

Attachment A: Council Questions and Input for Q3 2022 Update

Initial Council Question or Input	Initial Staff Response	Further Discussion												
<p>1. Would like more information about how growth in Downtown was modeled: what were the assumptions? How were the housing and job growth patterns generated, especially for Downtown? (Kritzer)</p> <p>Opened 7/19</p>	<p>Downtown Redmond today has approximately 9,500 jobs and 4,000 homes. Under current zoning regulations – which is the basis for Alternative 1, No Action, Downtown has an estimated capacity for about 3,800 additional jobs and 3,200 additional homes.</p> <p>Alternatives 2 and 3 studied in the DEIS place less employment growth in Downtown relative to Alternative 1. Two key reasons for this are:</p> <ul style="list-style-type: none">• Economics. A review of the economics of different building typologies conducted prior to building the alternatives found office mid-rise construction to be economically tenuous in TOD areas, including Downtown. Denser office and mixed-use typologies were favored in TOD areas, but the densest building types (19-story mixed-use and 13-story office) were excluded from Downtown and Marymoor Village due to assumed aquifer impacts associated with assumed parking demand.• Model constraints. The parametric model could not account for parcel aggregation and so likely under-assigned growth in Downtown. <p>Staff has also heard concerns that the parametric model over-assigned growth in Overlake because the model preferred to put new jobs near existing jobs. The model assessed suitability for growth based on many factors:</p> <table><tr><th><i>Parcel Criteria</i></th><th><i>Building Criteria</i></th></tr><tr><td><i>Access to amenities</i></td><td><i>Tree canopy coverage</i></td></tr><tr><td><i>Displacement risk</i></td><td><i>Impervious surface cover</i></td></tr><tr><td><i>Opportunity zones</i></td><td><i>Proximity to transit</i></td></tr><tr><td><i>Geologic hazards</i></td><td><i>Minimum/maximum area for building typologies</i></td></tr><tr><td><i>Proximity to employment hubs</i></td><td></td></tr></table>	<i>Parcel Criteria</i>	<i>Building Criteria</i>	<i>Access to amenities</i>	<i>Tree canopy coverage</i>	<i>Displacement risk</i>	<i>Impervious surface cover</i>	<i>Opportunity zones</i>	<i>Proximity to transit</i>	<i>Geologic hazards</i>	<i>Minimum/maximum area for building typologies</i>	<i>Proximity to employment hubs</i>		<p>7/26: Councilmembers asked about the assumptions that staff would make about how much space is required for each job.</p> <p>Staff responded that assumptions would be re-evaluated and shared when developing zoning proposals based on the preferred alternative.</p> <p>The Mayor noted that PSRC is a good resource on this topic for cities across the region.</p>
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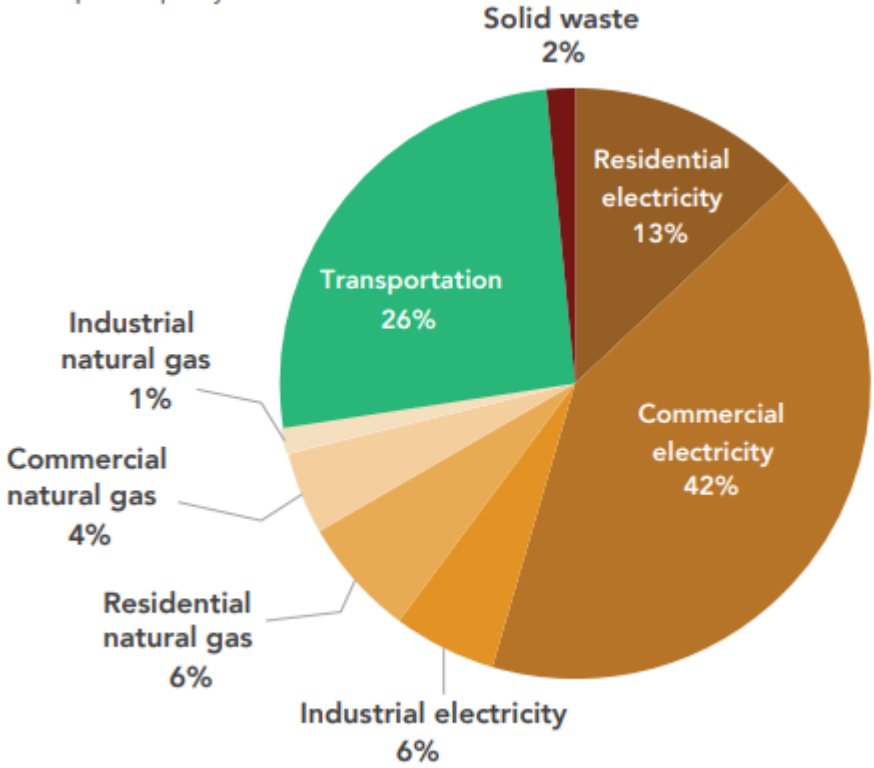
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	<div>Cost to service Proximity to transit Single-family homes avoidance</div>		
<p>2. How is growth along Avondale Road represented in the alternatives? (Kritzer)</p> <p>Opened 7/19</p>	<p>The parametric model that helped inform the draft growth alternatives included only a subset of Redmond parcels: those in the centers and along key corridors that are vacant or redevelopable. That included some parcels in the Avondale corridor, though not many because few are vacant or redevelopable.</p> <p>All Alternatives show modest housing growth in the southern half of the Avondale corridor, with Alternative 1 also showing modest growth in the northern half. All alternatives show modest or moderate job growth in the southern half of the corridor, while Alternatives 1 and 3 show modest job growth in the northern half of the corridor.</p>		
<p>3. What are staff hearing from the Lake Washington and Bellevue School Districts about school capacity and the impacts of growth as the residential population grows? (Stuart, Kritzer)</p> <p>Opened 7/19</p>	<p>Key messages from Lake Washington School District include:</p> <ul style="list-style-type: none">• Land for schools is at a premium and so the District is open to creative ideas and partnerships. For example, leasing space in a private development, or partnering with a local government like the City when that local government is planning new facilities. They would like to explore ideas for incentivizing land/space for school uses.• LWSD is facing this challenge elsewhere in the District – at the 85th St. Station Area in Kirkland, for example – and so there are opportunities to learn from ideas that are being explored elsewhere.• Concerned about traffic along Willows Road and potential for more delays due to more development.• Concerned about lack of public transportation options for middle and high school students, that the location of schools means that there isn’t an option for students to take a public transit option to school.		

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	<p>Key messages from the Bellevue School District include:</p> <ul style="list-style-type: none"> • Observations that multifamily housing has not historically generated high numbers of students. (Bellevue School District serves the southern portion of Overlake where residential growth would be exclusively multifamily.) • High numbers of affordable units, or high numbers of units sized for larger families may generate more students. • Concerned about local affordable housing options for teachers and other staff. 	
<p>4. How do the alternatives help us reach goal for housing affordability? What assumptions were made about housing affordability in the alternatives? (Stuart)</p> <p><i>Opened 7/19</i> <i>Closed 7/26</i></p>	<p>Affordable housing comes from three sources:</p> <ol style="list-style-type: none"> 1. Naturally-occurring affordable housing: homes that are affordable at market rents or sales prices; in Redmond these are often older homes and are clustered at the high-end of what would be considered affordable. 2. Housing produced through inclusionary zoning and multifamily tax exemption (MFTE) programs. This is a fixed percentage of all housing that is built and generally is affordable between 50% and 80% of area median income. 3. Housing produced at deep levels of affordability with public subsidies. This varies based on availability of public funding and is generally affordable to those earning below 50% of area median income. <p>The DEIS assumes that Redmond will continue to implement its inclusionary zoning and MFTE programs. Staff also assumed that stacked flats and mid-rise podium products would produce 10% and 5% of new units as affordable, respectively, as inputs to the parametric model.</p> <p>The alternatives studied in the DEIS differ in the total <i>amount</i> of housing produced and the <i>types</i> of housing produced. Generally speaking, building</p>	<p>7/26: Councilmembers reviewed the housing affordability outcomes for each alternative.</p>


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	<p>more housing does more to advance affordability goals. Alternative 3 produces a wider variety of housing types and more overall housing. This would be expected to result in the most naturally-occurring affordable housing <i>and</i> the most housing produced through inclusionary zoning and MFTE programs relative to other alternatives.</p>	
<p>5. How do tenant protections passed on 7/19/22 fit into Redmond 2050? (Anderson)</p> <p><i>Opened 7/19</i></p>	<p>The tenant protections passed on 7/19/22 are consistent with draft policy in the Housing Element calling for renter protections to reduce displacement risk.</p>	
<p>6. Provide information about how the Climate Vulnerability Assessment is reflected in the Redmond 2050 DEIS analysis. (Stuart)</p> <p><i>Opened 7/19</i> <i>Closed 7/26</i></p>	<p>Section 1.8, 1.9, and 2.3.3 and Chapter 3 of the DEIS discuss the outcomes of the Climate Vulnerability Assessment in relation to the DEIS alternatives. In summary:</p> <ul style="list-style-type: none"> • The areas with the highest climate vulnerabilities are Downtown and Marymoor. • Areas with higher population density and more vulnerability include Education Hill, Willows/Rose Hill, and Idylwood. See Exhibit 43. • The alternatives vary in their concentration of population growth in areas of vulnerability and implementation of climate resilience strategies. <ul style="list-style-type: none"> – Alternative 1 would place more growth in Downtown and spread across Redmond and has the least protection for vulnerable communities. – Alternatives 2 and 3 support greater resilience measures and update policies and codes for best available science. <p>Exhibit 75 directly compares resiliency for each alternative.</p>	

	<div>Alternative 1 No Action</div> <div>Alternative 2 Centers</div> <div>Alternative 3 Centers and Corridors</div>				
	<table border="1"> <tr> <td data-bbox="552 289 884 1019"> <ul style="list-style-type: none"> Least resilient due to lack of updating of Best Available Science and other standards and codes. More exposure of population in areas with greater vulnerabilities to climate events (e.g., Downtown and spread across city). Non-SOV mode share is expected to increase by 2050. More dispersed development will result in greatest potential impacts. Greatest potential impacts to tree canopy. </td><td data-bbox="884 289 1218 1019"> <ul style="list-style-type: none"> Improved Vehicle Miles Traveled (VMT) per capita compared to Alternative 1. Improved walkability compared to Alternative 1. Best walkability and better access to light rail stations than Alternative 3. Non-SOV mode shares slightly more favorable than Alternative 1. Impervious surfaces slightly increase. More population in Overlake that is generally less vulnerable to climate events. More policies and strategies regarding climate vulnerability strategies. </td><td data-bbox="1218 289 1635 1019"> <ul style="list-style-type: none"> Same VMT per capita as Alternative 2. Slightly lower walkability outcomes compared to Alternative 2. Better access to transit (including bus lines) than Alternative 2. Highest non-SOV mode share of studied alternatives. More dispersed development than in Alternative 2 will result in increased impervious surfaces. More population in Overlake that is generally less vulnerable to climate events. More policies and strategies regarding climate vulnerability strategies. </td></tr> </table> <p>In addition to this summary information, in each section of Chapter 3 the impacts an analysis includes climate resiliency/vulnerability. Land Use and Socioeconomics includes climate vulnerability on pages 3-124 and 3-128-129 for Alternative 1, 3-133-134 for Alternative 2, and 3-136-137 for Alternative 3.</p> <p>There is additional information on Vulnerable Communities and Resilience on page 3-164-166 that includes discussion of:</p> <ul style="list-style-type: none"> Residential Design, Social Wellbeing, and Health Impacts Commercial and Cultural Space Design and Vulnerability Impacts Building Height/Bulk and Climate Impacts 	<ul style="list-style-type: none"> Least resilient due to lack of updating of Best Available Science and other standards and codes. More exposure of population in areas with greater vulnerabilities to climate events (e.g., Downtown and spread across city). Non-SOV mode share is expected to increase by 2050. More dispersed development will result in greatest potential impacts. Greatest potential impacts to tree canopy. 	<ul style="list-style-type: none"> Improved Vehicle Miles Traveled (VMT) per capita compared to Alternative 1. Improved walkability compared to Alternative 1. Best walkability and better access to light rail stations than Alternative 3. Non-SOV mode shares slightly more favorable than Alternative 1. Impervious surfaces slightly increase. More population in Overlake that is generally less vulnerable to climate events. More policies and strategies regarding climate vulnerability strategies. 	<ul style="list-style-type: none"> Same VMT per capita as Alternative 2. Slightly lower walkability outcomes compared to Alternative 2. Better access to transit (including bus lines) than Alternative 2. Highest non-SOV mode share of studied alternatives. More dispersed development than in Alternative 2 will result in increased impervious surfaces. More population in Overlake that is generally less vulnerable to climate events. More policies and strategies regarding climate vulnerability strategies. 	
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	The mitigation measures discussed in Chapter 3 also include information on climate resiliency measures.	
<p>7. Connect the dots between the greenhouse gas analysis in the DEIS and Redmond codes. (Forsythe)</p> <p><i>Opened 7/19</i></p>	<p>The greenhouse gas (GHG) analysis considered City operations emissions, vehicle miles of travel (VMT), electric vehicle use, electricity fuel mix, air quality, energy consumption, and fossil fuel consumption.</p> <p>The sources of community GHG emissions in Redmond are shown in the pie chart below:</p>	

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	 <p>The City can influence electricity and gas GHG emissions through its land use regulations, principally by encouraging or requiring compact development forms, which are more efficient, and by encouraging or requiring buildings to meet environmental sustainability performance standards that include GHG emissions. The state energy code also directly influences the energy efficiency of buildings.</p>	

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	<p>The City can influence emissions from the transportation sector through transportation system planning, programs, and investments.</p> <ul style="list-style-type: none"> • The City can plan for a community where people can meet their daily needs using low- or no-emission travel modes. This happens through efforts like Redmond 2050. • The City can support transportation demand management programs that encourage people to use alternatives to private vehicle travel. It can also directly invest in transit service to boost frequency on existing routes. • The City can invest in infrastructure that makes traveling by low- or no-emission modes comfortable and convenient. This includes comfortable bicycle facilities, transit speed and reliability projects, sidewalks, and more. 	
<p>8. Provide a definition of a local center since a new local center is studied in Alternative 3. What land does that possible center encompass? (Carson)</p> <p><i>Opened 7/19</i> <i>Closed 7/26</i></p>	<p>Local centers are described in the Land Use Element of the Redmond Comprehensive Plan as, "activity nodes where employment, services, and housing are accommodated in a compact manner and at sufficient densities to make efficient use of urban land, and support transit and other multimodal access." King County CPPs policy DP-38 describes them as "city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land." The only local center that Redmond has designated is the Marymoor Local Center (Marymoor Village).</p>	

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	<p><i>Map: Proposed 90th & Willows Local Center</i></p> 	

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<p>9. What are we hearing from the community about high-skill, high-wage jobs? Where do we expect jobs in retail, hospitality, and services to be in the community? How will people reach these jobs? (Khan)</p> <p><i>Opened 7/26</i></p>	<p>We have asked community members about job growth priorities at Derby Days and in the DEIS online questionnaire. We hear that these jobs are important to the Redmond economy, and that it is also a high priority to have a diverse economy, and to attend to attracting and retaining small businesses.</p> <p>We expect retail, hospitality, and service sector jobs to be focused in Redmond's centers, with some jobs also found in Neighborhood Commercial zones (like Avondale Road & NE 116th St. or Old Redmond Road & 132nd Ave. NE) and elsewhere outside the centers. With most future job growth occurring in centers the proportion of these jobs in centers is likely to increase.</p> <p>Jobs in centers will be easiest to access via light rail, and centers will also have the most housing growth, giving more people opportunities to live close enough to bicycle or walk to work. Jobs along frequent transit corridors outside the centers will also have good access to bus transit. Some people may drive by choice (prefer to live elsewhere, e.g.) or necessity (work hours don't align with transit service, e.g.).</p>	
<p>10. What are the infrastructure impacts of pursuing a corridors approach? (Anderson)</p> <p><i>Opened 7/26</i></p>	<p>The Draft EIS identifies infrastructure impacts for both action alternatives (Alternatives 2 and 3). The Draft EIS identifies some infrastructure impacts specifically related to pursuing a corridors approach, as studied in Alternative 3.</p> <ul style="list-style-type: none"> • Fire response times to new development on Willows Road near NE 124th St would likely exceed six-minute response time standard. • Additional park facilities may be needed in SE Redmond and 90th & Willows areas to meet growth-related demand. • Stormwater runoff and pollution are expected to <i>decrease</i> due to redevelopment of more land with older systems. • Potential for regional stormwater facility in 90th-Willows area. • Higher overall impervious surface area due to more dispersed development pattern. • More extensive water line upgrades, primarily to meet fire flow requirements. 	

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	<p>The DEIS did not identify transportation-related <i>infrastructure</i> impacts related to Alternative 3. It did identify <i>service</i> impacts, such as additional delay at intersections and arterials. The DEIS noted impacts both to schools and sewer facilities with Alternative 3, but the impacts were not resulting from a corridors approach.</p> <p>One example of impacts identified for Alternative 2 is the need up increase utility pipe sizes in Overlake to accommodate growth.</p>	
<p>11. What would be the impacts of industrial uses on students attending school on the site that LWSD purchased? (Forsythe)</p> <p><i>Opened 7/26</i></p>	<p>All land uses in Redmond, including industrial uses, must comply with applicable provisions of the Redmond Municipal Code and Redmond Zoning Code. This includes:</p> <ul style="list-style-type: none"> • RMC 6.34, Limitations on External Effects of Uses, which regulates smoke, odor, radioactivity, electromagnetic interference, loading, and hazardous materials. • RZC 21.64, Critical Areas, which regulates uses for impacts to many elements of the natural environment • RZC 21.13, Southeast Redmond Regulations, and RZC 21.14, Commercial Regulations, which regulate height, bulk, and use in the zones adjacent to or nearby the LWSD site in SE Redmond. <p>The decision to pursue, or not pursue, a designation of an industrial growth center would not change any of the above. The proposed center is drawn around current industrial and manufacturing zoning districts, as does not add any lands to that designation.</p>	