The Downtown Redmond transit community, located in the City of Redmond, is a future light rail station on the EastLink extension. The community is also home to a Transit Center with a King County Park and Ride that has numerous local and intercity bus connections and a Metro RapidRide line Bus Rapid Transit station. Current land uses are predominantly low to mid-rise commercial. With small blocks and fairly complete sidewalk coverage, Downtown Redmond offers a walkable pedestrian environment. The Downtown Redmond transit community has a population of 4,558 with 41 percent minority, making it relatively more diverse than the region but less diverse than most other transit communities. Incomes are higher than most transit communities and household sizes are slightly smaller. With 7,687 jobs, Downtown Redmond is a major employment location. Housing is primarily center occupied multifamily. Compared to regional need and corridor averages affordability is low for households earning less than 50% AMI, indicating a need for increased investment in affordable housing.

**LOCAL PLANNING**

Redmond’s comprehensive plan, last updated in 2011, includes the Urban Center Element, which addresses both Downtown and Overlake Regional growth centers. The plan includes policies and land use designations encouraging a pedestrian-friendly environment and supporting high capacity transit. The Downtown Redmond transit community is located in a Regional Growth Center and City of Redmond designated mixed-use center. The City of Redmond envisions Downtown Redmond becoming a “complete community” with additional residential and employment options, dining and entertainment, and greater access to opportunity.

**IMPLEMENTATION APPROACH**

**IMPROVE ACCESS**

Improve Access transit communities are desirable neighborhoods or centers with good access to economic and educational opportunity, and strong real estate demand. Market rate housing is unaffordable to lower income households and there is relatively little subsidized housing. Key strategies focus on capturing value from strong markets to improve community access, either through subsidy to expand affordability within the community or transit investments to improve access to and from the community. Access needs and redevelopment opportunities will vary in scale and suitability across the diverse communities within this category, dependent on local visions and plans. For example, Bellevue Transit Center has planned for large amounts of near to medium term growth, while South Bellevue envisions little to none. Six communities are categorized as Improve Access (with no current light rail station).

**KEY STRATEGIES:**

- Ensure accessibility through multiple modes of transportation
- Adopt tools to increase affordable housing choices, as appropriate to community scale
- Connect transit dependent populations to transit and community resources

**PLACE PROFILE**

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.

**TRANSPORTATION**

**PEOPLE**

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

**HOUSING**

**AFFORDABLE HOUSING BY INCOME LEVEL**

**PEOPLE PROFILE**

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

**PEOPLE PROFILE**

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.