

Topic	Discussion Notes												
1a. Impact fees: cost-benefit of offering exemptions, relationship to inclusionary zoning. (Fields, Nuevacamina) Updated for March 26	<p><u>Council Discussion</u></p> <p>3/5: CM Fields asked staff to quantify the impact fee revenue that would be foregone with the proposed exemptions for affordable housing and daycare facilities. CM Nuevacamina asked about the relationship between impact fee exemptions for affordable housing and inclusionary zoning.</p> <p><u>Staff Response</u></p> <p>3/26: At the March 12 study session, staff confirmed that any new dwelling unit that is cost controlled to be affordable at 80% of area median income would be exempt from transportation impact fees. In a mixed-income development, those units that were eligible would be exempt, and those that were not eligible would not be exempt.</p> <p>3/12: RCW 82.02.060 authorizes cities to exempt “low-income housing” and “early learning facilities” from payment of impact fees. For purposes of the impact fee statute, low-income housing means housing affordable up to 80% of area median income; early learning facility means a facility providing regularly scheduled care for a group of children one month of age through twelve years of age for periods of less than twenty-four hours.</p> <p>The low-income housing exemption allows cities to exempt up to 80% of the impact fee without requiring the city to backfill the funds from another public source. Beyond that, cities must backfill the foregone revenue.</p> <p>The early learning facility exemption allows the same exemption up to 80% of the impact fee. There are two options for exempting an early learning facility from more than 80% of the impact fee:</p> <ol style="list-style-type: none">1. Backfilling the foregone revenue from another public source (as with low-income housing), or2. Requiring that at least 25% of the children and families using the facility qualify for state subsidized child care. <p>For purposes of the below analysis, City staff assumed that the City would exempt low-income housing and early learning facilities from all impact fees and that 20% of foregone impact fees from low-income housing would be backfilled from another public source.</p> <table><tr><th></th><th>Impact Fee Exempted per Home or Facility</th><th>Number of Homes or Facilities Anticipated 2025-2050</th><th>Total Impact Fee Revenue Foregone</th></tr><tr><td>Low-Income Housing</td><td>\$3,303 per home¹</td><td>2,071 homes</td><td>\$5.5M²</td></tr><tr><td>Early Learning Facilities</td><td>\$220,985 per facility³</td><td>Unknown</td><td>Unknown</td></tr></table> <p>¹ Weighted average of proposed fee for multifamily home inside centers and outside centers. ² Only 80% of the exemption amount is foregone; the remaining 20% must be backfilled from another public source.</p>		Impact Fee Exempted per Home or Facility	Number of Homes or Facilities Anticipated 2025-2050	Total Impact Fee Revenue Foregone	Low-Income Housing	\$3,303 per home ¹	2,071 homes	\$5.5M ²	Early Learning Facilities	\$220,985 per facility ³	Unknown	Unknown
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	³ Assumes 10,000 square-foot facility; uses average fee rate for inside and outside centers.															
1b. Impact fees: discussion of rate levels and exemptions. Updated for March 26	<p><u>Council Discussion</u></p> <p>3/12: Councilmembers were interested in background on how proposed rates were established and options for setting transportation impact fee rates.</p> <ul style="list-style-type: none">• CM Fields asked about the basis for establishing lower impact fee rates for uses with higher non-vehicle mode share.• CMs Salahuddin and Kritzer asked what additional data would be required to support higher impact fee rates and how long it would take to collect the data.• CM Salahuddin asked what changes neighboring cities are considering to their transportation impact fee rates.• CMs Anderson and Fields expressed interest in exploring impact fee rate options that “toggled” both the base rate and the exemption amounts. <p><u>Staff Response</u></p> <p>3/26: At the March 12 study session, the City’s consultant confirmed that the lower impact fee rates proposed for development in centers is based on evidence that mobility in centers relies less on cars and more on other modes, the infrastructure for which is less costly.</p> <p>The recommended TFP includes an impact fee rate of \$6,200. The City Council could consider a rate as high as \$8,200 using system value data that already exists, as discussed at the March 12 study session. Specifically, any rate up to \$8,200 rate is supportable based on an existing system value of \$613M using current PCI data and assuming a replacement cost of \$2.5M per lane-mile. To support a rate higher than \$8,200 up to a maximum of \$11,387, the City would need to be able to document that the value of the transportation system is \$850M.</p> <p>Council asked what additional data exists, and if additional data does not exist, a level of effort required to obtain it. That information is provided in the table below.</p> <p>Calculations for existing replacement of the Transportation System:</p> <table><tr><th>Data</th><th>Responsibility</th><th>Status</th><th>Resources Needed</th><th>Timeline</th></tr><tr><td>Pavement Conditions Index (PCI)</td><td>Public Works - TOSE</td><td>Included in impact fee rate calculation</td><td>N/A</td><td>Updated annually</td></tr><tr><td>Right-of-Way</td><td>Public Works</td><td>Included in impact fee rate calculation</td><td>N/A</td><td>Updated annually</td></tr></table>	Data	Responsibility	Status	Resources Needed	Timeline	Pavement Conditions Index (PCI)	Public Works - TOSE	Included in impact fee rate calculation	N/A	Updated annually	Right-of-Way	Public Works	Included in impact fee rate calculation	N/A	Updated annually
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	Bridge assets	Public Work- TOSE	Bi-annual bridge inspections are conducted.	Consultant support to develop replacement value of City bridges is needed	Timeline unknown when costs could be developed. Needs further evaluation.
	Sidewalk Conditions Index (SCI)	Public Work- MOC	Data collection has been completed	Consultant support to develop a current value is need	Validation of the data is in progress and for the TMP and ADA transition plan in 2025
	Bicycle Facilities	Planning-TP&E	Existing conditions data is completed	Consultant support to develop a current value is needed	Prioritization with Planning leadership for work to be included with TMP in 2025
	Stormwater assets	Public Works	40% of City-owned pipes assessed; ongoing assessment program.	Assessment is an ongoing operations program. Consultant support to develop a current value is needed.	All pipes inspected within ~10 years.
<p>In exploring alternative fee rates, City staff can adjust the base rate, the urban centers discount, and the exemption amounts for affordable housing and daycares. Alternative fee rates could be for the purpose of raising or reducing assumed revenue from impact fees or could be designed to be revenue neutral (i.e., revising assumptions for other funding sources). Staff will seek Council direction on March 26 as to options Councilmembers wish staff to explore, and for what purpose (more/less revenue, or revenue neutral).</p> <p>The City's consultant said that it is not yet known what specific changes that Bellevue, Kirkland, and Sammamish may propose to their transportation impact fee rates. With comprehensive plan updates due at the end of 2024, staff and the consultant expect changes from many cities in the region.</p>					
1c. Impact fees: project eligibility, advancing the	<u>Council Discussion</u>				

<p>vision, supporting growth, staff capacity.</p> <p><i>Updated for March 26</i></p>	<p>3/12: Councilmembers were interested in the types of projects that can be paid for with impact fees, how impact fees advance the community's vision, how impact fees support growth, and staff capacity for delivering a greater number of projects.</p> <ul style="list-style-type: none"> • CM Fields asked for clarification on what can be considered a capacity improvement • CM Fields asked how the City is doing delivering infrastructure to keep pace with growth. • CM Forsythe noted that this is the Council's opportunity to advance the vision for an improved pedestrian and bicycle network focused on safety and access. • CM Forsythe asked about staff capacity to deliver more capital projects if impact fee rates were raised to generate more revenue. <p><u>Staff Response</u></p> <p>3/26: At the March 12 study session, the City's consultant affirmed that impact fee-eligible projects must increase capacity, and that the capacity can be for non-auto modes, such as for pedestrian pathways or bicycle facilities.</p> <p>Staff appreciates Council's discussion regarding the opportunity to align transportation capital investments with Council and community priorities. As stated at the study session, the Council has the responsibility, and wide latitude, to set multimodal level-of-service (LOS) objectives. The Council does this by adopting both a land use plan and a TFP, with the TFP representing the transportation network that is desired to support anticipated growth in the land use plan. Some of the themes in the TFP project list are:</p> <ul style="list-style-type: none"> • Achieving level-of-traffic-stress (LTS) 2 or better on bicycle modal corridors (see Transportation Element Appendix B and Appendix H) • Completing the street grids in Overlake Village and Marymoor • Investing in system upkeep <p>The Transportation Facilities Plan is a long-range project list with a horizon year of 2050. The list is dependent on several factors such as revenue assumptions that might be different 10 years from now. Capacity to deliver the transportation system and which projects are the top priorities are the reasons why it is important to update the TFP at regular intervals. Because this is a long-range plan, the City will have opportunities to adjust staffing levels to support delivery needs over time.</p>
<p>2. School- and youth-oriented travel: discussion of opportunities to improve (Salahuddin, Kritzer)</p>	<p><u>Council Discussion</u></p> <p>Councilmembers were interested in discussing opportunities to improve school- and youth-oriented travel. For example, how could public transit be leveraged to improve travel options for youth?</p> <p><u>Staff Response</u></p> <p>This topic was of great interest to the Planning Commission, as reflected in the Commission's issues matrix. Commissioners noted that school- and youth-oriented travel often involves many vehicles converging at a</p>

	<p>single point at a particular time. Some of the Commission's discussion was about how to address those kinds of issues.</p> <p>Over the past two years staff have also directly engaged youth in Redmond 2050, for example by visiting classrooms at Redmond Middle School and Redmond High School. A common theme, especially among high school students, was a desire to be able to access more amenities near school. Achieving that is partly a transportation issue, but even more is a land use issue. Integrating non-residential uses into mainly residential neighborhoods is a topic that the Planning Commission will take-up in Q3 2024.</p>
<p>3. Parking: vision, benefits, strategies, data, angled parking on Cleveland St. (Kritzer, Forsythe)</p>	<p><u>Council Discussion</u> Councilmembers asked to discuss the vision for parking, especially in centers.</p> <p><u>Staff Response</u> Redmond's policy priorities include housing affordability, centers as places for people, equity, and a climate-friendly transportation system. Reducing or eliminating off-street parking minimums is one of many steps the City can take to advance these priorities. It is not sufficient, but it is necessary.</p> <p>This paragraph is an exceedingly brief summary of required off-street parking (for a deep dive, suggested reading includes <i>Parking and the City</i> and <i>The High Cost of Free Parking</i>, both from Donald Shoup.). For decades, Redmond has required developers to include parking for vehicles with all new development. This has been common throughout the United States, and historically was seen as a way to reduce congestion on urban streets. Requiring off-street parking in all new development had the effect of increasing vehicle miles traveled - because the parking is available - contributing both to urban sprawl and congestion - exactly what the requirement was intended to eliminate. Not only did this approach fail in its principal objective, it had other negative consequences.</p> <ul style="list-style-type: none"> • It contributed to urban centers being hostile to pedestrians, bicyclists, and others not in cars - that is, to the people who are the lifeblood of urban vitality. • It decreased transit efficiency and attractiveness, further entrenching car dependency. • It increased the cost of other goods, from groceries to housing; free parking is not free. • It contributed to reliance on space inefficient and carbon-intensive mobility, making both congestion and climate change more difficult to address. <p>Revisiting required off-street parking minimums is one of the actions called for in the Downtown Parking Management Strategic Plan: Implementation Plan, adopted by the City Council in September 2020. Reducing or eliminating off-street parking minimums <i>requires</i> that the City actively manage the public supply of parking so that public parking is available for short term use by residents or visitors. The City has begun to manage</p>

	public parking in Downtown, and will need additional staff resources to expand active management to meet growing management needs in Downtown, Overlake and Marymoor.
4. Vision Zero: how it got incorporated. (Kritzer, Nuevacamina)	<p><u>Council Discussion</u> Councilmembers were interested to know how Vision Zero has been incorporated into the Transportation Element.</p> <p><u>Staff Response</u> Vision Zero is incorporated into the Transportation Element in policy TR-2: <i>"Develop a Vision Zero Action Plan that incorporates a whole-City and whole-community approach to achieving zero deaths and serious injuries."</i> It was important to the Planning Commission that the City's Vision Zero actions be intentional. The policy also emphasizes that achieving Vision Zero objectives is a community-wide effort.</p> <p>Safety appears elsewhere in the element as well:</p> <ul style="list-style-type: none"> • In TR-5: maximizing the safety benefits of transportation system maintenance • In TR-9 concerning the prioritization of transportation investments • In TR-10 thru TR-12 as an organizing principles of the Accessible and Active Transportation section of the Element • In TR-20 and TR-23 concerning the design and operation of streets • In TR-28.5 specifically addressing safety for children and youth • In TR-48 concerning system performance measures. <p>The City has taken other steps to advance Vision Zero objectives.</p> <ul style="list-style-type: none"> • The City completed a Local Road Safety Plan in December 2023. • The City is currently developing a Local Roads Safety Action Plan • The City has applied for funding for five Local Road Safety Plan projects through the Highway Safety Improvement Program, with priority for a citywide speed study. <p>Moving forward, policy language will translate into Transportation Master Plan strategies, and downstream to programs and investments.</p>
5. Café seating and ADA compliance. (Forsythe)	<p><u>Council Discussion</u> CM Forsythe had questions and concerns about ensuring ADA compliance around café seating in the right-of-way.</p> <p><u>Staff Response</u></p>

	<p>The Planning Commission recommends eliminating the requirement for a temporary use permit for café seating in the right-of-way. Café seating would instead be reviewed through a special-purpose right-of-way use permit that Public Works staff are developing. This review would include ADA compliance.</p>
<p>6. Curb cuts and pathways: ensure they are wide enough. (Forsythe)</p>	<p><u>Council Discussion</u> CM Forsythe noted the importance that curb cuts and walking/rolling pathways be wide enough to meet community needs.</p> <p><u>Staff Response</u> The Transportation Element addresses curb ramps directly, and street design generally as follows:</p> <ul style="list-style-type: none"> • TR-12 Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities. • TR-20 Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address modal plans; context-sensitive design; environmental protection; property access; continuity of the street pattern; block size; access management; curb lane use; utilities placement; parking for cars, bicycles, buses, and other vehicles; and the comfort and safety of all users. <p>In Appendix H: Transit and Active Transportation Networks, the City will develop an ADA Transition Plan in compliance with Title II of the Americans with Disabilities Act. The Act requires a municipality to review and modify its programs, services, facilities, policies, and procedures to ensure accessibility for people with disabilities. The City has developed a current state assessment of Redmond's sidewalks.</p>
<p>7. Implementation: how will we accomplish what we have set out to do? (Fields)</p>	<p><u>Council Discussion</u> CM Fields asked how we will accomplish what we have set out to do in the recommended Transportation Element.</p> <p><u>Staff Response</u> The Transportation Element, like other elements in the Redmond Comprehensive Plan, establishes a vision, sets direction, and identifies strategies. Visions become reality when organizations devote resources to the actions needed to execute on strategies that advance the vision. The vision in the Transportation Element will be supported by strategies that are fleshed-out in the Transportation Master Plan. This in turn supports investment in programs, projects, and services to execute the strategies.</p>