Attachment E: Council Questions about Growth Scenarios

Initial Council Question or Input	Initial Staff Response	Further Discussion
Can we interpret the heat maps as future infrastructure needs? Can we tie asset management information to these heat maps? (Anderson)	The growth scenarios show high-level patterns of growth. While there is likely a relationship between levels of growth and infrastructure needs, we do not have enough information to infer specific infrastructure needs. During the environmental evaluation, which we have just begun, we will review the impacts of each growth scenario to determine, at a high-level, what infrastructure needs would be present for each scenario. In some cases the infrastructure needs will be similar across scenarios but we do expect differences. We will fully model infrastructure needs for the preferred growth alternative to understand specific improvement needs. The heat maps are based in GIS, and we will use that data and other GIS data in the SEPA analysis. We can share asset management information with our consultant team to support the SEPA analysis.	
How can Councilmembers better understand the details of the model: inputs, parameters, etc.? (Fields, Forsythe)	The Land Use Alternatives Report (Attachment D) gives a full overview of how the model was created and the parameters that were used to develop the baseline and Centers + Corridors and Centers growth scenarios. Section 4 provides more information on the criteria for parcel selection, building types, and the performance metrics that were evaluated. City staff will also address at the study session in more detail.	

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How are the concepts of resiliency, sustainability, and technology forward/smart cities incorporated into the model? (Fields)	The model evaluated a series of metrics that relate to these concepts to help the community and Council understand how the scenarios perform relative to them. These metrics include: • Sustainability: access to transit, vehicle miles traveled, impervious surface coverage, walkability • Resiliency: access to jobs, cost to service, diversity in building types, percent of growth in urban centers • Equity: displacement risk, ownership vs. rental tenure, housing affordability. Figure 4.0 in the Report gives an overview of the metrics that were considered, with the resulting scorecards for each scenario listed in Figure 6.1. Since technology forward considerations are not spatially implemented, the model could not evaluate them in a meaningful way.	
Interested in walkability scores. (Forsythe)	The Centers + Corridors scenario had a walkability score of 71 out of 100, while the Centers scenario had a walkability score of 74 out of 100. (This measure does not use the same as the commercial Walk Score, but measures similar characteristics.) Walkability was measured by intersection density and access to transit, retail, and grocery, including proposed mixed-use. A higher score is preferred and indicates greater walkability. The metric prioritized light rail stations over bus stops (75%-25%), rather than treating them with equal weighting (50%-50%).	
When will Council review design standards and	Design and sustainability standards for Overlake will be part of Redmond 2050 Phase 1, which concludes in Q1 2023. Design	

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sustainability standards? (Forsythe)	and sustainability standards for other parts of Redmond will be part of Redmond 2050 Phase 2 *or* the Redmond Zoning Code Rewrite Phase 3, both of which conclude in 2024.	
Interested in breakdown of housing typologies and tenure. (Forsythe, Kritzer)	The breakdown of the housing typologies will be addressed in the study session presentation. Further evaluation of housing will be a part of the SEPA process. <u>Tenure by Typologies:</u> • High Rise 10 & High Rise 19 assumed 50% ownership • Townhouse 3 assumed 90% ownership • The four other residential typologies (stacked flats 3 & 4, podium 5 & 6) were assumed to be 100% rental	
Concern about growth shown in Willows-90th area in one scenario and related impacts to businesses, displacement. (Carson)	The model used a displacement metric to measure how vulnerable people may be to displacement, based on housing affordability metrics and job loss. A higher score in the analysis represents less overall displacement. The Willows-90th area that is identified includes Business Park, Manufacturing Park, and R-30 zones. The environmental analysis that is just beginning will provide more information on the risk of business displacement. The Redmond 2050 update is also considering policies to reduce business displacement and preserve manufacturing land and jobs. That community conversation is starting now and staff expects to include that in the third quarter 2021 update to the City Council.	
What is the path forward for these scenarios? Is there	Staff and the consultant teams have started to export the growth scenarios into a GIS format that will support	

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flexibility in them (height, e.g.)? (Kritzer)	transportation modeling and environmental review. The SEPA analysis will result in "report cards" for each growth alternative so that the community and decision makers can better understand the impacts and trade-offs of each scenario. Staff will undertake extensive community engagement this fall for review and comment. Those comments will then be utilized to finalize the growth alternatives for the Draft Environmental Impact Statement (DEIS) that will be issued in early 2022. A public comment period will take place after the DEIS is published. It is likely that the scenarios as you see today will be modified based on input staff receives during this review process, but we do need to keep them clearly different to meet SEPA review requirements. Ultimately, the preferred alternative may take ideas from multiple scenarios.	
How did staff and model consider traffic concern, such as ease of access? Noticing significant potential growth in already-congested corridors like Willows. (Kritzer)	The City will conduct a full transportation analysis of all growth scenarios as part of the Redmond 2050 environmental analysis. This will result in several multimodal mobility metrics that the community and Council can consider in selecting a preferred growth alternative. Council approved the travel demand modeling contract in April 2021 and the work is underway. The model did consider vehicle miles traveled (VMT) and prioritized parcels with good access to transit, bike facilities, and walkability. In the model, a composite Vehicle Miles Travelled (VMT) score was constructed from a series of metrics: the number of adults per household near transit, access to bike	

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	and pedestrian ways, and the number of affordable housing units with access to transit. Typically, greater density and more affordable units near transit can reduce VMT. In our constructed score, a high score correlates to overall lower vehicle miles traveled. Both scenarios received a score of 56 for VMT.	