

Attachment B: Community Input on Existing Conditions Report

This attachment summarizes input that City staff have received on the Existing Conditions Report draft 1.0 as of January 25, 2021. Staff sought input from the Redmond 2050 Community Advisory Committee, Redmond Planning Commission, and the following stakeholders: Bellevue School District, Cascade Water Alliance, Futurewise, the Greater Redmond Transportation Management Association (GRTMA), Hopelink, Lake Washington School District, OneRedmond, and the Watertenders.

Staff asked two specific questions when soliciting input:

1. What other information should be included in this report to aid readers in understanding current conditions in order to evaluate policy choices?
2. What policy considerations are missing, i.e., what else do you think the City should be considering as part of this Comprehensive Plan update?

Introduction

Suggested information to include in final draft of report	Suggested policy considerations
Stakeholder Input	
<i>Cascade Water Alliance:</i> <ul style="list-style-type: none"> • Include a vision statement or overall goal • Include a timeline 	<ul style="list-style-type: none"> •

Land Use

Suggested information to include in final draft of report	Suggested policy considerations
Community Advisory Committee Input	
<ul style="list-style-type: none"> • Add considerations of the PAAs • Parking requirements in single family and missing middle homes • Amount of vacant land by zone • Demographics of single-family neighborhoods, or demonstrate any changes in economics (property tax rates, average household income) 	<ul style="list-style-type: none"> • Additional, small scale neighborhood commercial • Flexibility and streamlined process for single family updates and ADUs • Address missing middle housing more aggressively • Set aside percent of commercial space for small and legacy businesses in new developments (similar to 10% for low income housing) • Better define “maintain neighborhood character” to not unduly exclude some desired changes and updates • Find ways to encourage smaller homes • Requirements for parks and open space access, supporting community building and character • Community Land Trust and ability to donate or add to public lands, especially in high priority areas like Lake Sammamish

Planning Commission Input	
<ul style="list-style-type: none"> • N/A: meeting held 1/27 	<ul style="list-style-type: none"> • N/A: Meeting held 1/27
Stakeholder Input	
<p><i>Futurewise:</i></p> <ul style="list-style-type: none"> • Estimates of affordable housing by income group that could be constructed on surplus Sound Transit land • Capacity for residential, commercial, and employment uses by zone <p><i>Hopelink:</i></p> <ul style="list-style-type: none"> • Add information about what the community has set about growth and what that means 	<p><i>Bellevue School District:</i></p> <ul style="list-style-type: none"> • Consider impacts of growth to the following schools in the Bellevue School District: Ardmore Elementary, Sherwood Forest Elementary, Stevenson Elementary, Highland Middle School and Interlake High School. All of the elementary schools are at or approaching capacity. Highland (newly constructed) has capacity. Interlake is beyond current capacity. <p><i>Futurewise:</i></p> <ul style="list-style-type: none"> • Expand mixed-use development opportunities in employment areas, along arterials, in areas with underused retail spaces, and near existing residential areas. Include required affordable housing and affordable commercial space for smaller stores and offices. • Locate neighborhood commercial areas so that residential neighborhoods are a 15-minute walk or bicycle ride to daily goods and services. Allow multifamily on upper floors of neighborhood commercial development. Provide incentives for small, affordable spaces. • Encourage redevelopment of strip malls to small scale mixed-use developments with small, affordable spaces fronting streets. • Review existing residential zoning to identify areas suitable to higher residential densities. <p><i>Greater Redmond Transportation Management Association (GRTMA):</i></p> <ul style="list-style-type: none"> • Include more mixed-use zones along arterials outside of the urban centers <p><i>Hopelink:</i></p> <ul style="list-style-type: none"> • Consider how new housing and rent will drive-out underserved minorities and lower-income families and individuals • Consider capacity of school system to handle growth • Consider ability of emergency services to keep pace with growth • Consider universal design to accommodate all ADA needs • Consider impact of growth-related tax increases on lower-income families and individuals • Consider need for space for pets as density increases

Housing

Suggested information to include in final draft of report	Suggested policy considerations
Community Advisory Committee Input	

<ul style="list-style-type: none"> • Projections for long-term remote working trends based on how COVID-19 Pandemic has altered business practices. If not possible to create accurate long-term projections, perhaps some brief narrative within the report. Are there any new best design practices? • Possible for more information on housing preferences of aging community members (70+) on whether they want to move out of homes and into smaller downtown units. • Reflect on distribution of school students across housing relative to which school they attend. • Include legal background on the challenges of constructing condominiums in Washington state. • Recognize the nexus of outdoor amenities, recreation, housing, and employment. • Any nuanced demographic projections which are particularly relevant to housing (and are not already discussed in the introduction). 	<ul style="list-style-type: none"> • Promote and provide housing options that factor in pandemic health considerations as future pandemics are possible. For example, garden apartments have exterior entrances to the individual housing units while taller podium housing typically provides access to the individual housing units through interior hallways. • Review standards and regulations for HVACs; consider updating if prudent to increase human health and environmental efficiency. • Promote infill development through incentives (e.g. expediated permitting) and less stringent codes. • Promote infill, explore innovative infrastructure strategies to facilitate annexations and increasing housing unit density in neighborhoods that are currently low density. • Revise regulations to facilitate the development of ADUs, multiplexes, and townhomes, across single family neighborhoods, similar to Portland or Minneapolis. • Focus the redevelopment/retrofitting of existing large houses into multiplexes. Where possible, minimize tear downs and new construction. • Allow a wider variety of housing types in detached single-family zones. • Develop regulations that allow individual units to be sold as private, individual housing units. For example, selling ADUs to a different person than the main homeowner. • Recognize that, and plan that, housing will become more reliant on quality internet service as vital for independence. • Cluster housing units to create dense walkable areas, and where possible, locate small local businesses within those areas. • Create safe walkable/bikeable connections between housing and amenities (transit, jobs, recreation, education). This includes pathways, trails, and sidewalks that are ADA compliant and built with “universal design” principles. Also
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	<p>design these components with an eye towards pandemic best health practices.</p> <ul style="list-style-type: none"> • Consider partnerships between the city and other organizations to develop affordable housing on surplus City land. • Create regulations that allow multifamily buildings to create the most affordable units, with an emphasis on units lower area median income (AMI) units. Consider expanding the range of AMIs for affordable units. • Consider establishing a City employee position that focuses on educating people on housing: buying a home, affordable rental opportunities, how to build an ADU, etc.
Planning Commission Input	
<ul style="list-style-type: none"> • Historical context for jobs-housing ratio in Redmond • Redmond rents compared to neighboring communities 	<ul style="list-style-type: none"> • Incentives that drive affordability to 60% of area median income or lower • Connecting affordability to unit size to generate production of larger units (need identified in Housing Action Plan) • Policies that would influence compensation for less well-paid workers • Capturing some of the increased value of the resale of affordable homes (resale covenant) • Policies that result in housing choices across the income spectrum
Stakeholder Input	
<p><i>Futurewise:</i></p> <ul style="list-style-type: none"> • Provide recent trends in housing production and compare to peer jurisdictions • Provide information on homeless population and housing and other programs directed toward that population • Provide number of units produced by each affordable housing program and assessment of how well programs are working, and suggestions for improvement • Project housing need by income category to aid in planning housing for all income groups • Identify densities needed to produce housing for various income levels and compare to capacity for housing at those densities 	<p><i>Futurewise:</i></p> <ul style="list-style-type: none"> • Policies for pre-approved accessory dwelling unit plans • Encouraging use of green building materials • Expanding public-private partnerships to produce more affordable housing • Expanding allowance of “missing middle” housing <p><i>GRTMA:</i></p> <ul style="list-style-type: none"> • Expand housing options throughout Redmond, including duplexes, triplexes, and row houses that provide entry level ownership opportunities • Incorporate equity analysis for all policy considerations <p><i>OneRedmond:</i></p>

<p><i>GRTMA:</i></p> <ul style="list-style-type: none"> • Include information about those who looked to live in Redmond but could not afford it, as was provided in the Housing Action Plan • Provide COVID-era data on cost burdened households • Identify number of households by income bracket <p><i>OneRedmond:</i></p> <ul style="list-style-type: none"> • Include graph showing trend in apartment sizes • Data on apartment rents per square foot • Data on rental vs. ownership by age cohort • Data on rental vs. ownership by ethnicity • Percent of Redmond residents who work in Redmond vs. elsewhere 	<ul style="list-style-type: none"> • Amend development regulations to encourage office construction and employment in Downtown Redmond
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Transportation

Suggested information to include in final draft of report	Suggested policy considerations
<i>Community Advisory Committee Input</i>	
<ul style="list-style-type: none"> • Information about park and rides and other parking facilities. • Information about business partnerships that support transportation demand management (TDM) program goals (e.g. Greater Redmond Transportation Management Association (GRTMA), Go Redmond, Hopelink) • Information about how the City does now, and plans to, implement TDM programs in support of the Comprehensive Plan and Transportation Master Plan. • Information about what is needed to expand and enhance existing modes. For example, what needs to happen to support better transit along Willows Road and improve transit speed and reliability? 	<ul style="list-style-type: none"> • Promote and provide efficient transportation to move people from their homes to the light rail stations. Consider improved regional bus service; consider sufficient parking at stations. • Establish or strengthen partnerships with Redmond businesses to help promote efficient commuting that meets the City’s transportation vision (i.e. non-single-occupant-vehicle travel) • Consider micromobility options (e.g. scooters) as a viable alternative and policy focus area. Explore how other cities partner with businesses and neighborhoods to promote micromobility, and to offer more specific metrics or outcomes that operators could work toward meeting. • Support (or more support) for better transit along Willows Road and improved transit speed and reliability, for example by investing in queue jumps and other techniques that keep buses moving. • Support for prioritizing bicycle facilities for all ages and abilities.

<ul style="list-style-type: none"> Information about what we know/don't know about how teleworking and broader travel trends will change/not change after the pandemic 	<ul style="list-style-type: none"> Consideration of how autonomous vehicles will shape the transportation system, and for pilot autonomous vehicle projects in Redmond. Support for public-private partnerships that utilize private assets (e.g. Microsoft Connector vehicles) for public mobility purposes when they are not needed for private use. Improved mobility options in single-family neighborhoods where household size or other factors may preclude residents from choosing to live somewhere in Redmond with broader mobility options. Support for electronic charging infrastructure and other techniques to reduce reliance on vehicles powered by fossil fuels. Consideration of how teleworking and broader travel patterns will shape how we plan for mobility after the pandemic.
<p>Planning Commission Input</p>	
	<ul style="list-style-type: none"> Improving transportation options within Redmond. Improving access from home (or other origin/destination) to light rail station or other transit stop Small amounts of parking at neighborhood bus stops Improving access to transit Bicycle lockers at light rail stations Managing congestion around large parking structure at light rail station in Marymoor Village Keeping connectivity options as flexible as possible in policy, including public-private partnerships Safety for users of micromobility services (e.g. scooters)
<p>Stakeholder Input</p>	
<p><i>Futurewise:</i></p> <ul style="list-style-type: none"> Include measure related to greenhouse gas pollution generated by transportation sector Estimate magnitude of financial challenge of aging infrastructure Identify number of culverts to be replaced and estimate cost <p><i>GRMTA:</i></p>	<p><i>Futurewise:</i></p> <ul style="list-style-type: none"> Employ multimodal approach to managing street network, evaluating areas where multiuse streets – streets that accommodate motor vehicles and active transportation and active recreation – make sense long term. Encourage electrification of the transportation system. For example, provide on-street charging stations, electric buses, or electric shuttles. Encourage conversion of existing private transit fleet.

<ul style="list-style-type: none"> • Include analysis of creash data on Redmond’s streets over past 10 years • Include analysis of bus speeds to understand where riders get stuck in traffic • Identify how much of the bicycle network is protected and comfortable for riders of all abilities • Include data on access to ORCA Business Passport transit passes in Redmond • Include data on accessibility of streets and sidewalks, including on where curb ramps are located or missing • Include data on percentage of households within 10-minute walk of all-day frequent transit • Identify what mode split would be needed to meet goals in Environmental Sustainability Action Plan <p><i>Hopelink:</i></p> <ul style="list-style-type: none"> • Define DART • Identify key transit destinations, such as hospitals, non-profit centers, affordable housing, schools • Include current list of locations to purchase ORCA cards • Add information on community transportation services such as Hopelink Medicaid transportation, Metro Access, volunteer driver programs, and potential for new services like Community Van • Highlight 1-2 transportation demand management (TDM) programs to make TDM less theoretical, e.g., supplying Hopelink with pedestrian trolley carts to facilitate bus use by foodbank clients 	<p><i>GRTMA:</i></p> <ul style="list-style-type: none"> • Consider a Transportation Benefit District to help people access light rail (e.g. curb ramps, pedestrian safety, purchased transit, ORCA passes, maintenance) • Reduce speed limits citywide to enhance safety and decrease serious injuries • Add “accessibility” as a policy consideration, with a focus on making system accessible to those with disabilities or pushing a stroller, for example. • Reclassify regional trails projects in key transportation corridors as transportation projects, e.g., Redmond Central Connector phase 3 • Include on-street protected bicycle network • Do not include shared streets or streets with sharrows when counting bicycle facility mileage • Establish quick-build program to install paint-and-post protected bike lanes and curb bulbs • Eliminate parking minimums on all development • Incorporate equity analysis for all policy considerations <p><i>Hopelink:</i></p> <ul style="list-style-type: none"> • Incorporate the human element of transportation and emphasize underserved communities including older adults, people with disabilities, immigrants, refugees, and low-income populations • Policies for education and outreach around using the light rail system • Consider cost to use light rail system, and how that cost would impact plan to reduce reliance on personal vehicles • Consider sequencing of transportation investments and growth to avoid parking problems <p><i>OneRedmond:</i></p> <ul style="list-style-type: none"> • Meet need for public parking in Downtown as demand increases • Encourage transit-oriented development in light rail station areas that includes office
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Economic Vitality

Suggested information to include in final draft of report	Suggested policy considerations
<i>Community Advisory Committee Input</i>	
<ul style="list-style-type: none"> • What “levers” or ways does the city have to influence economic vitality? • Reasons behind manufacturing’s decline and details on the types of manufacturing that has declined. • More information on small businesses and what businesses (and types) are Redmond outside of the major employers • Economic and housing: what are the rough salaries by sectors? More information on workforce housing and wages. • More data on regional picture, especially with the Innovation Triangle • Income by race • Data on rent and lease costs for the city, especially retail and class C office space • Trends and predictions in workforce and types of jobs going forward • 	<ul style="list-style-type: none"> • Considerations for small businesses including in the manufacturing sector. “Makers spaces” and warehousing for co-working spaces that would also have retail. Might include “just in time” manufacturing as technology like 3D printing becomes more readily available. • What policies will support a green economy and ways to enhance sustainability? • Develop impactful programs and policies that further the goals of equity and affordability. • Mitigate the displacement of existing businesses as development occurs to maintain business diversity and support local establishments. • Develop policies that will support and maintain a diversity of businesses to meet the needs of residents at all income levels. • Retain existing character of the city and attract small, locally owned businesses. • Support and encourage small neighborhood-based businesses and startups. • Consider regional resources and strengths in developing Redmond’s economic strategic plan. • Plan for flexible spaces for office, manufacturing, and retail to be ready for unknown changes in the market • Nodes or small, neighborhood scale retail to enhance walkability and support teleworking residents. • Consider rental caps for businesses, potentially only on smaller locations to encourage small entrepreneurs.
<i>Planning Commission Input</i>	
<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Improving support for small businesses • Encouraging a green economy • Supporting “maker spaces” – blend of artisan/craft and manufacturing • Universal access to high-speed internet
<i>Stakeholder Input</i>	
<p><i>Hopelink:</i></p> <ul style="list-style-type: none"> • Explain decrease in manufacturing and finance, insurance, and real estate employment • Say more about high home prices being a result of supply and demand 	<p><i>Hopelink:</i></p> <ul style="list-style-type: none"> • After improving/adding to equity discussion in report, identify policy considerations that follow from that <p><i>OneRedmond:</i></p> <ul style="list-style-type: none"> • Maintain manufacturing jobs, versus manufacturing land uses

<ul style="list-style-type: none"> • Improve/add to discussion of equity <i>OneRedmond:</i> • Data on household income by ethnicity, and by age 	<ul style="list-style-type: none"> • Significantly increase office employment in Downtown Redmond
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Capital Facilities

Suggested information to include in final draft of report	Suggested policy considerations
<i>Community Advisory Committee Input</i>	
<ul style="list-style-type: none"> • Demographic trends, for use in planning for parks, e.g. • City facility use information, such as where there are rental facilities the City owns • 	<ul style="list-style-type: none"> • Future of Redmond Pool and Old Firehouse Teen Center – they are important to significant parts of the community • Equity considerations such as: response times and coverage; funding of infrastructure not falling disproportionately on low-income households; and internet connectivity • Sustainability considerations such as ensuring all facilities can accommodate growth and improving the environmental sustainability of facilities over the long term
<i>Planning Commission Input</i>	
<ul style="list-style-type: none"> • Future demand for fire stations 	<ul style="list-style-type: none"> •
<i>Stakeholder Input</i>	
<p><i>GRTMA:</i></p> <ul style="list-style-type: none"> • Remove sentence stating that light rail service will impact policing needs and may require additional police presence 	<p><i>OneRedmond:</i></p> <ul style="list-style-type: none"> • Consider corporate partnerships for recreational facilities or amenities

Utilities

Suggested information to include in final draft of report	Suggested policy considerations
<i>Community Advisory Committee Input</i>	
<ul style="list-style-type: none"> • Discussions about charging stations. Personal electric vehicles are useful, but the city will still need an expanded local transit system. Greater interest in the last mile, and options to enhance greater pedestrian mobility in and around Redmond. 	<ul style="list-style-type: none"> • Resilience in utilities is a high priority- that can withstand climate change and geo-seismic instability. • Guide capital facility considerations with an emphasis on resilience and recovery, especially for large geo-seismic events.

	<ul style="list-style-type: none"> • Minimize geographic disparities for communications and telecommunications - are all the areas covered equally. • Possible to provide community with choices in the selection of service providers throughout the community? • High Speed and fiber and internet speed should be equally provided for - there should be access to facilities for everyone at a reasonable rate. Can we work with lower income families to ensure equitable access.
Planning Commission Input	
<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Universal high-speed internet access to address • Water supply resiliency in the face of climate change • Explore how policy of growth-pays-for-growth impacts ability to deliver affordable housing
Stakeholder Input	
<p><i>Cascade Water Alliance:</i></p> <ul style="list-style-type: none"> • Include information about what Redmond does, including through Cascade, on public engagement and education to achieve sustainability goals • Include discussion of Redmond’s role through Cascade in maintaining its future water supply • Add reference to Redmond’s water system plan • Note that Cascade has a contract with Seattle for provision of water, with volumes beginning to decline in 2040 and expiring in 2064 unless extended • Consider adding recommendations from 	<p><i>OneRedmond:</i></p> <ul style="list-style-type: none"> • Rapidly update design standards to reflect urbanization of Overlake, Downtown, and Marymoor • Locate and document location of all city underground utilities

Natural Environment

Suggested information to include in final draft of report	Suggested policy considerations
Community Advisory Committee Input	

<ul style="list-style-type: none"> • Electrical vehicles - bring that into this element • Shoreline and view corridors - given the development that is coming 	<ul style="list-style-type: none"> • There was a reference to CO2 reductions since 2008 but the goal was related to 1990 levels. (Need to update to match 2020 Environmental Sustainability Action Plan.) • Opportunities to partner with business on these topics, and what accountability looks like for these topics. • Noise needs to be addressed both current levels and how traffic will impact that • Policy considerations for off-grid residences; consider incentives or tax break - individual or at neighborhood level •
<p>Planning Commission Input</p>	
<ul style="list-style-type: none"> • N/A: meeting held 1/27 	<ul style="list-style-type: none"> • N/A: Meeting held 1/27
<p>Stakeholder Input</p>	
<p><i>Cascade Water Alliance:</i></p> <ul style="list-style-type: none"> • Explain the “water reduction strategy” mentioned in the document 	<p><i>Futurewise:</i></p> <ul style="list-style-type: none"> • Substitute electricity for natural gas in heating and cooling systems and new construction • Encourage, and in appropriate situations require, solar energy facilities on large roofs • Encourage, and for public buildings require, construction of solar energy facilities on roofs and microgrids. • Provide for 15-minute city and allow additional mixed-use development to reduce greenhouse gas pollution and increase health of community members.