

Attachment E: Council Questions about Policy Options & Alternatives

September 28, 2021

Council Question	Initial Staff Response	Further Discussion
<p>What models could Redmond use to accomplish both housing affordability and sustainability? (Kritzer)</p>	<p>Generally, denser housing typologies are more sustainable and more affordable. They require less land, use less energy, and are less automobile dependent. Adding density bonuses for going above minimum affordability or green requirements could yield desired outcomes.</p> <p>Redmond is a desirable location to build new housing, so it is possible that more ambitious green building requirements could be adopted without impacting housing supply.</p> <p>New construction that is affordable to households earning less than 80% of area median income is seldom economically feasible in Redmond. As such, development projects that trigger the City's affordable housing requirements (RZC 21.20) are the main mechanism for the creation of an affordable housing.</p>	
<p>Could different manufacturing uses be stacked vertically as a way of expanding the capacity of existing land zoned for manufacturing uses? Are height limits an impediment? (Anderson)</p>	<p>Currently the Manufacturing Park zone has a base height limit of four stories, with up to five stories with incentives for most uses. Redmond's Industrial zone has a base height of five stories, with potential bonuses up to 6 stories. Regulatory height limits do not appear to be an impediment for these areas, but is a topic that staff can research and explore further with stakeholders.</p>	

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<p>What is meant by “new mobility improvements”? Does it mean closing gaps in the existing system, or preserving it, or expanding/adding to the system? (Anderson)</p>	<p>New mobility improvements can mean any of those things - gap completion, new connections, and system expansions.</p>	
<p>Do we have information about return on investment for system maintenance vs. new mobility options? (Anderson)</p>	<p>Yes, but we evaluate system maintenance and new mobility options very differently; therefore, these measures are not currently comparable to each other.</p> <p>For example, a key measure of system maintenance is the pavement condition index (PCI). PCI rates street condition by the type and severity of deterioration observed on the pavement surface. As such, we can estimate how much budgeting for a resurfacing project would improve the road surface (ROI). We also know that ROI declines precipitously when PCI is below 70 (out of 100), so we can factor this into our capital investment programming.</p> <p>Meanwhile, key measures of new mobility options are travel times (how long it takes to travel between places or land uses) and connectivity (how far it is from the start to the destination). As such, we can estimate the extent to which budgeting for a bike trail extension or bus queue jump would improve mobility (ROI). We can also factor in how these investments would change bicycling or transit ridership.</p> <p>Our current Transportation Master Plan uses these measures to examine very different aspects of the transportation system - i.e. current state vs. future temporal, or future spatial</p>	

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	<p>characteristics. These are not interchangeable metrics. However, we can use the TMP update process to consider the creation of new performance measures that could be more comparable.</p>	
<p>Can we revisit details of what was shared earlier in the year about market rate housing and “affordability bands”? Can we talk about different income bands that could help us expand our 10% AMI?</p> <p>Can we compare the bands, vis-a-vis affordability and sustainability? Is there a specific type of structure that you see becoming more green or affordable? (Anderson)</p>	<p>This would be an ideal discussion downstream when the Council considers changes to inclusionary zoning and multifamily property tax exemption provisions as called for in the Housing Action Plan.</p> <p>This is a topic staff can explore when developing regulations to implement housing policy. It would benefit from the type of input we expect to obtain through the Redmond 2050 Technical Advisory Committee (a group of subject matter experts) as well as other stakeholders and staff research.</p>	
<p>Do we have information about the incomes of those who completed the policy options & alternatives questionnaire? (Anderson)</p>	<p>The standard Redmond 2050 demographic questions we have been asking do not include income level, but do cover: gender, age, relationship to Redmond (live, work, attend school, own business, shop or recreate in the city), neighborhood of residence, racial or ethnic heritage, and whether or not they identify with living with a disability.</p>	