision include Downtown linear park or plaza acquisition at the downtown light rail station and the West Lake Sammamish Crossing. (2023 PARCC Plan)

- DT-9 Encourage development adjacent to the Sammamish River that is appropriate to and enhances the natural environment by:*
- Providing open spaces, pedestrian walkways, bicycle trails connected to the Sammamish River including access for water sports and recreation;*
 - Encouraging building designs and orient building entrances, plazas, and upper-story open spaces towards the river trail and streets;*
 - Providing modulation in building heights and roof lines, encouraging lower portions closer to the river, and allowing greater height beyond the shoreline/ critical area boundaries; and*
 - Enhancing degraded shorelines adjacent to new development consistent with the Shoreline Master Plan.*
- DT-10 Continue to preserve the critical areas and maintain "green" gateway on Leary Way at the south end of Downtown by means of land dedication, acquisition, or the use of transfer of development rights, design standards, and forest management.*
- DT- 25 Plan for changing recreational needs in Downtown while retaining and enhancing the Redmond Senior and Community Center and existing parks.*
- DT - 26 Use public and private development and partnerships to encourage Downtown as Redmond's primary location for civic and cultural events and festivals. Encourage the growth of visual, performing arts, cultural events, and other opportunities that encourage people to visit Downtown. Maintain open spaces as community gathering places with green areas for recreation, plazas, water features, and outdoor places for performing arts, visual art displays, and major events.*
- DT - 27 Identify and create Downtown gateways that are integrated with the transportation system, including bicycle and pedestrian connections, artwork, signage, landscape features, and structures. Work with private property owners to help create gateway design features.*
- DT - 28 Maintain the Redmond Central Connector within the Downtown according to the Redmond Central Connector Master Plan. Support and evaluate opportunities to create*

new connections to the Redmond Central Connector from nearby streets, trails, or developments.

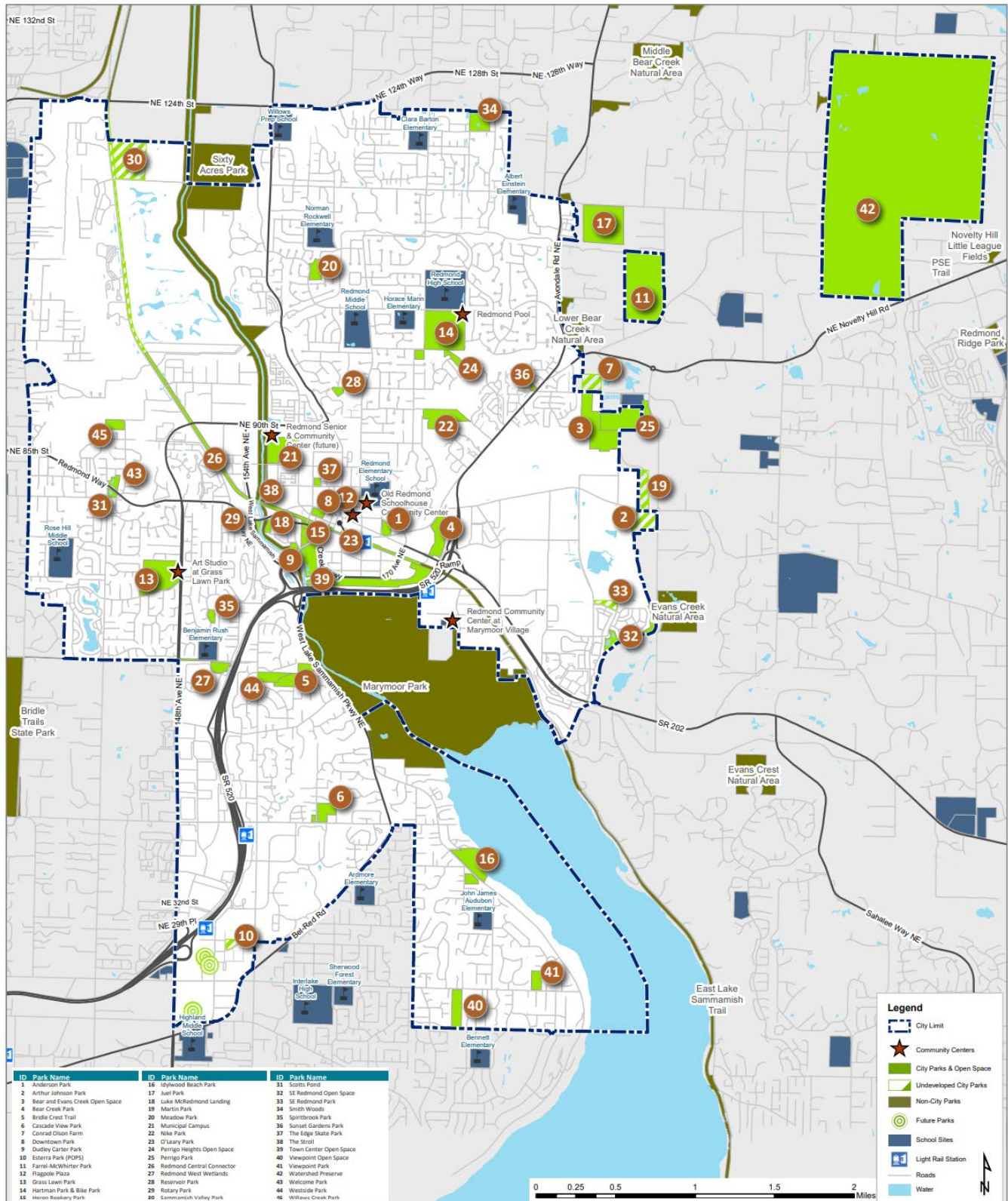
Level of Service Analysis for Parks

Downtown is home to Anderson Park, Dudley Carter Park, Heron Rookery Park, Downtown Park, and the Edge Skate Park. Downtown also includes access to the Bear Creek Trail and Town Center Open Space.

TABLE 4: DOWNTOWN PARKS

Park Name	Size (Acres)	Classification
Anderson Park	3.0	Neighborhood
Bear Creek Park	11.1	Resource
Downtown Park	2.1	Urban
Dudley Carter Park	2.1	Urban
Flagpole Plaza	0.1	Neighborhood
Heron Rookery Park	4.6	Resource
Luke McRedmond Landing	2.1	Neighborhood
Municipal Campus	7.6	Urban
O’Leary Park	0.1	Neighborhood
Redmond Central Connector Phase 1	11.0	Trail Corridor
RCC Station Area	1.5	Urban
Rotary Park	1.0	Neighborhood
The Edge Skate Park	1.5	Urban
The Stroll	0.4	Resource
Town Center Open Space	40.9	Resource
Total Parks 15	89.1	

Source: PARCC Plan, 2023.



MAP 6: EXISTING PARKS & OPEN SPACES- 2023 PARCC PLAN

TABLE 5: LEVEL OF SERVICE STANDARDS, PREFERRED ALTERNATIVE

LOS Category	LOS Goal	Current Met Now (Y/N)?	Preferred Alternative Will be Met (Y/N)?
Children's Play Area & Outdoor Sports & Fitness Facilities Service Areas	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.
Outdoor Sports and Fitness Facilities Service Area	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.
Outdoor Sports Fields Usage Rates	Operate at 80% capacity or less	N/A	May require additional facilities to offset usage.
Urban Parks Criteria	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.
Trails	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.
Recreation	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 the focus on equity and inclusion included many new or updated policies focused on improving opportunities and outcomes through access to and the design of 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.*

SEPA Infill Exemption

Redmond adopted a State Environmental Policy Act (SEPA) Infill Exemption for Downtown. It will apply within the Downtown Center for residential development, mixed use development, or commercial development up to 65,000 sq ft. excluding retail. The maximum development covered is 8,500 housing units and 5,940 jobs.

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 Downtown Center contains several types of development, including single- and multifamily homes, office buildings, retail, and mixed-use developments with 42.44 activity units per acre. Redmond proposes to expand the Downtown center from its current 433 acres to 524 acres.

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 will 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 Downtown's unique character. Land use policies specific to Downtown focus on the urban types and forms to accommodate jobs and population growth through the year 2050.

The following Center and Downtown policies address Land Use and Development:

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.

DT- 1 Maintain and enhance Downtown Redmond by creating visually distinctive and pedestrian-oriented urban areas:

- Downtown Core is the vibrant civic and cultural heart of Redmond. Anchored by Downtown Park and the Municipal Campus, it provides opportunities for living, commerce, entertainment, and recreation for residents, employees, and visitors of all ages. It includes the historic area of Downtown, called Old Town.*
- Downtown Edge is a transition area between Downtown and surrounding neighborhoods. It offers places to live and a variety of goods and services for people in Downtown and other neighborhoods and is built at a lower intensity than Downtown Core or Town Center.*
- Town Center is adjacent to light rail and attracts people in Redmond and the region for its vibrant mix of dining, entertainment, shopping, employment, and urban living.*

DT - 2 Maintain development regulations for Downtown that accommodate job and housing growth allocations and related services, amenities, and infrastructure.

Planning for TOD includes planning land use that can take advantage of nearby transit and 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-4 Ensure that transit-supportive land uses are allowed to maximize potential for transit ridership.¹

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

CTR-5 Maximize opportunities for equitable, sustainable, and resilient transit-oriented development (TOD) in centers and near light rails stations and other high-capacity transit stops to create 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.*
- *Designate TOD Focus Areas.*

CTR-6 Use public-private partnerships, co-location of facilities, regional facility opportunities, and other creative and cooperative tools to meet the unique public facilities and service needs of centers, including schools, utilities, transportation, parks, beautification, civic, social, and other improvements and needs. Consider potential locations for these needs when updating land use and functional plans, reviewing master plans, and in updates to incentive programs.

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

Design Standards and Infill Development

DT-23 Maintain and enhance buildings and street frontages to be oriented for people and not automobiles. This includes continuous commercial uses, separation from vehicular traffic through landscaping, urban paths, street furniture, and bicycle lanes. Off-street parking should not be located in the front of buildings and should be screened if no other options exist.

DT-24 Regulate building height, design, non-residential parking, and open space to provide transitions between Downtown and adjacent residential or lower-scale zones.

DT- 4 Encourage redevelopment and infill development in Downtown. Any development should include natural landscaping and open space.

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.

Redmond 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 2050 Housing Technical Appendix; a subset of the data related to Downtown is provided below.

TABLE 6: 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
Downtown Mixed-Use	Downtown Edge, Downtown Core, Town Center	Apartments, Condominiums, Permanent Supportive Housing	Middle-Rise,	Moderate and High Income (>80% AMI)	Extremely Low, Very Low, Low, and Moderate Income (0-80% AMI)

TABLE 7: CAPACITY INCREASED NEEDED TO ACCOMMODATE GROWTH BY ZONE

Redmond 2050 Zoning District	Constrained Housing Capacity per Preferred Alternative (Units)					
	Low Density	Moderate Density	Low Rise	Middle Rise	High Rise	Total Units
Downtown Edge	0	140	0	125	0	265
Downtown Core	0	10	1,000	5,740	0	6,750
Town Center	0	0	0	0	1,125	1,125
Total	0	150	1,000	5,865	1,125	8,140

Housing Options

Opportunities exist in Downtown 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 Downtown will be urban multifamily, mid-rise, and high-rise developments.

DT - 2 Maintain development regulations for Downtown that accommodate job and housing growth allocations and related services, amenities, and infrastructure.

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 citywide 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.

HO-13 Expand the supply and range of housing types, including affordable housing units, near employment centers and Transit-Oriented Development (TOD) areas, at densities sufficient to maximize use of high capacity and frequent transit.

- *Evaluate and update zoning in transit areas in advance of transit infrastructure investments.*
- *Support and preserve income restricted housing near high capacity and frequent transit.*
- *Promote dense local communities to support increased transit, cyclist, pedestrian access to local amenities.*
- *Promote connections between housing and amenities (transit, jobs, recreation, education). This includes pathways, trails, and sidewalks that are ADA compliant and built with "universal design" principles.*

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.

- *Encourage the allocation of funds generated from alternative compliance methods, such as fee-in-lieu, to be invested into affordable housing opportunities located in employment centers, growth centers, or areas in proximity to high-capacity transit.*
- *Focus on utilizing suitable surplus publicly-owned lands in urban centers for affordable housing production and preservation.*

A Regional Coalition for Housing (ARCH) is a partnership of King 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 Mandatory Inclusionary Zoning (MIZ) and optional Multifamily Property Tax Exemption (MFTE) provisions found in RZC 21.20 and RMC 3.38, respectively. For Downtown, no changes are proposed to MIZ or MFTE requirements. MIZ requirements would remain at 10% of units affordable to households earning up to 80% of area median income (AMI). The optional 8-year MFTE program would be available when 10% of units are affordable to households earning up to 60% AMI.

TABLE 8: HOUSING UNITS BY TYPE AND CITYWIDE TENURE RATES ²

Type as Share of All Housing	2011	2016	2021
Detached Single Family (1 unit)	40%	41%	37%
Duplex-Multiplex (2 to 4 units)	17%	15%	17%
Multifamily (5 or more units)	41%	42%	46%
Other (RV, Boat, etc.)	2%	2%	1%
Citywide Tenure Rate	2011	2016	2021
Owner	52%	52%	41%
Renter	48%	48%	59%

TABLE 9: HOUSING NOW AND ESTIMATED HOUSING NEEDED BY AREA MEDIAN INCOME BRACKET ³

	Total Units	≤30% AMI		AMI	AMI	AMI	AMI	AMI
		Non-PSH	PSH	>30 - ≤50%	>50 - ≤80%	>80 - ≤100%	>100 - ≤120%	>120%
Baseline Housing Supply: 2019	31,739	753	58	1,404	2,184	9,270	4,839	13,231
KC CPP Net New Housing Needed: 2019-2044	20,000	7,025	3,694	3,870	2,765	348	394	1,904
KC CPP Total Future Housing Needed: 2044	51,739	7,778	3,752	5,274	4,949	9,618	5,233	15,135

² Sources: United State Census Bureau, ACS Data 5-Year Estimates, 2011 and 2016. ACS Data 1-Year Estimates, 2021.

³ Source: King County, King County Countywide Planning Policies, 2023.

Extrapolated KC CPP Net New Housing Needed: 2019-2050	24,800	8,711	4,581	4,799	3,429	432	489	2,361
Extrapolated KC CPP Total Future Housing Needed: 2050	56,539	9,464	4,639	6,203	5,613	9,702	5,328	15,592

Affordable Housing Incentives

The updated Downtown incentive package (RZC 21.55 - Development Incentives) includes many new options for incentivizing more affordable housing units and deeper levels of affordability. Incentives include:

TABLE 10: DOWNTOWN AFFORDABLE HOUSING INCENTIVES

Child Friendly Bonus Eligible	Affordable Housing Incentive Options Description
	Units at or Below 50% Area Median Income (ABOVE MANDATORY)
	Additional 2% of units
	Additional 2-4% of units
	Additional 5-9% of units
	Additional 10-14% of units
	Additional 15% of units or more
	100% Affordable
	Affordable Child-Friendly Housing (3 bedroom, 1.5 bath) at or Below 80% AMI
✓	5- 9% of affordable units are family housing
✓	10-15% of affordable units are family housing
✓	more than 15% of affordable units are family housing
	Affordable Housing In-Lieu Fee (see 21.20.050) - points per unit provided

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 in Redmond.

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:

- *Visitable 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.*

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

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



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).*

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 to be used in the City's zoning 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



Example of home with zero-step entry



Residential Universal Design Building Code

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

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 Downtown incentive package will include many new options for more housing units that improved accessibility at several different levels. Incentives include:

TABLE 11: DOWNTOWN INCENTIVES – INCLUSIVE DESIGN INCENTIVES

Child Friendly Bonus Eligible	Inclusive Design Incentive Options Description	
	Accessible Housing Units - Type A or B Units in ICC A117.1	
	✓	5 - 9% of units
	✓	10 - 25% of units
	✓	more than 25% of units
	Visitable Housing Units - Type C Units in ICC A117.1	
	✓	5 - 9% of units
	✓	10 - 24% of units
	✓	25 - 50% of units
	✓	More than 50% of units
	Housing Units for Intellectual and Developmental Disabilities (IDD)	
	✓	6 - 10% of units
	✓	11 - 15% of units
	✓	16 - 20% of units
	Inclusive / Universal Design Features	
	✓	Universal/Inclusive Design Features in Building (see checklist)
	✓	Universal/Inclusive Design Features in Site (see checklist)
	✓	Universal/Inclusive Design Features in Residential Buildings (if applicable, see checklist)

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.

Downtown Redmond is currently home to 6,000 residents and 10,000 jobs with 1.1 million square feet of commercial space and 1.6 million square feet of retail space. There are 4,336 multifamily dwellings up to 85 feet or 8 stories in height⁴. Current land use is predominantly low to mid-rise commercial. Blocks are small, creating a strong foundation for a comfortable pedestrian environment. Housing is primarily renter occupied. Downtown has a great deal of market potential with the addition of light rail and housing units.

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

⁴ Source: Land Use Analysis, The IBI Group, 2020

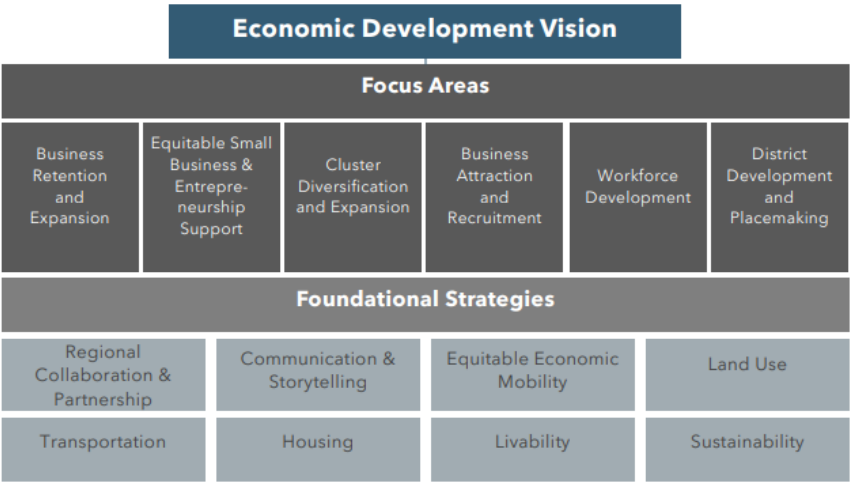
- FW-EV-3 Cultivate a diverse workforce and business community that reflects Redmond's commitment to opportunity, equity, self-sufficiency, and the importance of both legacy and new businesses.*
- EV-9 Participate and coordinate with other government agencies, businesses, and nonprofits in efforts to 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.*

Polices specific to Downtown include:

- DT - 2 Maintain development regulations for Downtown that accommodate job and housing growth allocations and related services, amenities, and infrastructure.*
- DT - 3 Support economic development measures that retain, locate, and promote existing businesses while attracting new businesses that create vibrant and bustling daytime activity and an active nightlife, including but not limited to: services, restaurants, cafes, pop-ups, food trucks, evening entertainment, offices, grocery, pharmacy, day care, and activities for children, youth, and seniors.*

Economic Development Strategic Plan

The City of Redmond developed its first Economic Development Strategic Plan (EDSP) in 2023-2024 to guide the City's economic development programs, policies, and allocation of resources for the next five years.



The EDSP:

- Sets a vision for sustainability and equitable economic development in Redmond and proposes focus areas, strategies, and actions to achieve that vision.
- Facilitates implementation by recommending priority strategies and actions to realize within the next five years, as well as aspirational actions for future consideration beyond the lifespan of the plan.
- Recommends roles for the City and external partner organizations to implement the proposed strategies.

FIGURE 1: ECONOMIC DEVELOPMENT VISION

The EDSP identifies Downtown as a focus area in District Development and Placemaking and leveraging the game-changing potential of new light rail stations, including implementing dense, mixed-use, transit-oriented development, and increasing connectivity. Actions included in the plan for Downtown include targeting recruitment of businesses that strengthen the City's commercial, cultural, and district identities including identifying and development profiles of companies and activities that are mutually supportive of Redmond's district identities. Strategy 6C identifies leveraging light rail and continue to prioritize planning and resources for key investment in growth centers to reinforce unique identities as vibrant cultural and commercial centers. Key actions for Downtown include:

- Create more active retail spaces that encourage an 18-hour Downtown and vibrant nightlife.
- Explore and support Downtown Redmond shuttle options, shared parking configurations, and wayfinding initiatives.

Anti-Displacement Incentives

The draft update to the incentives program includes anti-displacement incentives. Overall, the City is working on an anti-displacement programming that includes programmatic and regulatory strategies.

TABLE 12: ANTI-DISPLACEMENT INCENTIVES

Building Site, Form, Uses Incentive Options
Anti-Displacement / Small Business Relocation Provisions
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
Community Services
Childcare Facilities (requires a minimum of 10% reduction in market rents)
Co-location agreement with social services, cultural or art organizations, or other non-profit (with affordable commercial package)
Co-location of child-focused or child-friendly business - karate, dance, music, gymnastics, study/tutoring, indoor playground, children's museum, theater, etc.

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.

Due to Downtown's significant role in the regional transportation network, coordination between state, regional, and local agencies is critical, including planning for state facility impacts. VISION 2050 and the King County Countywide Planning Policies call for growth into regional growth centers and linking of these centers with light rail and other forms of transit. 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 King County Metro's long range service plan, 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.

Policies in several chapters of the Redmond 2050 address transportation.

Transportation policies:

- FW-TR-3 Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.*
- TR-19 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-21 Use transit to support equitable, inclusive, sustainable, and resilient transit-oriented communities, especially in Downtown, Overlake, and Marymoor Village.*

Centers policies 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-15 Design streetscapes and public realm standards for centers to be:*
 - *attractive, safe, and comfortable for pedestrians and those using mobility devices, such as wheelchairs;*
 - *feature connected pedestrian and bicycle networks for all ages and abilities; and*
 - *meet the needs of residents with physical and intellectual disabilities.*

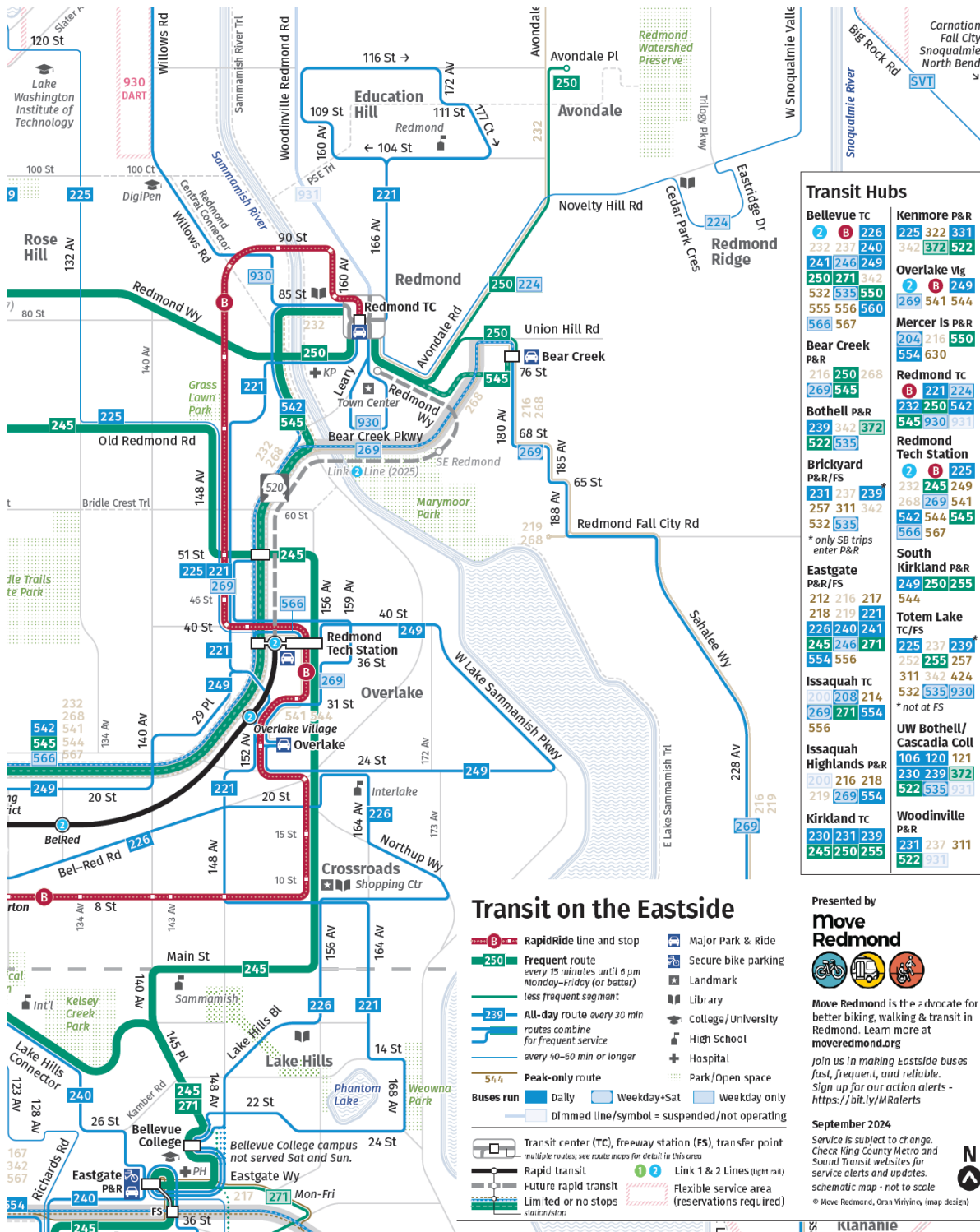
- CTR-16 Work with transit agencies to provide a full range of transit services to, from and within the centers. Provide transit stations, shelters, and other amenities that support these services in convenient locations.*
- CTR –17 Encourage active and accessible transportation options by installing bicycle parking facilities and mobility device charging stations.*

There are specific downtown policies that address transportation:

- DT-13 Improve access between Town Center and Marymoor Park for pedestrians and bicyclists by developing a convenient, direct, and attractive connection.*
- DT-14 Enhance access between local transit routes, light rail, and Redmond Town Center.*
- DT-20 Encourage redevelopment forms that provide desirable mid-block connections and pedestrian supportive streetscapes to improve the pedestrian safety and urban character.*

Relationship to Regional High-Capacity Transit and Coordination with Transit Agencies

Downtown is connected to regional transportation through high-capacity transit that includes a bus rapid transit line (B Line), and King County Metro Routes of 221 Eastgate P&R, 250 Bellevue TC, 930 Kingsgate P&R, 224 Duvall, 542 University District, and 545 Overlake/Downtown Seattle.



MAP 7: TRANSIT ON THE EASTSIDE, MOVE REDMOND

Transportation Element Appendix H - Transit and Active Transportation Networks describes how Redmond's policy objectives for transit and active transportation networks will be achieved. Redmond has identified priorities for adding and maintain transit service. The three key elements identified in

Appendix H are: 1) a core network of all-day, frequent transit service and a complementary network of supporting services; 2) improving access to, and the speed and reliability of, transit; and 3) identifying key priorities, strategies, and actions between now and 2050 that leverage the investment in light rail.

Transportation Investments

The Redmond Transportation Master Plan (TMP) is the document that guides Redmond's transportation investment, planning, and activities. The Transportation Master Plan was first adopted in 2005, and last updated in August of 2013. The 2013 update was developed using a strategic framework that incorporates the City's vision, feedback from the community, and an analysis of the challenges and opportunities facing Redmond. It will be updated again in 2025 to be consistent with Redmond 2050, especially the Transportation Element.

Transportation Facilities Plan (TFP)

The Transportation Facilities Plan (TFP) guides transportation investments that the City of Redmond expects to deliver projects between 2024 - 2050. The Washington State Growth Management Act requires all cities to have a financially constrained long-range infrastructure plan for transportation.

Projects identified in the downtown area on the TFP are the following:

- Avondale Way Extension (Project #119) to construct a new north/south non-motorized connection between Redmond Way and NE 76th Street. Needed cost estimate review.
- 158th Avenue NE Extension (Project #170) to construct new 159th Ave NE from Redmond Way to NE 83rd St. Improvements include 1 through lane in each direction, parking, sidewalks, streetlights, pedestrian amenities, transit stop amenities, storm drainage, right-of-way and easements.
- Redmond Way Widening (Project # 371) to add a second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 166th Avenue. Project would include one travel lane, on-street parking, sidewalk, right-of-way, utilities and streetscape improvements.

Citywide projects identified in the TFP:

- Bridge Structure and Repair Program (Project #3113) to continue bridge inspections and coordinate maintenance and repair.
- Street channelization improvement and maintenance program (Project #3114) to replace worn pavement markings and signs for compliance; install new/innovative pavement markings and signs for channelization changes and safety concerns.
- Transportation Benefit District Implementation (Project #3115) to fund transportation improvements
- Street Lighting Program (Project #3116) to install new streets and/or upgrade existing to LED at key locations where additional illumination would benefit safety and user accessibility.
- Transportation Demand Management (Project #3117)
- Traffic Safety Improvements (Project #3118) for targeted safety improvement projects for safe, protected crossings.

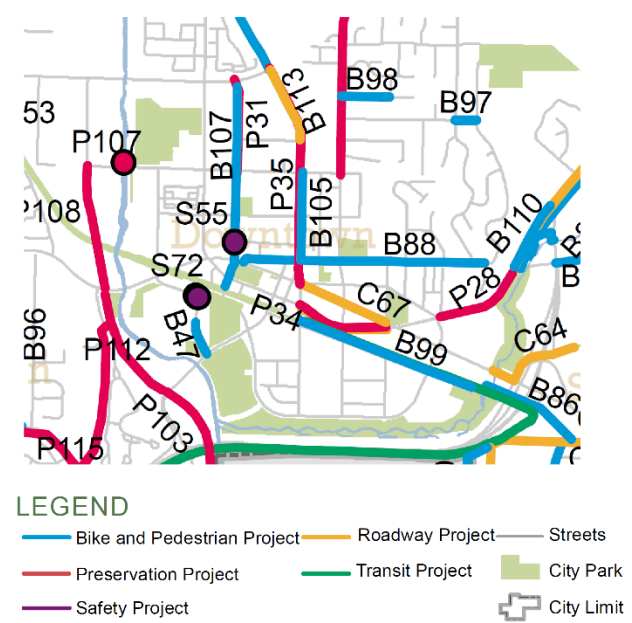
6-Year Transportation Improvement Program

The six-year Transportation Improvement Program (TIP) is a short-range planning document that is annually updated based on needs and policies identified in the Redmond Comprehensive Plan and Transportation Facilities Plan. It represents Redmond's current complete list of needed projects and programs for the next six years.

2025-2030 Transportation Improvement Program - Downtown

City of Redmond, Washington

Last updated on 9/10/2024



MAP 8: 2025-2030 TIP DOWNTOWN

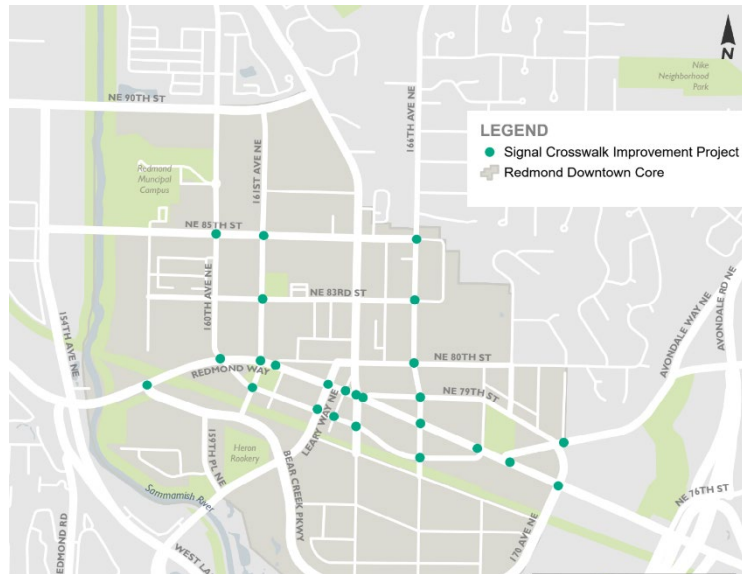
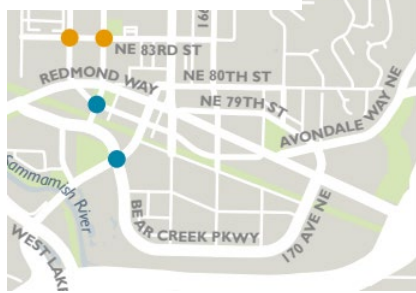
Local Road Safety Plan

The Local Road Safety Plan uses a data-based, proactive approach to identify potential safety concerns, and guide spot treatments. The plan allows Redmond to identify systemic improvements to the citywide transportation network to address historical crashes, and proactively address risk factor's likely locations for future crashes. Investments include high visibility crosswalk markings, signalized crosswalk improvements, and enhanced bike lane protections.

Investments identified Downtown include:

LEGEND**Project Type**

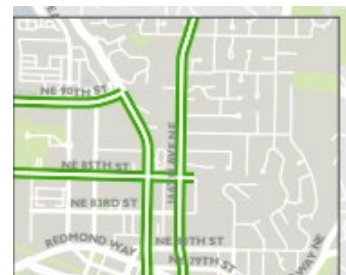
- Multimodal Crossing
- Continental Crosswalk Project
- Avondale Corridor Project
- 148th Corridor Project
- Redmond City Limit

**MAP 9: LOCAL ROAD SAFETY PLAN IN DOWNTOWN**

- High visibility crosswalk markings
- Signalized Crosswalk Improvements & Signage
 - Redmond Way (all downtown intersections)
 - Cleveland Street (all downtown intersections)
 - 160th Avenue, 161st Avenue NE and 166th Avenue NE, Redmond Way to NE 85th Street
 - EB Avondale Road at 170th Avenue NE
 - EB Redmond Way at Cleveland
- High Friction Surface Treatment Program
 - Avondale Road-NE 85th Street to Avondale Way, NE 95th Street, south of NE 116th
 - Redmond Way - 148th Avenue NE, Willows Road, Cleveland Street, Cleveland Street through 170th Avenue NE,
 - West Lake Sammamish Lake Parkway - Leary Way, NE 51st, Bel-Red Road
- Enhanced Bike Lane Protection with physical buffers include:
 - NE 85th Street
 - NE 90th Street
 - 164th Avenue
 - 166th Avenue NE
 - 156 Avenue NE
- Enhanced Bike Lane Protection for flipping on-street parking and bike lanes include:
 - NE 85th Street (pilot project potential)
 - 156th Avenue NE (pilot project potential)
- Enhanced pedestrian crossings at high demand locations at:
 - Avondale Road NE and NE 85th Street (pedestrian signal)

LEGEND

- Enhanced Bike Lane Project
- Redmond City Limit

**MAP 10: ENHANCED BIKE LANE PROTECTION, LOCAL ROAD SAFETY PLAN**

- o NE 166th Street and 79th Avenue (rectangular rapid flashing beacon)

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 was 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.

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.

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-43 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-44 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-45 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.



FIGURE 2 MULTIMODAL LEVEL OF SERVICE STANDARDS FOR TRANSIT LEVEL OF SERVICE STANDARDS AND PRIORITY CONNECTIONS, SEE THE TRANSPORTATION ELEMENT APPENDIX B.

Mode Share

Calculating the share of travel by means other than Single Occupancy Vehicle (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.

TABLE 13: 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.

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-10 Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.*
- TR-11 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-12 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-13 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-14 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-15 Adopt and implement a plan for active and accessible transportation and an 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-16 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-17 Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.*

Transportation Projects

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.

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 - 33 Adopt and implement a parking plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.*
- TR-34 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-35 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 adopted updates to Redmond Zoning Code Chapter 21.40 Parking Regulations to reduce and in some cases eliminate off-street parking requirements in centers and near frequent transit. In many cases parking maximums are also specified.

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.

- CF-11 Adopt the City's Six-Year Capital Improvement Program (CIP) as the short-term budgetary process for implementing the long-term Capital Investment Strategy. Ensure that project priorities, funding allocations, and financing strategies incorporated in the CIP are substantially consistent with the CIS. Allow flexibility to amend the CIP for time sensitive or critical needs.*

Water

The 2024 Water System Plan is designed to support the preferred land use plan in the Redmond 2050 Comprehensive Plan. The Plan evaluates the system for 10- and 20-year buildout scenarios to identify storage and distribution needs. The plan identified a storage deficit that occurs between the current and 2033 horizon (3.3 MG in 2033 and 7.4 MG in 2043). While most pipe improvements will be built by private development, the water system plans states that additional storage will likely be a party of city’s capital projects.

The Redmond water system currently supplies its water customers through four hydraulically distinct but interrelated services areas. These include the Well Service Area, the Rose Hill Service Area, the Overlake/Viewpoint Service Area, and the Novelty Hill Service Area.

Downtown is serviced the Well Service Area, this is Redmond’s earliest water system. The Well Service Area generally includes those portions of the City’s water system east of the Sammamish River and west of Bear and Evans Creeks.

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.

TABLE 14: 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: 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.

Wastewater System Improvements

The Wastewater Maintenance Division maintains and operates over 230 miles of pipe ranging from 8 to 36 inches in diameter, 15 miles of easement, 7,336 manholes, and 22 pumpstations. 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.

The Downtown Center and areas within proximity contact the following sewer basins: NE 90th Street Basin, NE 85th Street Basin, City Center Basin, Leary Way Basin, and portions of the East City Center Basin, 166th Ave NE Basin and Redmond-Woodinville Road Basin.

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. 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.

Modeling has identified pipes and lift stations that need to be upsized or added to support new growth projections to handle peak flow of new zoning buildout. Additional analysis is needed for Downtown. The additional Downtown analysis will review sewer modeling using the 100-year peak flows. The additional analysis is needed because of how the City's wastewater system enters the King County Trunkline. A flow monitoring program in Downtown and other challenging locations will verify modeling predictions during heavy flow events. The City will conduct additional studies during 2025-2027 to identify viable solutions to the Downtown capacity challenges. Solutions could include building lift stations or re-routing sewage.

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.

The Redmond Town Center Sanitary Sewer Analysis project will evaluate the RTC Lift Station for necessary upgrades to handle the 2050 zoning buildout wastewater flows. These upgrades will include lift station upgrades (i.e. pumps, electronics, odor control, etc.) as well as pipeline upgrades. All necessary upgrades will include a cost estimate, which will be proportioned out to the benefitting parcels via an Additional Connection Charge resolution.

Schools

Downtown Redmond is served by Lake Washington School District (LWSD). In most LWSD schools enrollment is 90-100% of school capacity as of 2021. Given continued growth, LWSD expects the student population to exceed existing capacity of elementary, middle, and high schools by 20%-25% by 2029. Plans for capital improvement in Redmond area schools are addressed in the 2022-2027 timeframe; for longer-term, LWSD is planning for more school improvements as well as school budgetary changes.

In the Downtown Center and vicinity there are Redmond Elementary, Old Redmond Schoolhouse (preschool) LWSD schools.

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.

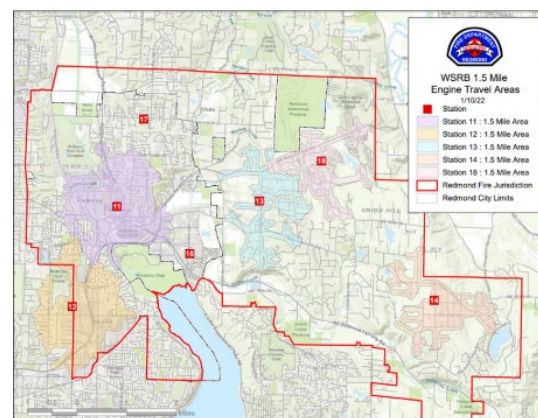
The Preferred Alternative results in demand for 78-122 officers. Most of the growth would be in Overlake, Marymoor Village, and Downtown. This alternative would need attention in both access/traffic/customer support and in focused services in a substation(s) in Overlake, Marymoor, and Downtown.

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.

The Police Department headquarters are in Downtown at 8701 160th Avenue NE. The Police Department's key issues apply to Downtown where there are investments in light rail, greater densities, and business nodes. For the city the facility will need to address capital needs such as locker room sizing, vehicle & equipment parking/storage, and building configuration.

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 to new development on Willows Road NE near NE 124th Street would likely exceed RFD's six-minute standard, impacting the average response time and reducing RFD's level of service. Station 17 does not staff a fire engine; it serves as an EMS station.



Downtown is primarily served by Station 11 at 8460 161 Avenue NE and Medic Unit 19.

City and Regional Capital Projects

TABLE 15: 2023-2028 CIP PROJECTS IN DOWNTOWN

Name	Description	Estimate	Impact Fee Eligible
City Hall Maintenance	Maintenance contract with Wright Runstad for the City Hall Building to keep occupants, property, and assets safe and functional inside and outside of the structure	\$6,468,410	N
Public Safety Building Phase 2 (Mechanical and Electrical)	Continue mid-life investment in facility for functional moderation, operational repairs, and system replacement	\$3,075,096	N
Redmond Senior & Community Center Rebuild	Design and construction of new Redmond Senior and community Center	\$2,667,000	Y
Event Street Closure	Construction permanent infrastructure to close streets for events in and around Downtown Park	\$843,909	N
Sound Transit East Link 3	Staff oversight and consulting for the implementation of East Link Light Rail	\$298,808	N
Sidewalk Repair Project – Cleveland Street (164 th Avenue NE – 168 th Avenue NE)	Repair sidewalk, curb, gutter and replace street trees to provide safer access for pedestrian and improved access to transportation.	\$1,085,000	N

Redmond Central Connector Improvements – Sound Transit Betterment	Sound Transit removed the Redmond Central Connector Trail and rebuilt the Downtown Stormwater Trunk as part of the Downtown light rail station project. The City contribution is enhancing the restoration to better meet Parks/Transportation and Stormwater needs.	\$1,748,576	N
Sidewalk Repair Project – 166 th Avenue NE (NE 80 th Street to NE 85 th Street)	Repair sidewalk, curb, gutter and replace street trees when necessary (due to ongoing damage to sidewalk) on 166 th Avenue NE in order to provide safer pedestrian access to Downtown Redmond Light Rail Station to people of all abilities and improved long-term maintenance needs.	\$625,118	N
Bridge Deck Overlay – NE 90 th Street	Epoxy overlay to prevent water from entering bridge deck.	\$742,038	N
NE 85 th Street Bridge Repair	Various repairs identified in 2015 structural inspection.	\$8,903,65	N
Cycle Track – 161 st Avenue (Redmond Central Connector to 90 th Street)	Replace bicycle lanes and parking on one side of 161 st Avenue with two-way cycle track, from the Redmond Central Connector to NE 90 th Street in order to provide a high-comfort facility for bikes and be part of a larger network of bike improvements which support access to light rail station.	\$6,050,907	Y
Avondale Way Bicycle Lane Completion, Bear Creek Trail to Avondale Road	Complete bicycle lanes in both directions on Avondale Way from Union Hill Road to Avondale Road and upgrade the Union Hill Road intersection to improve bicycle crossings to Bear Creek Trail to complete an important north/south bicycle connection along the Avondale corridor and connect the bicycle land system on Avondale Way to downtown.	\$3,000,000	Y
Sidewalk Repair Project – Avondale Way (170 th Avenue to Union Hill Road)	Repair sidewalk and replace street trees due to ongoing damage to sidewalk to provide safe pedestrian access to Downtown Redmond Light Rail station that meets ADA requirements, eliminates tripping hazards, and reduces maintenance frequency.	\$2,080,253	N
Targeted Safety Improvement Project – 164 th Avenue NE Channelization and Flashing Crosswalk	Supports speed reduction to 30 MPH from 40 MPH. Install rectangular rapid flashing beacon (RRFB) crosswalk on the north side of NE 87 th Street including a southbound advance rectangular rapid flashing beacon (RRFB) in	\$383,174	N

	order to provide safe, protected crossings for employees, residents, and business patrons.		
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TABLE 16: 2029 – 2031 CIP PROJECTS IN DOWNTOWN

Name	Description	Estimate	Impact Fee Eligible
Fire Station 11 and Medic One Building Repairs	This will extend the life of these facilities and improve the work environment and safety of their occupants. The HVAC systems are beyond useful remaining life. The roof and exterior of the buildings continue to require repair and maintenance to prevent water intrusion.	\$4,985,722	N
Fire Station 11 Electric Vehicle Charging Stations	Installation of 2 DC Fast Chargers and 4 Level 2 Charger at Station	\$312,000	N
Public Safety Building Phase 2 (Mechanical and Electrical)	Continue mid-life is extended in facility for functional modernization, operational repairs, and system replacement.	\$50,000	N
Electric Vehicle Charging Stations Phase 2	Phase 2 of the project will install 15 level 2 dual head EV charging stations in the Municipal Garage.	\$794,943	N
Permanent Dog Park Installation	Construction of a new off-leash dog park for activity.	\$186,106	Y
Redmond Senior & Community Center Rebuild	Design and construction of a new Redmond Senior & Community Center	\$2,667,000	Y
Adaptive Traffic Signal Control - Downtown	Install adaptive traffic signal control system, capable of adjusting signal timings and operations in real-time	\$1,000,000	N
Cycle Track - 161 st Avenue (Redmond Central Connector to 90 th Street)	Replace bicycle lanes and parking on one side of 161 st Avenue with two-way cycle track, from the Redmond Central Connector to NE 90 th Street	\$5,284,497	Y
Sidewalk Repair Project - Avondale Way (170 th Avenue to Union Hill Road)	Repair sidewalk and replace street trees due to ongoing damage to sidewalk. Addition of new ramp/trail connection from Avondale Way to Bear Creek Trail	\$2,040,777	N
Pavement Management - 154 th Ave NE	Asphalt overlay of 1.45 lane-miles with full depth repairs with associated channelization.	\$1,168,022	N

(Redmond Way to NE 85 th St.)	Finished pavement will have a pavement condition index score of 90 or higher. With proper maintenance, pavement is expected to last 20 years.		
Sidewalk Repair Project – 166 th Avenue NE (NE 80 th Street to NE 85 th Street)	Repair sidewalk, curb, and gutter, and replace street trees where necessary (due to ongoing damage to sidewalk) on 166 th Avenue NE. This will create a safer pedestrian access to Downtown Light Rail Station to people of all abilities and improved long-term maintenance needs.	\$560,399	N
Avondale Way Bicycle Lane Completion, Bear Creek Trail to Avondale Road	Complete bicycle lanes in both directions on Avondale Way from Union Hill Road to Avondale Road and upgrade the Union Hill Road intersection to improve bicycle crossings to the Bear Creek Trail	\$2,751,047	Y
NE 85 th Street Bridge Repair	Various repairs identified in 2015 structural inspection	\$7,027,490	N
Sidewalk Repair Project – Cleveland Street (164 th Avenue NE – 168 th Avenue NE)	Repair of uplifted or cracked sidewalk panels.	\$100,000	N

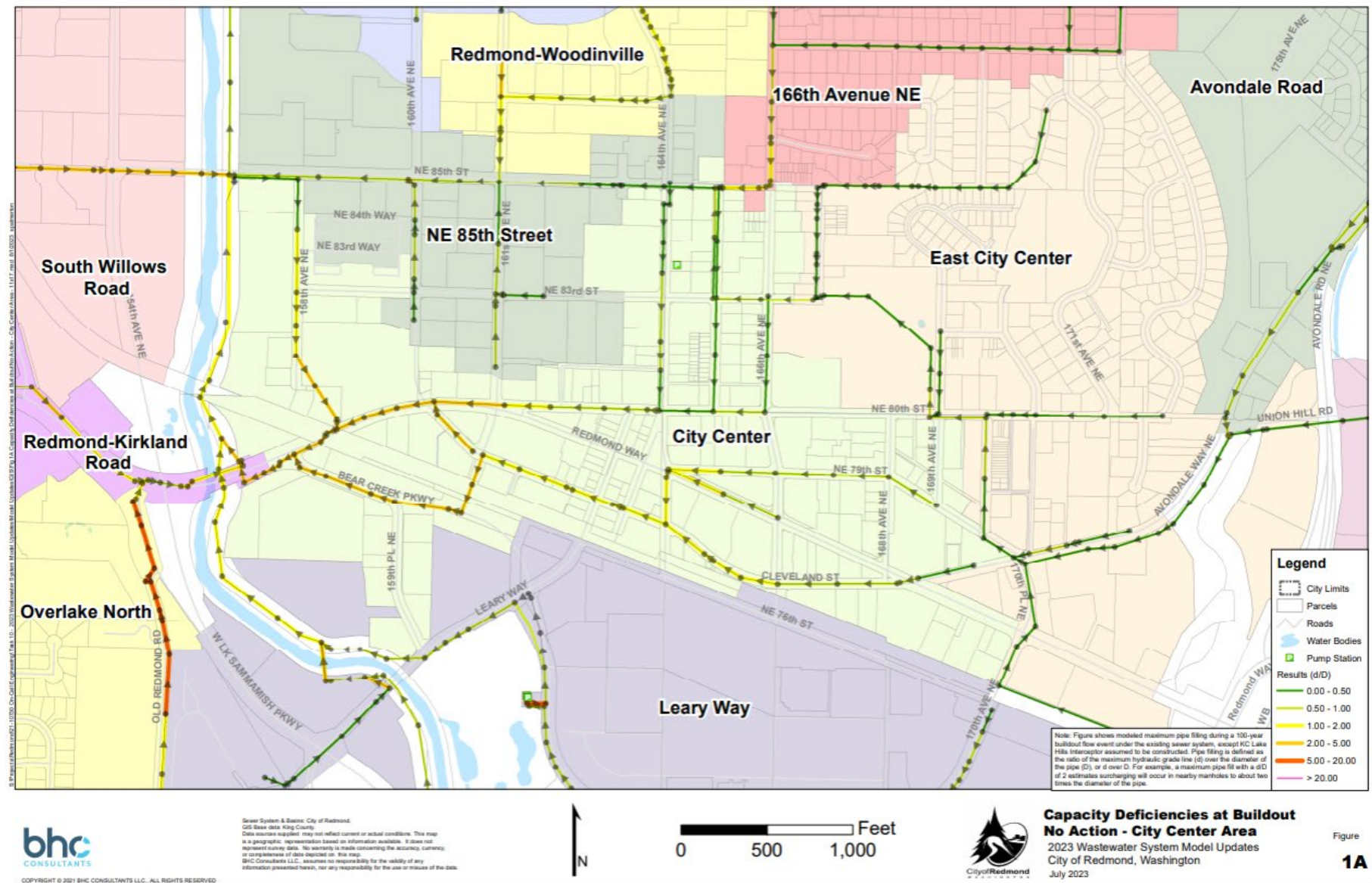
APPENDICES

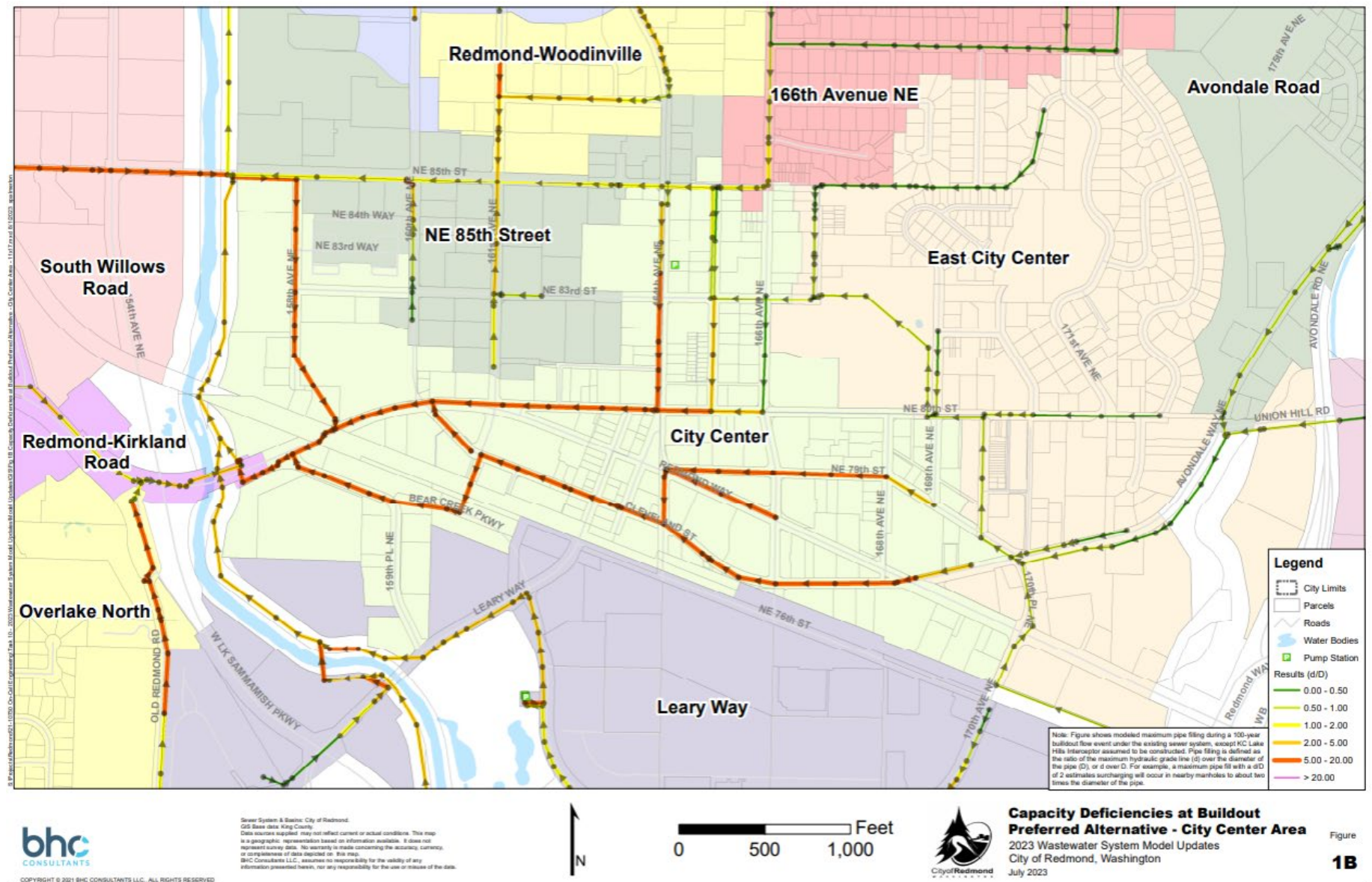
- A. Wastewater System Analysis Maps.
- B. Regional Certification Checklists

APPENDIX A. 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)









APPENDIX B. Regional Certification Checklists

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

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.	Page 2 – Introduction
✓ Describe the center's role within the city, county, and region.	Page 5
✓ 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.	Page 2 – Introduction
 Describe or reference how equitable community engagement shaped the plan's goals, policies, and strategies.	Page 6
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.	N/A
 Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities.	Page 6
 Prioritize local investments in the center, including a list of specific transportation planning investments and programs and other public infrastructure investments.	In Transportation section (page 42 -47)

Environment and Climate Change

The plan should:	Page Reference
✓ Identify significant environmental features in or near the center, including streams and shorelines.	Page 17-19
✓ Describe existing and planned parks, trails, and open space, including public and civic spaces.	Page 18 - 22
✎ Recognize the role of land use, development, and transportation on greenhouse gas emissions.	Page 14-16
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.	Page 15
✓ Support innovative stormwater management.	
✎ Avoid or mitigate environmental impacts for vulnerable populations.	Page 15-16
✎ Support achievement of state and regional greenhouse gas emissions reduction goals.	Page 16 -17
✓ Reduce air pollution and greenhouse gas emissions by increasing alternatives to driving alone.	Page 14 – 16
✎ Expand electric transportation infrastructure.	
✓ Promote innovative green building practices in design, materials selection, construction, and maintenance.	Page 16
✎ Encourage retrofitting of existing buildings to reduce building energy use.	In City and Regional Capital Projects – Table 15, Table 16 page 56 - 59

Land Use / Development Patterns

The plan should:	Page Reference
☑ 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	Page 25

<p>➤ The Downtown Center boundaries are being updated to create a logical boundary that aligns with easily recognizable streets and boundaries on the ground. The boundary focuses growth and accessibility around light rail stations.</p>	
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size. Metro Growth Centers should be between 320-640 acres in size (may be larger if served by an internal, high-capacity transit system).	
✓ Describe and map the mix, distribution, and location of existing and future land uses (such as residential, commercial, civic, public, etc.).	Page 8
☑ Include the existing activity unit ¹ 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.	Page 25
☼ 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.	Scale of Change section - Page 7 - 8
The plan should include policies and identify programs that:	Page/Policy Reference
☑ 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. ² 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. Please complete Table 1 below.	Page 25
☑ 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.	Land Use Designations – page 9 - 10
✓ 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.	Page 23, Page 26, Page 27
✓ Promote infill development, particularly on underutilized parcels.	Page 27
✓ Increase access to opportunity, including employment and education opportunities and improved neighborhood quality of life.	Page 26, Page 29,



¹ An activity unit is a person or a job.

² 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.

Table 1 Growth Targets	Existing (Baseline) Conditions	Adopted Center Growth Target*	Zoned Development Capacity (meet or exceed target)	Page Reference
Population	8,300	12,224	15,986	Page 7
Housing Units	4,864	6,500	8,000	Page 7
Employment	9,494	5,000	5,940	Page 7

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

Housing

The plan should:	Page Reference
 Document the total existing housing units, including a breakdown by type, affordability (including subsidized housing), and special housing needs.	Page 30
✓ Assess future housing need in the center as part of the jurisdiction-wide housing needs assessment.	Page 28
The plan should include policies and identify programs that:	Page/Policy Reference
✓ Address density standards and development regulations to ensure a variety of housing types for all major household income categories are allowed. ³	Page 28
✓ Demonstrate how housing targets and goals will be met.	Page 28 - 35
 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.	Page 28 - 29
✓ 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.	Page 31-35

³ 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).

Economy

The plan should:	Page Reference
✓ Describe key economic sectors and industry clusters in the center, including those recognized in the Regional Economic Strategy.	Page 35 -36
☑ Demonstrate the center's market potential for accommodating future population and job growth. ⁴	Page 37
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.	Page 35-38
☑ Reduce the risk of commercial displacement through a variety of anti-displacement strategies.	Page 38
☑ 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.	Page 37

Transportation

The plan should:	Page Reference
☑ 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.	Page 39 - 40
✓ Demonstrate coordination with transit agencies.	Page 39 - 40
✓ 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.	Page 42 - 45

⁴ 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.	Page 43
✓ Include a map of the existing street pattern and determine what links are required to improve connectivity.	Page 35-36
✓ Include a mode-split goal.	Page 48
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.	Page 45 - 50
✓ Plan for streets that serve all users, including pedestrians, bicyclists, transit users, vehicles, and – where appropriate – freight.	Page 44 - 50
✓ Support context-sensitive design of transportation facilities.	Page 39
✓ Encourage environmentally friendly street (“green street”) treatments.	Page 50
✓ Adopt level-of-service standards and concurrency provisions tailored for the center to encourage transit.	Page 45 - 47
✓ Establish a parking management strategy that addresses supply of parking, on-street parking, and mitigating effects of parking.	Page 51-52
✓ Identify strategies to achieve a mode-split goal that advances a more sustainable mix of auto, transit, and non-motorized trips.	Page 44 -51

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).	Page 52 - 56
The plan should include policies and identify programs that:	Page/Policy Reference
✓ Ensure facilities are provided consistent with targeted growth.	Page 47 -58
✓ Ensure availability of public services, including K-12 education, to meet the needs of businesses and residents.	Page 55

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?**

There was a variety of efforts used to draft and get feedback from interested parties. Community members were invited to attend workshops, meetings – these were done both in-person and virtually. Staff attended community festivities such as Cinco de Mayo hosted by El Centro Cultural Mexicano in Downtown Park. Planning staff also did a series of pop-ups at a variety of business in a series called “pint with a planner” where long range planners discussed polices and planning in Redmond – events were hosted with Molly Moons in Downtown Park, and Wood Block located in Downtown. The King County Library branch in Redmond also hosted staff on a regular and ongoing basis throughout the development of Downtown polices. Redmond also partnered with Eastside for All and ten community-based organizations to co-create and conduct community engagement materials in a reiterative process.

Information found on Page 53, Page 6

- **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?**

Equity and inclusion was a theme that was identified early in the planning process. All polices and plans were reviewed to ensure that we were supporting the implementation of equity and inclusion. The review focused on the following: The review will focus on:

- Will this positively serve historically marginalized communities?
- Will this positively address the priorities of affected communities?
- Will this policy allow the project team to advance pro-equity opportunities?
- Will this reduce known disparities?
- Will this have a positive impact on addressing community priorities and concerns?

Will this policy allow the implementation process to stay connected with communities?

Will this policy allow project course corrections to be handled if unintended consequences are identified?

The following policies in Redmond 2050 for downtown focus on equity and inclusion:

- DT 1, 3, 13-16, 19, 20
- CTR 4, 5, 13, 16
- CD 1-6, 11,
- HP 3,4,8,9,11

Additional information on Page 53

- Are there any additional innovative policies or programs to highlight from the center plan?

Transit-oriented development is being implemented on a large scale with major revisions to the Comprehensive Plan and zoning code. The approach to TOD includes Equitable Transit-Oriented Development (eTOD) with a focus on mitigating negative impacts of TOD. This is being done through specific centers policies, studying accessibility to new light rail stations, and utilizing incentive programs to mitigate commercial displacement.