

Issue	Discussion Notes	Issue Status
Water System Plan		
<p>Water Storage Planning (Overlake focus) (Stuart)</p>	<p>Councilmember Comment 9/10: Councilmember Stuart asked when storage would be needed to address needs identified in the Water System Plan. She expressed concern that, in an emergency, sufficient water would not be available in the right place at the right time.</p>	<p>Opened 9/3 Closed 9/24</p>
<p><i>Begin discussion 9/10</i></p>	<p>9/3: Councilmember Stuart asked what steps are needed to plan for the anticipated water storage deficit in Overlake, especially in light of anticipated growth in the area. CM Stuart expressed the importance of addressing potential storage shortfalls ahead of growth.</p>	
	<p>Staff Comment Given the ability to move water supply within the system as needed, the needs identified in Overlake can be met by adding storage in multiple locations in Rose Hill and Overlake. The well service area (including the Education Hill Tanks) can be fed by the higher Rose Hill/Overlake pressure zones but the higher Rose Hill/Overlake pressure zones cannot be fed by the well service area. Additional storage in Rose Hill will directly benefit the Overlake area. The WSP specifically identifies adding a third storage tank on Education Hill where there is adequate space to construct a new 2-3 MG storage tank. The total estimated cost to add the needed storage is \$24 million (in 2023 \$). Project design and construction would likely take three years from start to finish. The project is not on the current CIP but has been identified and will be prioritized as needed. The City of Kirkland is designing a new tank to replace the South Rose Hill Reservoir. That project, when completed, will offer 1.12 MG additional storage to Redmond. City of Bellevue is also exploring a project to add storage in Overlake that could benefit Redmond. To provide the total volume identified in the current plan, a new reservoir site will be needed to meet the 20-year demand.</p> <p>9/16: The WSP analysis shows that in the Bellevue/Overlake/Viewpoint service area, water source capacity (supply feeding the area) has a large surplus, even under the most conservative assumptions. The deficit is only with storage.</p> <p>Redmond’s engineering standard requires sufficient storage for 400 gallons per Equivalent Residential Unit (ERU). Washington State Department of Health (WSDOH) requires a minimum storage of 200 gallons per ERU. Current storage meets the WSDOH standard but not the City of Redmond’s. Our storage requirements are based on conservative assumptions that have been in place in Redmond for the last 20+ years. We may want to revisit this at some point, but doing so in this WSP is not feasible as it has already been through review by Department of Ecology, Department of Health and King County.</p>	

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	<p>Water from both of the Rose Hill reservoirs in Kirkland can be used to feed the Overlake service area. Redmond’s share of the capacity of these reservoirs is five million gallons. While that volume of water is not used in the WSP storage calculations, it can be used in an emergency. The additional 1.12 MG storage allocated to Redmond in the proposed South Rose Hill Reservoir improvement can also be used in an emergency for Overlake. Additionally, Bellevue is looking at building a third reservoir that may also feed the Overlake service area.</p> <p>Public Works is actively investigating the most cost-effective options to provide additional storage <u>in Overlake</u>. If the current storage assumptions are maintained, the additional storage will be costly and will require consideration as part of a rate study in the near future. Construction or enhancement of reservoirs by Kirkland and Bellevue will reduce the amount and cost of storage Redmond will need to build.</p>	
<p>Alignment with Redmond 2050 (Stuart)</p> <p><i>Begin discussion 9/10</i></p>	<p>Councilmember Comment Councilmember Stuart noted that Section 2.3.2 references Redmond 2030 population and zoning assumptions. She requested clarification on how the Water System Plan will be updated to reflect Redmond 2050 planning assumptions.</p> <p>Staff Comment Maps included in Section 2.3.2 of the Water System Plan were based on zoning at the time of its drafting (2023). These maps will be updated to reflect new zoning, once Redmond 2050 and associated zoning code changes are approved and adopted by Council. At that time, the model will be updated to reflect adopted zoning assumptions to identify any needed improvements to transmission lines, storage or booster pumps. Since pipe sizing is based on fire flow, staff anticipate few significant changes to the piping networks with the exception of areas that have been rezoned from single family to multi family or commercial. Growth projections in the Water System Plan under review by Council are based on the preferred growth alternative from Redmond 2050 and will not need to be updated.</p>	<p>Opened 9/3 Closed 9/10</p>
<p>Reclaimed Water (Stuart)</p> <p><i>Begin discussion 9/10</i></p>	<p>Councilmember Comment Councilmember Stuart asked staff to share the Memoranda of Understanding with Cascade Water Alliance re: reclaimed water and asked what actions the City would need to take to support the use of reclaimed water outside the Critical Aquifer Recharge Area (CARA).</p> <p>Staff Comment Copies of the requested MOUs are included as attachments in the September 10 Council packet.</p>	<p>Opened 9/3 Closed 9/10</p>

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<p>Limits on Bottling Water for Resale (Forsythe)</p> <p><i>Begin discussion 9/10</i></p>	<p>The Water System Plan includes an evaluation of reclaimed water opportunities within the city (Section 7.4). CARA areas are excluded from the evaluation given City concerns re: movement of contaminants into the shallow drinking water aquifer. The evaluation notes that serving reclaimed water would require planning and installation of an entirely separate network of pipes to deliver the reclaimed water, along with execution of an Interlocal Agreement with King County. This infrastructure investment is quite costly and would be enormously disruptive. Development of a reclaimed water pipe network is not currently considered a high priority capital improvement.</p> <p>Councilmember Comment 9/24: Council Vice President Forsythe noted that this policy conversation would come back in 2025.</p> <p>9/3: Council Vice President Forsythe asked for information on how the Council’s recent policy work related to restricting commercial water bottling activities is reflected in the Water System Plan.</p> <p>Staff Comment 9/10: The policy work related to commercial water bottling activities is outside of the scope of the Water System Plan.</p>	<p>Opened 9/3 Closed 9/10</p>
<p>Water System Risk Mitigation Planning (Fields)</p> <p><i>Begin discussion 9/10</i></p>	<p>Councilmember Comment Councilmember Fields requested information on the key risks facing Redmond’s water distribution and storage system and asked how the Water System Plan addresses or mitigates such risks.</p> <p>Staff Comment Redmond’s 2020 Risk and Resilience Assessment (RRA), a component of the Water System Planning process, followed a federally recognized 7-step process to identify and propose how to manage risks to Redmond’s water system. Threats to key Redmond water system assets included cybersecurity threats, failure of infrastructure (due to age or damage from earthquakes), and accidental contamination. Mitigation measures, several of which have been implemented, include: improving physical security at priority assets such as reservoirs, tanks and wells; controlling access to key areas; training staff; developing incident action checklists; and ensuring the availability of backup power sources. The Water System Plan outlines an Emergency Response Program (Section 11.6) and notes that the City is a member of WAWARN (Washington Water/Wastewater Agency Response Network), an organization that allows Redmond to receive rapid mutual aid and assistance from other water systems during an emergency. Both the Risk and Resiliency Analysis and Emergency Response Plan will be updated as needed by mid-2025. For security reasons, the Risk and Resiliency Analysis and Emergency Response Plans are not included in the Water System Plan.</p>	<p>Opened 9/3 Closed 9/24</p>

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<p>PFAS Testing (Stuart)</p>	<p>Councilmember Comment 9/24: Councilmembers asked to explore potential changes to water quality testing protocols in a Q1 2025 study session. CM Stuart noted that background information is available in Feb. 2024 study session materials.</p> <p>9/13: The Planning Commission recommend more frequent and expanded water quality testing in City wells. At the study session on September 10, the Commission leadership provided further context that the particular concern is PFAS. The current testing schedule is listed on page 256 of Attachment C and shows that Redmond currently tests for PFAS every three years. What would be needed in budget, staffing, or lab capacity in order to increase the frequency of PFAS testing to annually?</p> <p>Staff Comment 9/18: The City could increase to annual testing for all of its water supply sources with minimal additional investment. We have sufficient staff capacity in our Water Quality Division to take on sample collection and handling. Our operating budget, which is designed to accommodate a dynamic water quality monitoring schedule, should be able to absorb the additional costs for analysis through a certified lab.</p> <p>The City's water quality monitoring schedule is issued by the State Department of Health and changes regularly based on sample results, changing federal regulations, and new methods of analysis. Staff are working with subject matter experts internally and with our partners at the Department of Health to understand if there are benefits, as well as any potential unintended impacts of deviating from our established water quality monitoring schedule for PFAS.</p>	<p>Opened 9/13 Closed 9/24</p>
<p>Rose Hill Tank Project (Stuart)</p>	<p>Councilmember Comment 9/24: CM Stuart noted that the Rose Hill tank project had expanded to include adding storage, understands there will be a budget request in the 2025-26 budget, and understands that there will be a \$10M request in the 2027-28 budget for the project. She emphasized the need for Redmond and Bellevue to work together on this issue.</p> <p>9/13: During the September 10 study session, staff and the Council discussed the role of the joint use tank in Kirkland in storing water for Redmond. We were reminded that this tank has a current project in our CIP. The title of that project is "tank painting and seismic retrofit." Please clarify if this project in the current CIP adds additional capacity to that asset, or just extends its reliability.</p>	<p>Opened 9/13 Closed 9/24</p>

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	<p>Staff Comment 9/16: The original project scope was for tank painting and seismic retrofit. During engineering analysis by the City of Kirkland’s engineering consultant it was discovered that the tank could not be retrofitted adequately and would need to be replaced with a new reservoir. The new reservoir will be larger, providing additional storage for Kirkland, Bellevue and Redmond. Redmond’s share of the project cost with additional storage is \$10.56 million dollars. The current CIP has the tank project funded at \$2.9 million with construction to be completed in 2025, which will not be met. As the owner of the reservoir, City of Kirkland is working on scheduling the updated project and necessary funding, and will continue to coordinate with Redmond and Bellevue to move the project forward. Public Works is coordinating with Finance to secure additional funding for the project and based on the current schedule, the funds will not be needed in the next few years.</p>	
<h3>Wastewater General Plan</h3>		
<p>Wastewater System Risk Mitigation Planning (Fields)</p>	<p>Councilmember Comment 9/24: Councilmember Salahuddin asked about the timeline for being able to monitor sewer flows.</p> <p>9/3: Councilmember Fields requested information on the key risks facing Redmond’s Wastewater System and asked how the General Wastewater Plan addresses or mitigates such risks.</p>	<p>Opened 9/3 Closed 9/24</p>
<p><i>Begin discussion 9/10</i></p>	<p>Staff Comment 9/24: Staff is targeting 2025 for launching a flow monitoring program to obtain better data on wastewater flows.</p> <p>9/10: The biggest risk for the wastewater system is overflowing during a heavy rainfall event. We use a computer model to predict where, and how much, surcharging will occur during a 100-year rainfall event under “Buildout” conditions. Many municipalities and King County use a 20-year rainfall event. Redmond used a 20-year event until the 2021 GWP when the city switched to a 100-year event because the City of Redmond Climate Vulnerability Assessment Report predicted more frequent and intense storms as climate change progressed. The City currently does not have a way to monitor the wastewater levels in manholes during heavy rain events to check against the model predictions. We plan on developing a Flow Monitoring Program to corroborate the modeling results and help determine the appropriate storm intensity to use.</p>	

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<p>Rose Hill Septic to Sewer Conversion (Kritzer)</p> <p><i>Begin discussion 9/10</i></p>	<p>Councilmember Comment Council President Kritzer requested information on how the General Wastewater Plan address septic to sewer conversions on Rose Hill.</p> <p>Staff Comment Many of the hard-to-serve septic parcels are along the 132nd corridor. Kirkland owns all the 132nd corridor right-of-way and would not allow Redmond’s sewer pipe in their ROW. Staff is working on an agreement with Kirkland on a Master Wastewater Plan to serve the 132nd corridor. Once completed, the GWP will be amended to show how each parcel could be connected to sewer. A Septic to Sewer program could then be developed to get these parcels off septic. A Septic to Sewer program would need funding/staffing, policies outlining how much the ratepayers fund versus the homeowner, a loan program for fixed/low-income homeowners, and how to prioritize where to build sewer pipe with the available funds. People generally don’t want to pay to connect to sewer until their septic fails.</p>	<p>Opened 9/3 Closed 9/10</p>

Omnibus Package – Comprehensive Plan

<p>Rent Data (Forsythe)</p> <p><i>Begin discussion 9/10</i></p>	<p>Councilmember Comment 9/10: Council decided to keep the 2021 ACS numbers in the Plan, recognizing that there would be ongoing monitoring.</p> <p>9/3: Council Vice President Forsythe noted that documentation in the Housing Element includes rent data from 2021, which do not reflect current realities. She would like to see the numbers updated.</p> <p>Staff Comment The Redmond 2050 Housing Element contains data from many sources. One of the primary sources is the United States Census Bureau data. Rent data is drawn from United States Census Bureau Data table DP04 Selected Housing Characteristics, 2021 5-Year Estimates. As of the writing of this discussion topic matrix, the newest version of this source is the 2022 5-Year Estimates. The change from 2021 to 2022 for median rent is \$2,172 to \$2,299. This change in median rent vales does not impact the overall policy direction of the Housing Element.</p>	<p>Opened 9/3 Closed 9/10</p>
<p>Smart City Language (Kritzer)</p>	<p>Councilmember Comment Council President Kritzer asked where the revised language for smart cities can be found in the Economic Vitality Element.</p> <p>Staff Comment</p>	<p>Opened 9/3 Closed 9/24</p>

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	<p>Based on Council feedback, policy EV-12, Smart Cities, was modified for the omnibus package. During Commission review of the omnibus package, Commissioner Van Niman requested more active language around the concept in EV-12 - "...Encourage other service providers to do the same."</p> <p>The Planning Commission recommended -</p> <p>EV-12 - Implement and promote smart-city technological initiatives that enhance the city's economic vitality while ensuring data privacy and security. Encourage <u>Collaborate with</u> other service providers to do the same <u>take similar actions</u>.</p> <p>Please note that this version of the policy was inadvertently not included in the Council's omnibus package presented at the staff report Sept. 3, 2024. It has been updated in the source file and will be part of the adoption package to be previewed on Nov. 4.</p>	
<p>Risk Mitigation (Fields)</p>	<p>Councilmember Comment Councilmember Fields asked for a risk mitigation plan. What are the key risks, especially infrastructure risks, that the City sees in this planning period? How will the Council and community respond and mitigate if those risks manifest?</p> <p>Staff Comment Specific water system and wastewater system risks are addressed above, separately.</p> <p>Key risks in comprehensive planning generally include:</p> <ul style="list-style-type: none"> • Inaccurate assumptions about growth, either the total amount, or in where growth "wants" to occur. • Inaccurate assumptions about human behavior, such as how people travel or household size. • Technological advances that upend one or more planning assumptions, such as how advances in video conferencing have changed how people work, or the unpredictable consequences of the widespread use of artificial intelligence. <p>Some mitigation strategies for these risks include:</p> <ul style="list-style-type: none"> • Regularly updating plans to take account of new information and course correct as needed. • Making plans that can be implemented in a wide variety of conditions, or in other words, are resilient to real-world conditions. For example, the zoning regulations that will implement Redmond 2050 allow for some flexibility in how Redmond accommodates its growth target. If the market moves more toward a specific location or building typology, the plan can accommodate that. 	<p>Opened 9/3 Closed 9/24</p>

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	<ul style="list-style-type: none"> Redmond 2050 included a main theme of resiliency in the review and update, including adopting a resiliency lens and review protocol. More information can be found at redmond.gov/1598 and redmond.gov/DocumentCenter/View/19917/Themes-20-Report---July-2021 <p>Redmond 2050 Theme and Definition of Resiliency:</p> <p><i><u>Resiliency: Ensuring that the community, as a whole, is prepared for, able to adapt to, and can recover effectively from disruptive conditions.</u></i></p> <p>Key infrastructure risks during this planning period, apart from those already identified for the water and wastewater systems, include:</p> <ul style="list-style-type: none"> Climate Change impacts were folded into the development of the growth scenarios and evaluated as a part of the SEPA Environmental Impact Statement process. Growth happens more quickly than anticipated, stressing infrastructure. One of the hallmarks of growth management in Washington state is the concept of “concurrency” – that infrastructure needs to keep pace with growth. This is implemented in Redmond through Comprehensive Plan policies and development regulations that require a showing of concurrency. As a last resort these policies and regulations pause development approvals under concurrency can be achieved. Fiscal conditions change rapidly and unexpectedly. A severe recession, or major changes in how much outside revenue the City receives for infrastructure, or a combination, would impact the City’s ability to fund infrastructure. Mitigation measures include adopting prudent fiscal policies, which Redmond has, and re-opening plans to account for changed conditions. <p>The City also has an adopted Hazard Mitigation Plan. See redmond.gov/589/Emergency-Plans.</p>	
<p>Bringing the Comprehensive Plan Together (Kritzer)</p>	<p>Councilmember Comment</p> <p>9/24: Council President Kritzer remarked with appreciation on the multiyear process of bringing Redmond 2050 to this point.</p> <p>9/3: Council President Kritzer asked to discuss how the entire Comprehensive Plan is coming together as part of the Omnibus package.</p> <p>Staff Comment</p> <p>Early in the development of Redmond 2050 the Council endorsed themes around which the plan would be built. The themes are equity and inclusion, sustainability, and resilience. The themes are the primary way that the Comprehensive Plan coheres. With the Omnibus package, staff’s objectives were to improve consistency across elements drafted at different times by different people, correct errors, incorporate</p>	<p>Opened 9/3 Closed 9/24</p>

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	<p>requests made since the elements were last reviewed, remove duplication where appropriate, and generally tie all Comprehensive Plan elements together. The last objective was achieved in part by drafting the Goals, Vision, and Framework Element, which functions as a plan summary and contains an extended vision statement.</p> <p>Staff welcomes Council discussion on how the Comprehensive Plan reads as a cohesive document.</p>	
<p>Letter from Snoqualmie Tribe (Stuart)</p>	<p>Councilmember Comment 9/24: Councilmembers asked to hold a study session in 2025 to learn more about the context of the Critical Areas Regulations code update stream buffers topic.</p> <p>9/13: Has the Council seen the letter from Snoqualmie Tribes? It would be helpful to see the full context, in addition to the edits made throughout the omnibus package.</p> <p>Staff Comment The letter from the Snoqualmie Tribe can be found in the public comments of the Planning Commission Report for the Natural Environment element: https://www.redmond.gov/DocumentCenter/View/32910/2024_05-08-NE-CAR---PC-Report--Appendices#page=57</p> <p>Updates made responding to the Tribe’s comments:</p> <p>Natural Environment Element</p> <ul style="list-style-type: none"> • Intro/Vision Statement <ul style="list-style-type: none"> ○ Add statement on significance of area to local tribes ○ Reference indigenous knowledge in planning processes • Background section <ul style="list-style-type: none"> ○ Add language recognizing tribal stewardship of area land and waters ○ Address indigenous knowledge in environmental stewardship • Section C - Tree Canopy <ul style="list-style-type: none"> ○ Add contextual statement on culturally modified trees (CMTs) ○ Add CMT identification and protection language to policy NE-86 <p>Critical Areas Regulations In the April 5 letter, the Snoqualmie Tribe requested that the City or Redmond apply the same protective buffers for fish bearing streams to non-fish bearing streams. City staff evaluated doing this. However, since</p>	<p>Opened 9/13 Closed 9/24</p>

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	<p>a large portion of the city has already been developed, increasing the non-fish bearing buffers would create nonconformities and would not provide an ecological lift due to the disconnect of hydrological functions due to buildings and impervious surfaces.</p> <p>Parks, Arts, Recreation, Culture, and Conservation Element</p> <ul style="list-style-type: none"> • Added paragraph to vision statement reflecting indigenous knowledge, responsible recreation, and tribal access. • Participation, Implementation and Evaluation <ul style="list-style-type: none"> ◦ Revised language in Policy PI-5: "PI-5 Promote and honor government relationships with federally recognized tribes, ensuring substantial opportunities for tribal governments to review the city's plans and projects." 	
<p>Culturally Modified Trees (Stuart)</p>	<p>Councilmember Comment 9/13: Page 122: Please share examples of "culturally modified trees" in Redmond, as addressed by the letter from the Snoqualmie Tribes.</p> <p>Staff Comment City staff are not aware of, and have not been made aware of, any culturally modified trees (CMTs) in Redmond. Based on the Tribe's feedback, narrative text was added to the Natural Environment element's <i>Section C - Tree Canopy</i> to provide context on this topic, as well as add policy language to help support efforts to identify and protect CMTs.</p> <p>The narrative that introduces the Tree Preservation and Canopy Enhancement section is shown below, together with policy NE-86. The bolded and underlined text is the proposed addition to the policy.</p> <p><i>The tree preservation and canopy enhancement policies address the value of protecting trees and enhancing the placement of trees within the city. A healthy tree canopy supports stormwater management and provides water quality improvements in receiving waters, as well as helps resist the spread of wildfire during drier months. In addition, the preservation of trees is important for the cultural and ecological heritage of the region. Culturally Modified Trees, or CMTs, are trees that were modified in some way by past or current Indigenous People. CMTs are cultural resources and are non-renewable. The City will work with local tribal communities to identify and preserve CMTs.</i></p> <p><i>The City maintains and regularly updates a Tree Canopy Strategic Plan to implement the policies found in this section.</i></p> <p>...</p>	<p>Opened 9/13 Closed 9/24</p>

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NE-86 Maximize tree retention and a treed appearance when development occurs through the following:

- Require the retention of viable tree clusters, forested slopes, treed gullies, and specimen trees that are of species that are long-lived, not dangerous, well-shaped to shield wind, and located so that they can survive within a development without other nearby trees.
- Design and construct developments to retain trees.
- Identify and protect trees during land divisions and site development.
- Allow some tree removal in Centers when required to allow development of climate-friendly higher-density and transit-oriented development.
- Allow removal of nonsignificant trees to provide for project construction.
- Plant replacement trees on appropriate areas of the site or off-site locations to replace significant trees removed during construction.
- Encourage appropriate tree pruning, avoiding topping.
- **Identify possible Culturally Modified Trees (CMTs) and take appropriate action to protect them in consultation with tribal communities.**

Examples of culturally modified trees:

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This is an Indian Marker Tree, or culturally modified tree perhaps dating as far back to pre-Columbian times. Native Americans used to tie specific trees as saplings to create this curve as it grows to mark paths through high ground. Commonly found throughout North America in the Great Lakes Region. This specific tree is a sugar maple. Photos by me. Beaver Island, Michigan.



A culturally modified tree in Gifford Pinchot National Forest, Washington



<p>Capital Facilities (Stuart)</p>	<p>Councilmember Comment 9/24: Councilmembers agreed to this change.</p> <p>9/13: Page 142/Capital Facilities: Regarding large capital needs over the next 20 years, I suggest that we modify the language to include location of public safety facilities. Suggested edit: "new, upgraded, <u>and appropriately located</u> fire stations and public safety facilities..."</p> <p>Staff Comment Pending Council direction, the Capital Facilities element will be updated with proposed language.</p>	<p>Opened 9/13 Closed 9/24</p>
<p>Mental Health (Human Services Element) (Stuart)</p>	<p>Councilmember Comment 9/24: Council Vice President Forsythe asked that the acronym "LGBTQIA2S+" be used throughout Redmond 2050. Councilmembers agreed to this.</p>	<p>Opened 9/13 Closed 9/24</p>

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	<p>9/13: Page 202/Regarding current conditions: Suggested edit to be more inclusive. "Mental health is a challenge for many community members, which is made worse due to the lack of accessible mental health services. Disparate impacts of mental distress are found with: Lesbian, gay, bisexual, and transgender community members..."</p> <p>Staff Comment 10/8: Staff will implement Council direction to use "LGBTQIA2S+" throughout Redmond 2050.</p> <p>9/24: Pending Council direction, the Human Services element will be updated with proposed language.</p>	
<p>Collaboration with Bellevue re: water storage in Overlake (Stuart)</p>	<p>Councilmember Comment 9/24: Councilmembers agreed to this change.</p> <p>9/13: Page 225/OV-2: Per water system plan, add water storage facilities to the list of facilities to collaborate with Bellevue on. Suggested edit: "Coordinate on transportation and other public facilities, such as water storage and regional stormwater treatment facilities, that impact both cities."</p> <p>Staff Comment Pending Council direction, the policy language will be revised as suggested.</p>	<p>Opened 9/13 Closed 9/24</p>
<p>Definition of Equity (Stuart)</p>	<p>Councilmember Comment 9/24: Councilmembers Stuart and Nuevacamina expressed concern about the use of the word "equal" in the Redmond 2050 definition of equity, since there are instances where providing the same service is not the same as providing equitable service. CM Anderson was interested in ensuring that equitable decision-making processes are part of comprehensive planning.</p> <p>9/13: Page 456/Glossary: The definition of equity provided in this plan's glossary is important because it's a key value of all of the policies included. The definition here is similar, but slightly different, than the city's working definition that Council saw in the spring (draft REDI AR plan). Please share the context for the change from "equal access" to "equal" services.</p> <p>Staff Comment 9/24: The recommended Comprehensive Plan Glossary definition of equity is:</p>	<p>Opened 9/13 Closed 9/24</p>

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	<p><i>The City provides all community members with equal and effective city services, resources, opportunities, and influence so that all people achieve their full potential and thrive. Equity is a purposeful and eager journey toward well-being as defined by those most negatively impacted.</i></p> <p>The current draft REDI plan definition of equity (revised since spring) is:</p> <p><i>We treat people fairly and provide access to opportunities, resources, and decision-making processes, regardless of identity.</i></p> <p>The definition of Equity recommended in the glossary of the Comprehensive Plan was created as a component of the Redmond 2050 community engagement process – by the community for the community. The REDI plan definition was developed for the purpose of managing internal programs on equity and inclusion and was created through engagements with City staff, leadership, Council, and the Civics Results Team during the budget process. The Welcoming Committee is currently reviewing and offering their input into the final REDI plan, and a copy of the community generated definition of Equity from Redmond 2050 will be provided to them to inform their work.</p> <p>Director Helland noted that the Participation, Implementation, and Evaluation Element describes equitable decision-making processes.</p>	
<p>Minor Revisions to Comprehensive Plan Responding to Review from Department of Commerce (Staff)</p>	<p>Councilmember Comment</p> <p>Staff Comment The Washington State Department of Commerce identified three recommended changes in a recent review of the Redmond Comprehensive Plan. A final comment letter is pending. The three recommended changes are described below.</p> <p><u>Land Use Element</u> Commerce staff recommends adding policy language specifically addressing environmental justice, consistent with recent changes in the Growth Management Act. Staff recommends adding a bullet point to FW-LU-2, which is a framework policy identifying the objectives of Redmond’s land use pattern. The additional objective would be: “Reduces and protects against disproportionate negative impacts from land development and exposure to environmental injustice.”</p> <p>Staff also recommends editing policy LU-9 in the Land Use Compatibility section: Ensure that land uses <u>consider environmental justice and</u> meet development regulations that limit adverse impacts, such as noise, spillover lighting, glare, vibration, smoke, and fumes.</p>	<p>Opened 9/24 Closed 9/24</p>

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	<p>Finally, staff recommends adding the following language to LU-23 as a new bullet point, directing the City to consider "Community members most vulnerable to climate change, and those with disproportionate exposure to environmental injustice."</p> <p><u>Population Projection</u> Commerce staff asked that the Comprehensive Plan include a population projection that is used consistently throughout the plan. Currently the plan discusses dwelling units, not population. Staff is developing a projection that is consistent with the preferred growth alternative. It will be available on or before the November 4 Committee of the Whole meeting.</p> <p><u>Accessory Dwelling Units</u> Commerce noted that ADU's should be a permitted use in all zones where residential uses are allowed. There was a drafting error that inadvertently omitted ADU's as a permitted use in the Urban Recreation zone, where homes are allowed. Staff will correct the error.</p>	

Omnibus Package – RZC and RMC Amendments

<p>Outcomes of Grant for Multifamily Property Tax Exemption (Anderson)</p> <p><i>Begin discussion 9/10</i></p>	<p>Councilmember Comment Councilmember expressed interest in the outcomes of the Housing Action Plan Implementation (HAPI) Grant and the associated updates to IZ and MFTE parameters.</p> <p>Staff Comment Broadly, the HAPI grant work has informed both recommended affordability outcomes (mandatory inclusionary zoning (MIZ) and voluntary multifamily property tax exemption program (MFTE). The work provided economic data and financial feasibility models which have serve as one input into various affordability analyses.</p> <p>State law requires that jurisdictions create "Residential Targeted Areas" (RTAs) to identify geographic areas where developments might be eligible for local jurisdiction MFTE programs. Currently, the City of Redmond has Residential Targeted Areas: Downtown, Marymoor, and Overlake.</p> <p>Each of the RTAs have unique qualifying program parameters. Currently, the 8-year MFTE exemption parameters for Downtown are 10% of units at 60% Area Median Income. In contrast, Marymoor 8-year MFTE exemption parameters are 10% of units at 50%.</p> <p>Currently, the MFTE parameters require deeper levels of affordability (as determined by required AMI levels for the affordable housing units) than the underlying MIZ parameters, in exchange for the tax</p>	<p>Opened 9/3 Closed 9/10</p>
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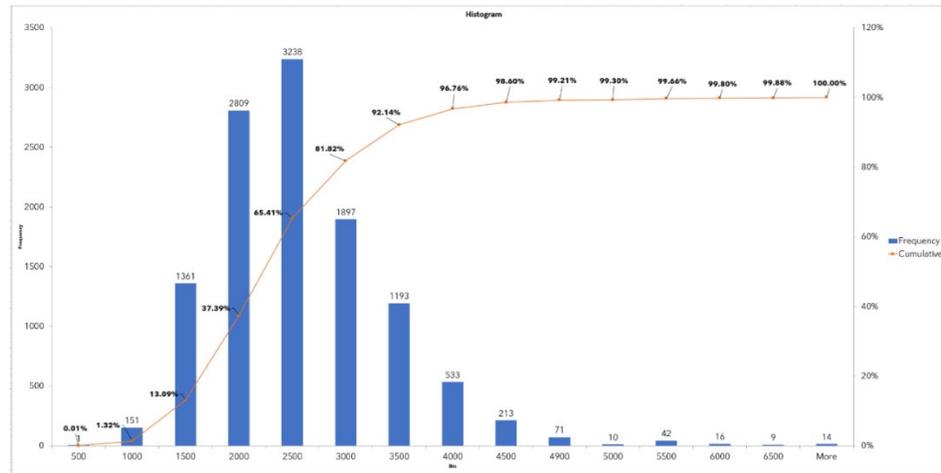
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	<p>exemptions. The Redmond 2050 approach is to align MIZ and MFTE parameters, such that developments satisfying MIZ will also be eligible for MFTE. The intent of this effort is to achieve deeper levels of affordability and increasing the already successful participation rate in the MFTE program.</p> <p>This immediate Redmond 2050 comprehensive plan update package proposes to:</p> <ul style="list-style-type: none"> • Update 8-year MFTE parameters for Overlake (12.5% of units at 50% AMI) • Create two new MFTE RTAs: Neighborhoods and Faith-Based Institutions <p>The 2025 work plan includes:</p> <ul style="list-style-type: none"> • Update 8-year MFTE parameters for Marymoor and Downtown • Create one additional new MFTE RTA: Citywide Mixed-Use <ul style="list-style-type: none"> ◦ Will also have bespoke MFTE parameters • Continued analysis of 12-year and 20-year MFTE options 	
<p>Detached Single Family Home Size - follow-up to Jun. 11 study session (Stuart, Salahuddin, Kritzer, Forsythe)</p> <p><i>Begin discussion 9/10</i></p>	<p>Councilmember comment:</p> <p>9/24: A majority of Councilmembers favored setting a maximum detached single-family home size of 4,500 sq. ft. when there is a single unit on a lot.</p> <p>9/10: Councilmembers discussed and did not have a majority in favor of moving away from the Planning Commission’s recommendation. Three Councilmembers favored a maximum of 4,500 sq. ft., two favored a maximum of 4,900 sq. ft, and one had no preference. One Councilmember was absent, whose opinion could be decisive.</p> <p>9/3: Councilmembers expressed interest in the discussion around the 4,900 sq. ft. size limit for a single dwelling unit.</p> <p>Staff comment:</p> <p>The Planning Commission chair and vice chair will attend the September 10 meeting to offer the Commission’s perspective on this topic. The Commission has not had additional discussion on this topic since making a recommendation to the Council. Below is information copied from the Council’s last discussion of this topic on June 11.</p> <p>Staff conducted analysis of the King County assessor’s data on single family dwelling size in Redmond. This data contains 11,558 records with an extraction date of 3/1/2024. Based on this data:</p> <ul style="list-style-type: none"> • 98.6% of all single-family structures are up to 4,500 sq. ft. • 99.2% of all single-family structures are up to 4,900 sq. ft. 	<p>Opened 9/3 Closed 9/24</p>

Issue

Discussion Notes

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- 2,330 sq. ft. is the average total living square feet for single-family structures.



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<i>Home size up to (sqft)</i>	<i>Frequency</i>	<i>Cumulative %</i>
500	1	0.01%
1000	151	1.32%
1500	1361	13.09%
2000	2809	37.39%
2500	3238	65.41%
3000	1897	81.82%
3500	1193	92.14%
4000	533	96.76%
4500	213	98.60%
4900	71	99.21%
5000	10	99.30%
5500	42	99.66%
6000	16	99.80%
6500	9	99.88%
Greater than 6500	14	100.00%
	11558	

The maximum residential structure size would be based on “Gross Floor Area,” which is defined in RZC as “The area included within the surrounding exterior walls of a building or portion thereof, exclusive of vent shafts, elevator shafts, stairwells, courts, second-story atriums, and lobbies.” This definition includes below grade portions of the building, such as basements, and garages. By using the existing Gross Floor Area definition, the RZC will have a consistent methodology across all zones, which simplifies calculations for designers and staff.

Mayor Birney has identified a potential exemption to the maximum structure size for detached single-family homes for Council’s consideration, which is to exempt the finishing of interior space within an existing building envelope. This could be an unfinished basement or garage conversion, for example. The Assessor’s data extracted in March of 2024, indicates that there are no unfinished basements in single-family structures that are 4,900 sqft or bigger.

The 4,900 square foot limit impacts turnover from older homes to newer, larger, more expensive homes, but does not prevent the construction of detached single-family homes. Property owners will retain the freedom to redevelop older homes into new detached single-family homes if they choose to do so. However, the size limit, combined with other proposed residential regulations amendments, will leverage

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	<p>market demand for more housing units to create financial incentives for middle housing. As such, the pressures of redevelopment on older (relatively) affordable housing stock would be similar under the proposed residential regulations amendments as to the status quo.</p> <p><u>Planning Commission Rationale for changing DSFH max square footage from 4,500 to 4,900:</u> This topic generated the majority of discussion from the Planning Commission. The Commission had a diversity of views on the appropriate size for the maximum limit on the detached single dwelling unit structure. Some Commissioners favored a limit of 5,000 sq. ft., and one commissioner favored a limit of 4,000 sq. ft. A majority recommendation emerged at 4,900 square feet.</p> <p>Planning commissioner viewpoints included the following considerations:</p> <ul style="list-style-type: none"> • 3-car garages (for and against) <ul style="list-style-type: none"> ◦ Whether garages should be included in the square footage limit calculations • Basements (finished and unfinished) • Home businesses • Creation of legally non-conforming properties • Intergenerational housing 	
<p>Pre-fabricated Housing (Forsythe)</p> <p><i>Begin discussion 9/10</i></p>	<p>Councilmember Comment Council Vice President Forsythe noted a question from Planning Commission Chair Weston about how pre-fabricated housing would be allowed in the code. CVP Forsythe seeks clarity in the path for building pre-fabricated housing, as it is a cost-effective means of advancing middle housing goals.</p> <p>Staff Comment Pre-fabricated homes, etc., are reviewed and permitted in substantively the same manner as conventionally constructed homes. So long as the pre-fabricated home is code compliant then the review process should be substantively similar to conventionally constructed homes.</p> <p>The key component for determining the implication for pre-fabricated/manufactured housing review and permitting is whether or not the structure has a <u>permanent</u> foundation.</p> <p>Per RZC 21.08.320 (https://redmond.municipal.codes/RZC/21.08.320), "Designated Manufactured Homes" can be sited on individual residential lots; these need to be on a <u>permanent</u> foundation and must meet the applicable density and dimensional standards of the underlying zone.</p> <p>"Manufactured Home" (https://redmond.municipal.codes/RZC/21.78_M) is a currently a distinct use in the Allowed Use Tables in the residential zones. It is a use by right in RA-5 through R-30. Manufactured</p>	<p>Opened 9/3 Closed 9/10</p>

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	<p>homes (i.e. <u>not</u> on a permanent foundation) and mobile homes are permitted only in manufactured home parks and mobile home parks. Such parks are permitted through the binding site plan process in RA-5 through R-18 and must be a minimum of 3 acres. The units must meet the density and dimensional standards of the underlying zone, except for lot coverage and impervious surface coverage. There are also a number of additional requirements (parking, screening, separation, etc.).</p>	
<p>Achieving Middle Housing Goals (Forsythe)</p> <p><i>Begin discussion 9/10</i></p>	<p>Councilmember Comment Council Vice President Forsythe wrote: "Tonight [Sep. 3], we heard from a concerned resident about the health impacts of redevelopment in her neighborhood. Our new 2050 package is meant to work in favor of housing density and middle housing, but current economic trends are leading builders to build larger more expensive housing. How have we pivoted / future-proofed in the face of these economic trends to ensure we achieve our goals?"</p> <p>Staff Comment Middle housing development, like all development, is influenced by many factors. It is true that economic conditions can, and sometimes do, change radically. Some of these factors are outside of the City's influence.</p> <p>To support the actual creation of middle housing typologies, staff endeavored to provide flexibility in the middle housing zoning code regulations. For example, the Neighborhood Residential zoning district standards do not have individual regulatory standards for the different typologies of middle housing (e.g., cottages, townhomes, triplexes, etc.). Staff also sought to remove costly barriers to middle housing such as streamlining some design standards.</p> <p>In addition, the economic scaling of housing in Redmond (and other high cost of living areas with significant demand for housing) lends itself towards fiscally incentivizing developers to explore middle housing over conventional detached single-family housing. The reason for this is that, in some circumstances, it is plausible that one big house on a big lot would sell for less than the sum of multiple smaller houses on that same lot. We have seen this occur already in Redmond where a lot that contained a detached single-family dwelling redeveloped into a handful of townhomes and thus sold for a greater total sum. The proposed middle housing regulations, and on-going middle housing implementation work, will make it easier, faster, and cheaper for developers to create middle housing.</p> <p>Staff will also observe middle housing development trends and continue to iterate in order to improve outcomes for this important housing effort.</p>	<p>Opened 9/3 Closed 9/10</p>

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<p>Green Building Incentives vs. Requirements (Fields)</p>	<p>Councilmember Comment 9/24: Councilmember Fields asked staff to double-check on the feasibility of requiring carbon tracking.</p> <p>9/3: Councilmember Fields asked for a Council discussion on the incentivization of green building elements vs. adopting mandatory requirements. CM Fields met with staff on 9/12 and additional information has been added below in response to that meeting.</p> <p>Staff Comment</p> <p>10/8: The proposed requirement to track embodied carbon is limited to the top three most carbon-intensive building materials: steel, concrete, and insulation. This recommendation arose from the Planning Commission’s discussion, where the Commission provided feedback that limiting the tracking to the top three most carbon-intensive materials would provide most of the benefit with the least amount of additional burden. In the Green Building Program appendix, staff provides resources to embodied carbon calculators.</p> <p>9/24: As part of the Redmond Zoning Code Rewrite (RZCRW), an overhaul of the green building program was identified as a need as the current program is out of date and not matching current codes and trends. The direction at that time was to update the program but keep it voluntary and paired with incentive program updates.</p> <p>From 2/13/24 Council Discussion Items: The City is updating its Green Building Incentive Program (RZC 21.67) to align with the ESAP and modernize the program. Key elements of the proposed Green Building Incentive Program include:</p> <ul style="list-style-type: none"> • 100% voluntary (consistent with the current program). • Reorients towards outcomes rather than specific certification programs • Applicable to multifamily and commercial projects. • Requires all electric buildings. • Aligns with the Washington Clean Building Performance Standard, which creates energy performance requirements for existing buildings 20,000 SF and above. Alignment with the CBPS promotes higher long term compliance with the state law and leverages a widely used standard defined and managed by the state. • Creates flexibility for additional techniques (solar, EV charging stations, energy storage, water conservation, tree preservation, etc.). • Provides land use incentives identified by the underlying zoning district. 	<p>Opened 9/3</p>

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- Planning staff worked closely on code updates to ensure the RZCRW edits were coordinated with the Overlake incentive program revisions.
- During the testing phase of the Overlake incentives, a few green building incentives were identified by the consultant and stakeholders as having low to no cost implications and the community and developer feedback was a preference to **move the following items to mandatory**:
 - Building performance standard (any green building certification program)
 - Prescriptive energy code credits and energy management
 - Tracking and reporting requirements
 - Embodied carbon reduction



- As part of the 2025 code package, the following is proposed:
 - Those items mandatory in Overlake be made mandatory for all centers (moving all mandatory items to be found in RZC 21.67).
 - Considering mandatory for Urban Mixed-Use and Corridor Mixed-Use zones as well (either now or as part of a "next step").
 - Example Table for RZC 21.67 below. To be part of community discussion in fall of 2024.

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- Next steps would be to monitor which items on the incentive package get utilized most frequently and gather data on what the impacts are for the next three to five years. After analysis of the data consider if we should select new or alternative items for the mandatory requirements. This could be paired with a review of the incentive options and points for a coordinated recalibration based on the data collected.

EXAMPLE TABLE:

Applicability of Requirement (M = Mandatory, O = Optional)	In Centers		Outside Centers By Development Type	
	All Development Types	Non-Residential	Mixed Use	Multifamily
1. Building performance standard				
1a. Achieve any Green Building Rating or Certification System	M	O	O	O
1b. Compliance with WA State Clean Buildings performance standard at Tier 1 or Tier 2 EUI within 24 months.	M	M	O	O
1c. Share energy benchmarking data with City via Energy Star Portfolio Manager	M	M	M	M
2. Energy Conservation and Management				
2a. Washington State Energy Code for Commercial (WSEC-C) and Residential (WSEC-R) buildings	M	M	M	O
2b. Earn Green Lease Leaders Certification Silver or greater	M	O	O	O
3. Embodied Carbon				
Minimum reduction of 10%	M	M	M	M

Impact Fee Reductions for Affordable	Councilmember Comment 9/24: Council Vice President Forsythe expressed concern about queueing at day care centers, vs. total trips, due to day care centers having fewer parking spots than a similarly-sized retail outlet. Council	Opened 9/3 Closed 9/24
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<p>Housing and Daycares (Salahuddin)</p> <p>Transportation Impacts of Daycare Facilities (Forsythe)</p>	<p>President Kritzer expressed support for the impact fee reductions proposed. Councilmember Nuevacamina asked how the City supports small businesses impacted by construction.</p> <p>9/3: Councilmember Salahuddin wished to discuss the impact fee reductions and exemptions for affordable housing and daycares proposed in RMC 3.10. Council Vice President Forsythe wished to understand the transportation impacts of daycare facilities when they are operating, especially at pick-up and drop-off times.</p> <p>Staff Comment</p> <p>9/24: Director Helland noted that the impact of day care operations on the street system is studied when land use applications are reviewed. Depending on the size of the facility, it may be required to develop a mobility management program to manage peak demand and mitigate impacts like queueing. Regarding construction impacts to small businesses, Director Helland noted that there are regulatory limits to impacts (hours, e.g.), and that the City works with small businesses to mitigate impacts that are unavoidable.</p> <p>9/10: <u>Impact Fee Reductions:</u> The Revised Code of Washington (per RCW 82.02.060) allows local jurisdictions to implement reductions or waivers of impact fees for low-income housing, childcare facilities, and developments with a “broad public purpose” are permitted.</p> <ul style="list-style-type: none"> • Full Exemptions or Partial Exemptions of more than 80% of the impact fee <u>do</u> have an explicit requirement to pay the exempted portion of the fee from public funds other than impact fee accounts. • Partial Exemptions of 80% of the impact fee or less, do <u>not</u> have an explicit requirement to pay the exempted portion of the fee from public funds other than impact fee accounts. <p>The draft regulatory amendments offer partial exemptions up to 80% of the impact fee.</p> <p>The draft regulatory amendments make progress toward Action 1.2 (Add criteria to the Redmond Municipal Code to allow for the consistent and predictable implementation of affordable housing impact fee waivers) of the adopted Redmond Housing Action Plan.</p> <p><u>Transportation Impacts of Daycare Facilities:</u> Transportation staff reviewed the Institute of Transportation Engineers (ITE) manual for daycares.</p> <ul style="list-style-type: none"> • When comparing daycares to other types of commercial spaces, such as retail or office spaces, the vehicle trip generation can differ significantly. • The difference is due to the nature of the activities and operating hours. 	

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General comparison based on typical estimates from the (ITE) Trip Generation Manual:

Vehicle Trip Generation Estimates

Daycare Centers (ITE Land Use Code 565):

- AM Peak Hour: Approximately 40-50 trips per 1,000 square feet.
- PM Peak Hour: Approximately 30-40 trips per 1,000 square feet.
- Daily Trips: Approximately 300-500 trips per 1,000 square feet.

Retail (e.g., General Retail Stores, ITE Land Use Code 820):

- AM Peak Hour: Approximately 70-100 trips per 1,000 square feet.
- PM Peak Hour: Approximately 100-150 trips per 1,000 square feet.
- Daily Trips: Approximately 500-800 trips per 1,000 square feet.

Office Buildings (ITE Land Use Code 710):

- AM Peak Hour: Approximately 40-60 trips per 1,000 square feet.
- PM Peak Hour: Approximately 30-50 trips per 1,000 square feet.
- Daily Trips: Approximately 200-400 trips per 1,000 square feet.

Comparison:

- AM Peak Hour Trips: Retail spaces generally generate the highest number of trips per square foot during the AM peak hour, followed by daycares and then office spaces.
 - Daycares have lower trip generation compared to retail and are similar to office spaces.
- PM Peak Hour Trips: Retail spaces again tend to generate the highest number of trips during the PM peak hour.
 - Daycares have a moderate trip generation compared to retail and a bit higher than typical office buildings.
- Daily Trips: Retail spaces typically have the highest daily trip generation, followed by daycares, with office spaces having the lowest daily trip generation.

These numbers can vary depending on factors such as location, size, and specific operational characteristics of the commercial space.

<p>Electric Vehicle Spaces (Forsythe)</p>	<p>Councilmember Comment 9/24: Council Vice President Forsythe asked about the difference between EV “ready” and EV “capable.” CVP Forsythe suggested increasing requirements for “ready” and “capable” spaces to 40-50% and 50-70% of total spaces, respectively, to future-proof new buildings. CM Stuart asked Councilmembers to consider if establishing a minimum was contrary to other Redmond 2050 principles; CM Nuevacamina similarly asked Councilmembers to consider the unintended equity consequences of establishing a minimum. CM</p>	<p>Opened 9/3</p>
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	<p>Fields asked what the City's responsibility would be to those who would be required to maintain this infrastructure. CVP Forsythe asked to know how many stalls in a typical building would be affected. Mayor Birney suggested obtaining information about EV infrastructure delivery in recent projects to inform the discussion. Council President Kritzer identified this topic as a potential topic to resolve at a future Committee of the Whole meeting.</p> <p>9/10: Council Vice President Forsythe asked for a staff recommendation on whether to have a minimum electrical vehicle charging requirement in the Redmond Zoning Code.</p> <p>9/3: Council Vice President Forsythe noted the removal of language for electric vehicle spaces in RZC 21.40.030.B.1. She asked to know where language can be found in the RZC in support of electric vehicle spaces, and capabilities for future-proofing capacity.</p> <p>Staff Comment</p> <p>10/8: Staff has gathered additional information in support of advancing this topic.</p> <p><u>Definitions</u></p> <ul style="list-style-type: none">• EV-Capable parking stalls have panel capacity and conduit for future charging.• EV-Ready parking stalls are those with panel capacity, conduits, full circuits, and receptacles or junction boxes. They are "ready" for charger installation. <p><u>Future Proofing</u></p> <p>EV adoption is accelerating, and faster in Redmond than statewide. In 2023, 24% of new vehicle registrations in ZIP code 98052 were for battery electric vehicles, compared to 11% statewide. Sales of new internal combustion engine vehicles in Washington state will end in 2035 under state law. Buildings with parking built today will be in service for many years beyond 2035.</p> <p><u>Upfront vs. Retrofit Costs</u></p> <p>Requiring EV-capable or EV-ready infrastructure adds upfront construction costs, while saving considerably more in future retrofit costs. King County estimated these costs in 2020 as shown in the table below.</p>	

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Development Type	EV Ready – per space	EV Installed – per space (does not include EV Ready costs)	Total Cost Range (for new construction)	Retrofit Total Cost Range – per space
Single Family/ Duplex	\$150 – \$375	\$500 – \$600	\$650 – \$975	\$1,100 – \$2,000
Townhome	\$150 – \$3,600	\$500 – \$3,250	\$650 – \$6,850	\$1,100 – \$7,500
Apartment – simple chargers	\$1,200 – \$1,500	\$1,200 – \$1,500	\$2,400 – \$3,000	\$2,900 – \$8,200
Apartment, Commercial & Parking Lots – dynamic chargers	\$600 – \$1,500	\$3,000 – \$3,250	\$4,200 – \$4,750	\$4,100 – \$10,000

In 2024, the City of Bellevue estimated that the added upfront cost of mandating EV infrastructure (20% capable, 40% ready, 15% installed) was \$29,000-\$45,000 for a 50-unit building, representing about a 0.34% premium over typical construction costs for such a building.

Data

The City captures some electric vehicle infrastructure information in its permit system, but not in a way that readily allows staff to see what percentage of parking in a project is developed as EV capable, ready, and installed. Staff is aware that some new developments, like Proctor Willows, have placed EV chargers in all townhome units. Staff will investigate capturing this information, and parking information generally, in a systematic fashion so that it can be easily reported in the future.

Equity and Maintenance Considerations

Beyond climate action and sustainability, Councilmembers identified equity and maintenance as important considerations. The recommended Redmond 2050 Transportation Element includes these two statements on equity in mobility:

- *[A]dvancing equity means investing in travel modes that improve mobility for those who do not drive.*
- *To advance equity and inclusion, Redmond must especially consider the impacts of transportation decisions on communities who have been disproportionately harmed by past decisions.*

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The Council should consider how establishing a minimum amount of electric vehicle infrastructure would impact mobility for those who do not drive. Would setting a minimum standard that exceeds IBC requirements shift resources from the non-driving population to the driving population? Perhaps, but at the same time, vehicle parking is expensive. Thus, developers will still have ample incentive to provide only as much parking as they believe the market demands.

The recommended Transportation Element does not directly address privately-owned charging infrastructure. It generally encourages transportation system design that shifts more people to “efficient and zero emission vehicles.” One way to consider the issue of maintenance is that the IBC is already requiring EV charging system installations in many buildings. City action to increase the actual or potential size of those systems won’t change that. EV charging systems will join many other systems as components for which owners and property managers must account.

Recommendation

This fall the Planning Commission will be reviewing green building requirements and incentives as part of the 2025 Code Package. This provides an excellent opportunity for staff to continue to collect and analyze information on EV infrastructure, provide it to the Planning Commission, and for the Planning Commission to conduct a hearing process and forward a recommendation on EV infrastructure requirements to the City Council in Q1 2025. The benefit of this path is that it provides additional opportunities for public engagement with the material, including a public hearing, and it offers an opportunity to establish EV infrastructure requirements citywide.

9/24: Earlier in the Redmond 2050 review process, the City Council reviewed changes to RZC 21.67 Green Building Incentive Program. One of the recommendations that Council supported was setting a voluntary standard for EV charging that exceeds requirements in adopted building codes. In most cases, the voluntary standard would require 10 percentage points more electric vehicle charging than what the building code requires, as shown in the table below.

Occupancy	Number of EV Charging Stations		Number of EV-Ready Parking Spaces		Number of EV-Capable Parking Spaces	
	<i>Building Code Requirement</i>	<i>Proposed Green Building Incentive Standard</i>	<i>Building Code Requirement</i>	<i>Proposed Green Building Incentive Standard</i>	<i>Building Code Requirement</i>	<i>Proposed Green Building Incentive Standard</i>

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Group A, E, F, H, I, M, and S occupancies	10% of total parking spaces	20% of total parking spaces	10% of total parking spaces	20% of total parking spaces	10% of total parking spaces	20% of total parking spaces
Group R occupancies						
Buildings that do not contain more than two dwelling units	Not required	Not required	One per dwelling unit	One per dwelling unit	Not required	Not required
Dwelling units with private garages	Not required	Not required	One per dwelling unit	One per dwelling unit	Not required	Not required
All other Group R occupancies	10% of total parking spaces	20% of total parking spaces	25% of total parking spaces	35% of total parking spaces	10% of total parking spaces	20% of total parking spaces

Council could choose to change the EV parking incentives into a requirement. This could be citywide or only in centers. There is additional cost to building EV station/spaces/capacity, but at the same time staff is seeing developers respond to market pressures to add EV infrastructure even in the absence of additional incentives. The cost to retrofit a building with EV infrastructure after it is complete is about 3-4x the cost to incorporate EV infrastructure at the outset.

9/10: Building code requirements for electric vehicle charging spaces have changed since this section of code was last updated. IBC section 429.1 requires that between 10% and 25% of parking stalls for new construction be electric vehicle spaces, depending on the occupancy. The zoning code provisions conflicts with this and so the RZC provision is proposed to be eliminated. The IBC provision will result in the construction of EV spaces without the need to require the same in the RZC.

Both the IBC and RZC are subject to continued updates to meet evolving community needs. The Council could choose to re-instate a minimum EV space percentage through the RZC if it determined that the IBC provisions did not meet Redmond's needs. Separately, the City is studying locations for deploying public EV charging.