

City of Redmond



Agenda Study Session

**Tuesday, February 9, 2021
7:00 PM**

**Remote Viewing: Redmond.gov/rctlive, Facebook (@CityofRedmond),
Comcast Channel 21, Ziply Channel 34, or listen at 510-335-7371**

City Council

*Mayor
Angela Birney*

*Councilmembers
Tanika Kumar Padhye, President
Jeralee Anderson, Vice-President*

*David Carson
Steve Fields
Jessica Forsythe
Varisha Khan
Vanessa Kritzer*

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Site: <http://www.redmond.gov/CouncilMeetings>**

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Please contact the City Clerk's office at (425) 556-2194 one week in advance of the meeting.**

Redmond City Council Study Session

1. Housing Action Plan Version 2 - Draft Strategy Review

[Attachment A: Draft Housing Action Plan V2](#)

[Attachment B: Presentation](#)

[Attachment C: HAP Questionnaire Summary Report](#)

2. TMP Update: Policy Considerations Study Session

[Attachment A: Draft Vision Principles and Strategies](#)

[Attachment B: Draft Policy Considerations](#)

[Attachment C: Public Outreach Summary](#)

[Attachment D: Council Input on Policy Considerations](#)

[Attachment E: Presentation](#)

3. Council Talk Time



Memorandum

Date: 2/9/2021
Meeting of: City Council Study Session

File No. SS 21-011
Type: Study Session

TO: Members of the City Council
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

| | | |
|------------------------------------|---------------|--------------|
| Planning and Community Development | Carol Helland | 423-556-2107 |
|------------------------------------|---------------|--------------|

DEPARTMENT STAFF:

| | | |
|------------------------------------|--------------------|-----------------|
| Planning and Community Development | Beverly Mesa-Zendt | Deputy Director |
| Planning and Community Development | Brooke Buckingham | Senior Planner |

TITLE:

Housing Action Plan Version 2 - Draft Strategy Review

OVERVIEW STATEMENT:

Staff will provide a deeper dive into the strategies which are part of the Draft Housing Action Plan version 2 release. These draft strategies are the result of nine months of analysis of key findings from the Housing Needs Assessment and Public Involvement Report.

The strategies and actions included in the Housing Action Plan will guide the City's housing actions over the next 20 years and will provide a roadmap for creating more housing, diversifying the housing that is built, and focusing on solutions that address issues of housing disparity and affordability. This presentation will address important City Council questions such as:

- What is the exact need for affordable housing?
- What is the cost for affordable housing?
- What have we heard from the community on the draft strategies - which do they think will be effective?

☐ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information** ☒ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Redmond Zoning Code, Redmond Municipal Code, Redmond Comprehensive Plan

- **Required:**
N/A
- **Council Request:**
Council requested additional information at the Council Business meeting on January 5, 2021.
- **Other Key Facts:**
In Fall of 2019, the City of Redmond applied for grant funding through the Department of Commerce for development of a Housing Action Plan (HAP). On February 18, 2020, the City Council authorized the Mayor to execute a contract with ECONorthwest for development of Redmond's HAP. The City continues to work closely with ECONorthwest, and the public involvement subcontractor Broadview Planning, to complete the following deliverables which include:
 - A Housing Needs Assessment (*completed*),
 - A Public Involvement Plan (*completed*),
 - A Public Involvement Report (*completed*),
 - Draft Strategies (*completed*),
 - A Draft Housing Action Plan (*completed and included as Attachment A*), and
 - A Final Action Plan/Implementation Plan.

OUTCOMES:

Release of the draft strategies and actions represents a key milestone in the development of a Housing Action Plan for the City of Redmond. The Housing Action Plan will ultimately provide Redmond appropriate actionable strategies together with an implementation plan that will assist the City in meeting its current and future housing needs. The Housing Action Plan will also assist the City in addressing the growing need for affordable housing and the need for more and diverse housing choices in the City. Finally, the Housing Action Plan will inform the Housing Element Update required as part of the Redmond 2050 Periodic Review.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
Community Outreach involved two primary phases:
 - Phase 1 - from May to July 2020
 - Phase 2 - Community check-in on HAP from January 2021-through March 2021
- **Outreach Methods and Results:**
 - Outreach efforts included stakeholder interviews, focus groups, and a community questionnaire. Additionally, documents were posted and available for comment on the city's website and for public meetings with both the City Council and the Planning Commission. The results of these efforts are summarized in the [Public Involvement Report](https://www.letsconnectredmond.com/6301/widgets/21590/documents/13215f) [<https://www.letsconnectredmond.com/6301/widgets/21590/documents/13215f>](https://www.letsconnectredmond.com/6301/widgets/21590/documents/13215f) and were presented to the City Council on August 25, 2020.
 - Staff have re-engaged with original stakeholders regarding the draft plan and posted a new questionnaire to identify community priorities for the strategies and implementation actions.
- **Feedback Summary:**
Phase 1 themes that emerged from public involvement efforts were:
 - Redmond is a highly desirable place to live;
 - Public Involvement affirms that housing affordability is an issue for many;
 - Homeownership is preferred over renting but seems like an impossible option to many;
 - Businesses have concerns over employee retention without affordable housing;

- New housing types could better reflect Redmond's rich cultural diversity; and
- People face stigmas about their housing that are real, pervasive, and dehumanizing.

Phase 2 Community Outreach is ongoing and will be summarized at the City Council Study Session on February 9, 2021. Preliminary results are provided in Attachment C: HAP Questionnaire Summary Report.

BUDGET IMPACT:

Total Cost:

The city was awarded a \$100,000 grant from the Washington State Department of Commerce in October 2019 to complete the Housing Action Plan.

Approved in current biennial budget: ☒ Yes ☐ No ☐ N/A

Budget Offer Number:

000248 Housing and Human Services

Budget Priority:

Vibrant and Connected

Other budget impacts or additional costs: ☐ Yes ☒ No ☐ N/A

If yes, explain:

Enter the total cost of the proposal.

Funding source(s):

Grant funds received from State 2019 HB 1923 legislation and General Fund

Budget/Funding Constraints:

Grant disbursement is contingent upon preparation of deliverables required by the grant contract.

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

| Date | Meeting | Requested Action |
|-----------|--|---------------------|
| 9/22/2020 | Business Meeting | Provide Direction |
| 12/8/2020 | Committee of the Whole - Planning and Public Works | Receive Information |
| 1/5/2021 | Business Meeting | Receive Information |

Proposed Upcoming Contact(s)

| | | |
|-----------|------------------|---------------------|
| 3/2/2021 | Business Meeting | Receive Information |
| 3/16/2021 | Business Meeting | Approve |

Time Constraints:

The Housing Action Plan must be completed by April 1, 2021, to comply with contractual requirements and the Department of Commerce deadline.

ANTICIPATED RESULT IF NOT APPROVED:

Final disbursement of grant funds is contingent upon the adoption of the Final Housing Action Plan.

ATTACHMENTS:

Attachment A: DRAFT Housing Action Plan- Version 2

Attachment B: Housing Action Plan Presentation

Attachment C: HAP Questionnaire Summary Report

CITY OF REDMOND

Housing

ACTION PLAN



Acknowledgements

ECONorthwest, with help from Broadview Planning and many staff members at the City of Redmond, prepared this report for the City of Redmond. The project team gratefully acknowledges Mayor Birney and the members of the Redmond City Council for their support of this project. In addition, the project team sends their gratitude to the Washington State Department of Commerce for the funding provided through House Bill 1923. The project team thanks all those who provided their input and helped develop the Redmond Housing Action Plan.

Redmond Mayor and City Council

- Mayor Angela Birney
- Councilmember Jeralee Anderson
- Councilmember David Carson
- Councilmember Steve Fields
- Councilmember Jessica Forsythe
- Councilmember Varisha Khan
- Councilmember Vanessa Kritzer
- Councilmember Tanika Padhye

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- Planning and Community Development

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Submitted by:

ECONorthwest
ECONOMICS • FINANCE • PLANNING



This Housing Action Plan for the City of Redmond is a preliminary draft released for review and comment. The City of Redmond received a grant from the Washington State Department of Commerce through House Bill 1923 in early 2020 to develop a Housing Action Plan. The deadline for approving and adopting the Housing Action Plan has been extended through June 30, 2021.

This grant has given the City of Redmond a rare opportunity to analyze the housing landscape, community needs, and the expected demand for the next two decades to identify ways to build more housing, diversify the housing options, and target resources to less advantaged households.

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Redmond Housing Action Plan Project Website: www.letsconnectredmond.com/housing

The project website includes project updates and materials including the following:

- Redmond Housing Needs Assessment which includes a review of housing policies and programs
- Redmond Housing Action Plan Public Involvement Findings

SECTION 1 - HOUSING ACTION PLAN CONTEXT



1.1 Housing Action Plan Purpose

The City of Redmond received a grant from the Washington State Department of Commerce through House Bill (HB) 1923 to develop a Housing Action Plan. The deadline for adoption of the Housing Action Plan by resolution is June 30, 2021. The overarching aims for the Housing Action Plan are to build more housing, diversify the housing options, and target resources to less advantaged households. The grant requires that the Plan incorporate the following components:

- **Housing Needs Assessment:** Assess existing and projected housing needs for all income levels and include population and employment trends.
- **Community and Stakeholder Engagement:** Broadly engage the community and provide opportunities for participation and input from community members, community groups, local builders, local realtors, non-profit housing advocates, and faith-based representatives.
- **Housing Policy Framework Review:** Evaluate progress to meet housing targets (including types and units), achievement of housing element goals and policies, and implementation of the schedule of programs and actions. Include recommendations to evaluate barriers to achieving goals and programs influencing housing production/preservation.
- **Housing Strategy Development:** Develop strategies to increase the supply of housing, and variety of housing types and actions to increase the supply of housing affordable to all income levels. Consider strategies to minimize displacement of low-income residents resulting from redevelopment. Evaluate and consider potential efficacy of proposed strategies.
- **Implementation and Monitoring:** Integrate a schedule of programs and actions to implement the recommendations of the Housing Action Plan. Implementation plan shall identify responsible parties, funding sources, and monitoring to track outcomes.

The purpose of this Housing Action Plan is to:

- Offer an overview of the housing landscape and planning environment,
- Help the City and its partners plan for additional housing over the next 20 years by providing key analysis on the current housing inventory and future housing needs,
- Provide insights on the development regulations and incentives that are working well, underperforming areas in need of improvement, and emerging issues requiring new solutions,
- Foster community knowledge about the current state of housing and the varied housing experiences to help build a case for actions,
- Identify key recommendations to encourage more housing development at all income levels needed to accommodate future and current residents, and
- Capture an updated community vision and set of values associated with housing.

All this information taken together, helps to inform a plan of action which strategically bridges the gaps between the on-the-ground conditions and updated aspirations for the community. In addition, the Housing Action Plan should include targeted actions that builds off the planning work done in Redmond in a way that enhances current plan performance, learns from past experiences, and addresses areas of improvement. Reviewing the existing programs and policies that shape housing development and identifying their gaps helped to inform how existing policies and programs could be fine-tuned and modified.

The Housing Action Plan is centered around answering the following key questions.

- Where will households live and in what housing types?
- How and where can Redmond accommodate a broader mix of housing to meet current needs and changing future demand?
- How can the City best support the need for more affordable housing, subsidized and unsubsidized, throughout the City?
- Where are areas of improvement and opportunities to pursue?

The answers to these questions and the ability for future households to meet their housing needs depends on decisions and policy choices that the City makes today. In response to the housing challenges facing many of its residents, the City of Redmond has worked locally and regionally to analyze data on the housing needs of current and future residents and to develop strategies that can support housing at a variety of price points to meet these needs.

Lastly, the Housing Action Plan will include a road map for implementing actions. The actions likely will consist of plan updates (e.g., Comprehensive Plan), or regulation updates, permit improvements, new programs, fee schedule revisions, partnership projects, etc.

1.2 Redmond Housing Action Plan Process

Public Involvement

Public input describing personal housing experiences and needs is crucial for understanding the on-the-ground situation for different people. Engaging in community conversations augments quantitative information and helps build a richer understanding of the needs that have not been met and where there are potential opportunities to pursue.

Throughout the Housing Action Plan development process, Broadview Planning with the support of the City of Redmond and ECONorthwest (the project team) has inclusively involved and educated Redmond communities and stakeholders on housing challenges, decisions, and policies/programs.

Incorporating ample opportunities for public involvement throughout the process of developing the Housing Action Plan has been an important priority. A wide range of ways to participate in the process and provide input on housing needs was integrated to ensure public involvement was inclusive and receptive to different needs. The public involvement was guided by the following goals to:

- Collect qualitative data and community stories.
- Solicit different stakeholder perspectives and subject matter expertise.
- Remain focused, yet flexible, on authentic public involvement given the challenges of the pandemic.
- Build long-term buy-in for future action.
- Seek out populations that are historically underrepresented in traditional planning processes and ensure that input represents Redmond's rich diversity.

Despite barriers due to the COVID-19 pandemic, a variety of public involvement techniques were integrated to meet diverse needs of different stakeholders. Activities included:

- Stakeholder interviews,
- Focused conversations,

- An online questionnaire, and
- Outreach to citizens through a project website and presentations.

Housing Needs Assessment

As the Redmond community changes and the needs for housing evolves, it is crucial to capture the current conditions and to collect a robust baseline of information to assess where Redmond is heading. A detailed analysis was completed during the summer of 2020. This assessment provided a deep understanding of the current housing landscape including the community demographics, housing market dynamics, expected demand, evaluation of unmet housing needs, and housing projections. This assessment also included a review of the existing housing policies, programs, and efforts and when possible an evaluation of their performance (particularly in terms of program use, housing production, and funding).

Housing Action Plan Policy Analysis and Strategy Development

Preliminary Housing Action Plan strategies and best practices research commenced in Fall 2020. The project team met through a series of workshops to discuss, refine, and prioritize strategies. Key strategy options were evaluated to determine potential outcomes, effects, advantages, and disadvantages and this process helped identify a set of strategies for the Draft Housing Action Plan. This step delivered policy and implementation guidance and a Draft Housing Action Plan to meet the city's current and projected housing needs up to 2040.

Final Housing Action Plan and Implementation

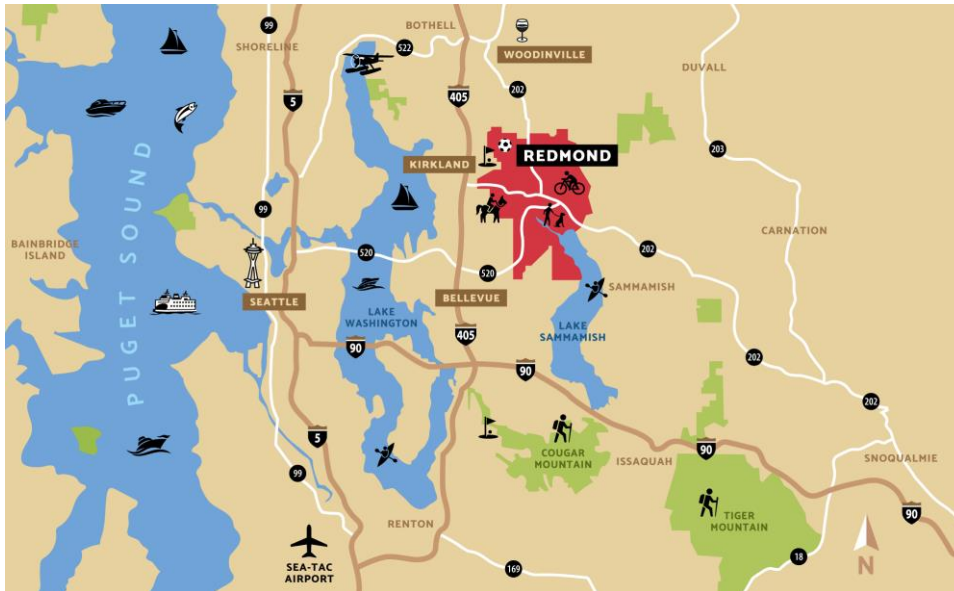
Actions will be prioritized and refined and articulated further after Council, community, and stakeholder input is received. The final plan will include an implementation framework to measure and evaluate progress.

SECTION 2: THE HOUSING LANDSCAPE IN REDMOND



2.1 City of Redmond - A brief history

The City of Redmond is a highly desirable place to live, offering a high quality of life, a prime location, a vibrant downtown, and various community amenities. Redmond is in East King County, east of Lake Washington and adjacent to Lake Sammamish, in the Puget Sound region. The broader Puget Sound region has grown rapidly over the course of several decades, intensifying the competition for a limited supply of housing and creating a region-wide scarcity of affordable housing.



Redmond's transition to an urban employment center was first spurred by a key period of growth occurring in the 1970s after construction of the Evergreen Point Floating bridge and an extension of SR 520 to 148th Avenue NE connected travelers from the City of Seattle to the communities east of Lake Washington. From the 1970s to the 1980s, Redmond's population surged to over 22,000

persons and the City attracted high tech industries including Nintendo and Microsoft, which moved its headquarters to Redmond in 1986. By 1990, Redmond had a population of 35,800. Redmond's character was still primarily suburban and small-town, but its Downtown was maturing, adding services, shopping and entertainment/cultural attractions. Redmond continued to grow by gaining nearly 27,400 people from 1990 to 2018, settling at around 63,200 total residents in 2018. While the City only makes up a small portion of King County's total population, Redmond has grown at a faster rate than King County as a whole.

Redmond's housing market has not kept pace with this growth, and as a result, many workers commute to the City. Housing costs and rental rates have skyrocketed, making it nearly impossible for many first-time homeowners and low-to-middle income households to live in Redmond. Redmond's vibrant downtown, great neighborhoods and schools, and accessible open spaces continue to attract new people each day.

2.2 Public Involvement - What we heard

Themes from Public Input


Select themes were commonly mentioned by stakeholders regarding housing in Redmond. The following section synthesizes the input we received.

Housing affordability is an issue for many. The housing questionnaire confirmed that Redmond lacks affordable housing, and many have found it to be a serious financial burden especially for those more vulnerable to rent changes. More specifically, financial hardships were more pronounced for younger

respondents, households with children, those renting, and households earning below the area median annual income. Length of time in one's current home was a significant determinant of financial hardship. Around 52 percent of renters who have moved to Redmond between 6 to 10 years ago or less said housing payments were a serious financial burden – which is an overall higher rate than homeowners. The trends for homeowners were similar: those moving to the area more recently indicated having serious financial issues with making housing payments - specifically 39 percent of those moving within the last year and 26 percent of those moving to Redmond in the last 1 to 5 years.

Redmond is a highly desirable place to live. Redmond was described as having good schools, strong community connections, and great access to green/open space. The growth in Downtown Redmond has contributed to the vibrancy in the community. There is a need to develop reasonable transportation options supportive to housing and walkability. Many agreed that Redmond is a good place for families to live.

Homeownership is preferred over renting but seems out-of-reach for many. We received input stating that people would like to have options for smaller living with some outdoor space. Those renting expressed concern about potential rent increases and affordability being one of the biggest barriers to buying a home.



“We bought our house 40 years ago, but I can’t imagine being in this housing market. I always think about all the young teachers and nurses and City employees who have to commute to work because they can’t afford to live here.”

Redmond businesses have concerns over employee retention without affordable housing. Some respondents indicated that they commute up to 5 hours a day to work in Redmond. For many businesses, a primary concern is workforce housing, as many people want to work where they live.

New housing types could better reflect Redmond’s rich cultural diversity. Housing should incorporate space for recreation and activities such as outdoor gathering spaces or communal areas for cooking and eating together. Family-sized units are needed with space for multigenerational living. Financial literacy and planning classes for first generation homeownership and non-native English speakers should be provided.

Lack of housing diversity and more housing options are needed. Redmond should consider homes for larger families and multigenerational living, seniors with smaller incomes, townhomes that are affordable, and other smaller living choices with some outdoor space. The missing middle which includes options like cottages, townhomes, duplexes, triplexes, quad homes, accessory dwelling units should be available at varied price points.

People are experiencing stigmas about their housing that are real, pervasive, and dehumanizing. Lack of housing is real challenge for homeless people with disabilities (i.e., earning Social Security Income only). Stigmas about housing and privilege show up in school settings and affect children.

More detail on the results of this work can be found in the [Public Involvement Comprehensive Report](#).

2.3 Housing Needs Assessment (HNA) - What we learned

An initial step for developing the Housing Action Plan is to identify and define the range of housing needs by analyzing the best available data describing Redmond's housing stock, workforce, household demographics, housing market dynamics, and expected demand. The insights from this analysis help to ground strategies to the current climate and provide a deep understanding of the context. This housing analysis answers questions about the availability of different housing types, who lives and works in Redmond, and what range of housing is needed to meet current and future housing needs up to 2040. The HNA provides information about the factors that may affect residential development in Redmond over the next 20 years.

Redmond's diverse housing needs have not been met fully and the access to housing has not always been equal, especially for low to moderate-income families and households. Analyzing housing is not simple since it represents a bundle of services that people are willing or able to pay for, including shelter and proximity to other attractions (e.g., jobs, shopping, recreation); amenities (e.g., type and quality of home fixtures and appliances, landscaping, views); and access to public services (e.g., quality of schools, parks). Since it is difficult for households to maximize all these services and minimize costs, households must make decisions about trade-offs and sacrifices between needed services and what they can afford.

The following section will help build a deeper understanding of Redmond's housing trends by describing the results of the Housing Needs Assessment. This assessment uses publicly available data including data from the U.S. Census Bureau, CoStar, A Regional Coalition for Housing (ARCH), Puget Sound Regional Council (PSRC), Washington Office of Financial Management (OFM), U.S. Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS), King County Department of Assessment, and the City of Redmond (see [Housing Needs Assessment](#) for more detail on the key data).

A Demographic Snapshot

Several demographic trends, such as household incomes, age, tenure, and household size, influence housing needs.

- **Median Income:** By 2018, the median household income in Redmond climbed well above the rate of King County and neighboring cities to an astounding \$123,449.
- **Ownership versus Renters:** Despite this high median household income and the tendency for homeownership rates to increase as income increases, the percent renting and owning homes in Redmond is evenly split (50 percent renters and owners) and Redmond now has the highest share of renters in comparison to neighboring cities. There is a strong correlation between income levels and what type of housing a household chooses (e.g., townhome, or stand-alone single-family home) as well as household tenure (e.g., rent or own).

COVID-19: Impact of Housing Insecurity

The COVID-19 pandemic has affected the ability to pay for housing consistently. One in three Redmond residents who responded to the Redmond Housing Action Plan questionnaire have lost or expect to lose income because of the pandemic. This has made housing precarious, especially for renters. Of those surveyed, around 53 percent of Redmond renters who lost income are likely to move from their current location.

- **Age of population:** Over the last two decades, Redmond's overall population and senior population (over 65) doubled and the millennials (24-44 years) became the most prevalent age group. Younger people are more likely to live in single-person households which tend to be smaller in size. Based on population estimates, the projected number of those older than 60 years in Redmond, would be around 18,818 persons by 2040, an increase of about 46 percent. As the rate of the senior population continue to grow, there will be increased need for more affordable senior housing, housing suitable for smaller household sizes, and varied needs (e.g., assisted living, age in place).
- **Household Size:** Redmond has seen an increased need for housing suitable for larger household sizes and this could reduce the demand for housing units, particularly those with fewer than two bedrooms. Redmond's household size expanded to almost 2.5 persons per household, with 78 percent of housing including over two bedrooms.
- **Race and Ethnicity:** Redmond's population has become increasingly more diverse. In 2000, 79 percent of the population identified as white followed by 13 percent Asian, 2 percent Black, 3 percent some other race alone, and 3 percent two or more races and in terms of ethnicity, 6 percent identified as Hispanic/Latino. In the 2014-2018 census period, 56 percent of Redmond's population was white, 35 percent Asian, 2 percent Black, 2 percent some other race alone, and 5 percent two or more races and in regard to ethnicity, 7 percent Hispanic or Latino.

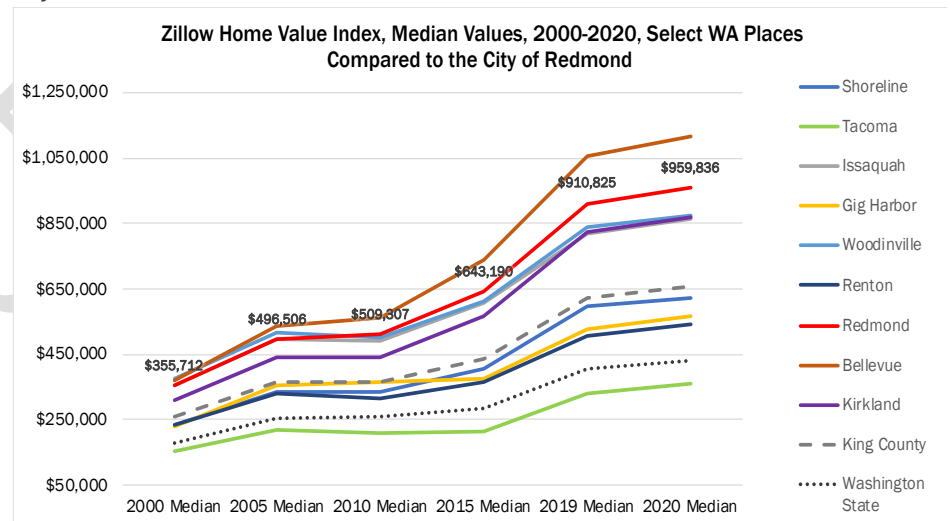
Housing Demand and Affordability

Housing costs have skyrocketed in Redmond. The housing underproduction in Redmond and low overall supply of affordable housing has contributed to rising home costs. Rental rates continue to rise above the area median income (AMI) which impacts half of Redmond's population since half of the total Redmond population rents rather than owns a home.

Home Sales: Median sales prices doubled since 2000, rising to \$823,300 in 2019. As shown below, this steep rise corresponds even with Zillow median sales values and shows a rate of increase above King County and Washington State and second only to the City of Bellevue. Escalating housing costs often are due to housing shortages but can also be partially attributed to high development costs.

Rentals: The average "asking" rent for a 2-bedroom apartment in 2019 was \$2,256 per month in the City of Redmond, compared to \$1,804 in 2009 (adjusted for inflation to 2019 dollars) which is a 25 percent increase.^[1] For a family of four to afford rent for a 2-bedroom apartment, they would need to earn approximately \$90,000 per year.

Exhibit 1. Median Home Sales Values from 2000-2020, Select WA Places Compared to the City of Redmond



Data Source: Zillow Home Value Index (ZHVI) smoothed and seasonally adjusted including all housing types and typical values for homes in the 35th and 65th percentile range.

Vacancy rates: Vacancy rates are another measure to assess housing demand. The vacancy rate for studio units and one-bedroom units in Redmond is high, ranging from 9 to 11 percent while it is lower for 2-bedroom apartments, ranging from 4 to 6 percent from 2000 to 2019.¹

Housing cost burden: A household paying more than 30 percent of their income on housing is considered “cost burdened.” The data shows that lower income households and renters are paying a much greater share of their income on housing. In fact, about 1 in 4 households are cost burdened. Those most cost-burdened are the elderly, young adults under age 24, and low-income renters. Income level is strongly tied to cost burden – in fact, those earning 30 percent of the AMI or lower (very low income) are more likely to be severely cost burdened and low-income households are mostly either severely cost-burdened or cost-burdened.² This may mean trade-offs must be made between housing and other essentials, such as food and healthcare.

Employment trends

Workers in Redmond tend to commute to Redmond and not live in the City. Redmond’s workforce is dominated by information/tech sector jobs; however low wage jobs continue to grow in diverse sectors. Redmond has high rates of commuting both to and from the city and a declining share of residents living and working in Redmond. In fact, only 31 percent of residents in 2017 lived and worked in Redmond which is a decrease from 38 percent in 2010. Redmond’s workforce largely lives outside of Redmond (89 percent), in other areas with 15 percent living in Seattle and 11 percent living in Bellevue in 2017. These high commuting trends are like other cities east of Lake Washington. Redmond’s jobs to housing ratio has lowered in the last ten years, as the City has transitioned from a suburban town with a large multinational technical company to a thriving city, offering broad housing options. Still, Redmond’s jobs to housing ratio is much higher than that of Bellevue, Issaquah, Kirkland, and King County. The jobs-housing balance in Redmond is tilted toward jobs with around 3.4 jobs for each housing unit in 2018. Obtaining better balance between jobs and housing improves agglomeration benefits and reduces the traffic congestion in a region.

¹ Source: CoStar, 2020. Notes: The pre-inflation adjusted average rent was \$1,417 in 2009. Low vacancy rates (below 5% standard) may indicate a limited housing supply with inadequate housing production to satisfy demand while in contrast, high vacancy rates imply an over-supply of housing, reduced desirability of an area, or low demand.

² Notes: 0-30%AMI is very low income, 30-50% AMI is low income, and 50-80% AMI is moderate income. A household is cost burdened when they pay more than 30% of their gross household income for housing (rent or mortgage plus utilities) and severely cost burdened when they pay more than 50% (HUD). Cost burdening for owner-occupied households is not terribly common because mortgage lenders typically ensure that a household can pay its debt obligations before signing off on a loan, but it can occur when a household sees its income decline while still paying a mortgage. Households with incomes over 100% AMI are less burdened overall since their larger income will go farther to cover non-housing expenses. Cost burden does not consider accumulated wealth and assets.

Housing Stock

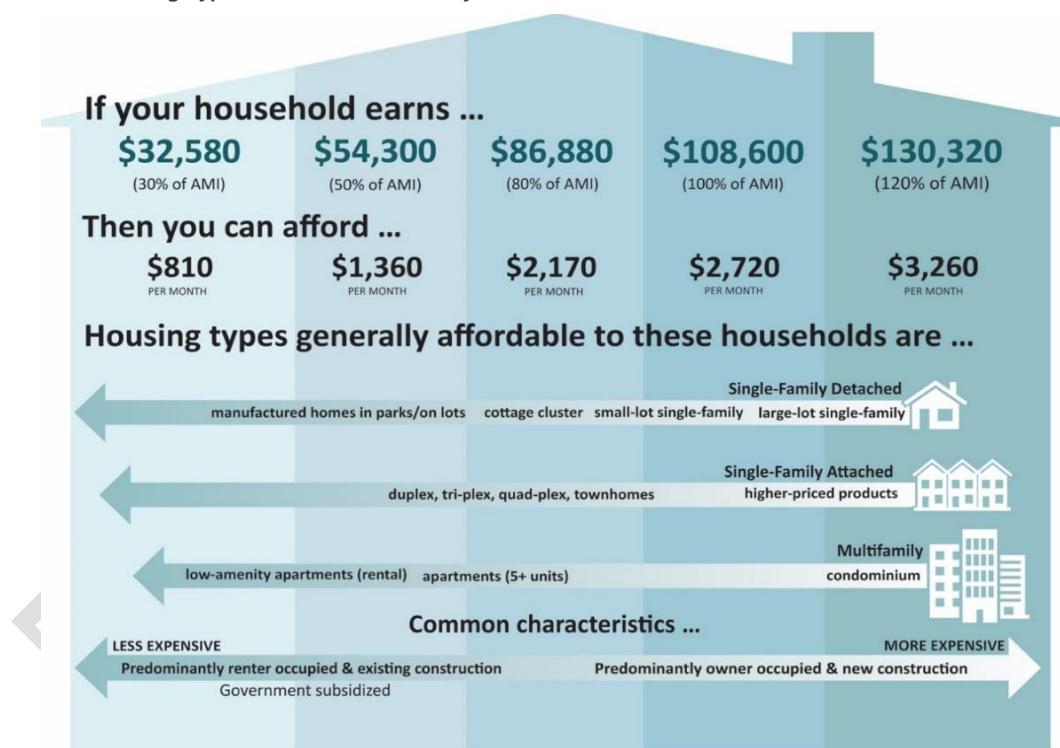
In terms of housing stock, multifamily housing is most prevalent for recent development over the last decade. The mix of housing types is primarily comprised of apartments and single-family detached homes. Compared to neighboring cities, Redmond has the greatest share of multifamily housing, which is unsurprising since 72 percent of recent construction has been multifamily housing. Overall, Redmond lacks housing variety particularly single-family attached housing such as town homes, triplexes, duplexes, and cottages. As shown below, single-family attached housing is key for households earning between 50 and 120 percent AMI and it tends to consist of market-rate new construction that could be owner-occupied or rented. According to King County parcel data, Redmond also has the smallest number of Accessory Dwelling Units (ADUs) in comparison to its peer cities, even though the City allows ADUs in all of its residential zones.

Exhibit 2. Housing Unit Types in Redmond

| Housing Unit Type | No. of Units | Percent |
|--|---------------|---------------|
| Accessory Dwelling Unit (ADU) | 29 | 0.1% |
| Duplex, Triplex, Quadplex (Single-Family Attached) | 132 | 0.4% |
| Townhouse Plat | 506 | 1.6% |
| Nursing Home, Retirement Facility | 1,034 | 3.3% |
| Condominium | 4,550 | 14.5% |
| Single-Family Detached | 11,235 | 35.9% |
| Apartments | 13,830 | 44.2% |
| Total | 31,316 | 100.0% |

Source: King County Assessments, 2019

Exhibit 3. Housing Types and their Affordability Levels in Redmond



Sources: ARCH and King County, 2019 (AMI levels), ECONorthwest Infographic.

Redmond's Policy and Program Analysis

What is Inclusionary Housing?

Anticipating growth in the early 1990s, the City of Redmond rezoned key areas for mixed land uses and higher densities, which increased land values for property owners and developers. At the same time, the rezones required owners to use some of that value to make 10 percent of the units in their new developments affordable for moderate-income families. The Inclusionary Housing program has produced an estimated 541 affordable units in total, (80 percent AMI or less) between 1994 and July 2020. Over the last 26 years, an average of almost 21 affordable units has been built annually.

What is the MFTE Program?

This program of limited tax exemptions gives developers an incentive to make the required moderate-income units affordable to low-income families. The MFTE incentive has resulted in an estimated 168 affordable units being built (85 percent AMI or lower) between July 2017 and July 2020 (3 years). This is fairly high production estimated at 56 affordable units built per year.

More information about these programs can be found in Appendix A.

Redmond has made significant gains in producing more income-qualified, affordable housing in part due to innovate Inclusionary Zoning (IZ) policies and more recently through its Multi-Family Tax Exemption (MFTE) Program. Through these programs, Redmond is producing the most affordable housing in comparison to other cities in East King County. Review of a variety of data sources indicates that Redmond has about 30 affordable housing projects yielding a total of 2,518 affordable income-restricted units through local programs and regulations and through community partners like King County Housing Authority. About one-third of Redmond's affordable housing units have been built with tax credits and over 700 affordable units have been built because of Redmond's IZ policies and MFTE program.

Results from another analysis, provided by ARCH and summarized below shows that Redmond's supply at 48 affordable housing units per 1,000 housing units. Rounding the total housing units to 31,000, both analyses show that approximately five to eight percent of total housing units in Redmond are rent-restricted to affordable housing levels.

Exhibit 4. Affordable Housing (Rent-Restricted) Production Comparison

| Cities | Land Use (Inclusionary Zoning) and MFTE | Trust Fund | Total Affordable Units (Land Use/ MFTE and Trust Fund) | Estimated Total Housing Units | Affordable Housing Units per 1000 Housing Units |
|----------------|---|------------|--|-------------------------------|---|
| Bellevue | 457 | 1,226 | 1,683 | 63,788 | 26 |
| Issaquah | 437 | 335 | 772 | 17,424 | 44 |
| Kirkland | 221 | 471 | 692 | 39,955 | 17 |
| Redmond | 709 | 754 | 1,463 | 30,760 | 48 |

Source: ARCH, 2019

2.4 Policy Considerations

Housing Production and Housing Diversity

A broad range of efforts are underway in Redmond in support of housing. However, additional strategies should be developed to better serve the housing needs of the Redmond community. Redmond is not producing enough low-income housing to meet housing needs and achieve affordable housing targets. In fact, CHAS survey estimates for 2012-16 indicate that housing affordable to very-low and low-income households (including both rent-restricted and naturally occurring affordable housing) totals only 12 percent of total units – a share much lower than the target of 24 percent for housing growth (these targets are expected to be updated in mid-2021). Based on this data, the approaches for increasing low-income housing has lagged behind at some level and likely is more complicated due to the need for some sort of direct assistance.

Overall, the housing stock will need to be larger and more diverse to better serve the region's housing needs. New housing types are needed to better reflect Redmond's rich diversity. This includes housing for cultural preferences, disability needs, aging in place considerations. The lack of housing diversity meeting different needs and continued underproduction of housing has a compounding impact. Most recent housing production has been dense, multi-family and housing is predominantly apartments and single-family detached homes. Middle housing (or single-family housing such as townhomes and ADUs) is sorely missing in Redmond. Homeownership seems out-of-reach for many. Redmond needs to support increased production of low to middle-income housing to own and rent, as well as an increase in the supply of family-friendly housing options.

Market Dynamics

Housing markets function at a regional scale, which makes it a challenge for individual jurisdictions to adequately address housing supply issues—both market-rate and public-supported housing. While the community only makes up a small portion of King County's total population, Redmond is growing at a faster rate than King County as a whole. As the county continues to grow, housing affordability has become a regional concern to people living or wishing to live in the region. Redmond's housing market has not kept pace, and this has increased demand. Housing demand is determined by the preferences for different types of housing (e.g., apartment), and the ability to find that housing in a housing market. As a result of not meeting this demand, Redmond has high rates of people commuting to the city and the housing costs and rental rates have skyrocketed. Finding safe, adequate, affordable housing has become highly challenging in the City of Redmond.

Housing Gap

Redmond will also need to significantly increase housing production to close the current and anticipated growth. This plan will set targets for adding new housing units at a range of affordability levels up to 2040. This generally corresponds with the Redmond Comprehensive Plan update planned for 2024 which includes a planning horizon end date of 2044. The housing growth targets should align with the adopted King County countywide targets that are being developed for the 2024 Comprehensive Plan update cycle and expected to be adopted by mid-2021 (PSRC VISION 2050, King County, 2020).³

³ The draft King County countywide growth target numbers show a minimum of 9,330 housing units needed and a maximum of 18,010 housing units needed by 2044. These numbers are draft and could be adopted in mid-2021.

The Housing Action Plan recommends integrating housing affordability targets for low-income housing, moderate income housing, middle-income, and middle-to-high income housing.⁴ The Housing Needs Assessment estimated that Redmond has a housing gap at around 9,000 housing units. These housing units should be produced by 2040 when Redmond's population is forecasted to reach approximately 78,409 persons. This gap combines the existing underproduction of around 309 housing units and the 2040 projected need of around 8,589. This number should be considered the minimum number of additional housing units needed to support the expected population growth in 2040 and the current housing underproduction. The following exhibit offers the breakdown of different housing target scenarios developed based on the housing needs gap analysis.⁵

Exhibit 5. Distribution of Housing Need by Scenarios for Redmond

| Income Bins | If housing unit growth followed existing trends (count, % of total) | Regional Fair Share Scenario (rounded, % of total) | Housing Equity Scenario (rounded, % of total) |
|------------------------------------|---|--|---|
| Middle- High Income, over 100% AMI | 6,036 (68%) | 3,559 (3,600, 40%) | 1,957 (2,000, 22%) |
| Middle Income, 80 - 100% AMI | 686 (8%) | 979 (1,000, 11%) | 1,068 (1,000, 12%) |
| Moderate Income, 50 - 80% AMI | 1,114 (13%) | 1,424 (1,400, 16%) | 1,424 (1,400, 16%) |
| Low Income, 30- 50% AMI | 536 (6%) | 1,335 (1,300, 15%) | 1,779 (1,800, 20%) |
| Very Low Income, less than 30% AMI | 526 (6%) | 1,602 (1,600, 18%) | 2,669 (2,700, 30%) |
| Total New Housing Units | 8,897 | 8,897 (8,900) | 8,897 (8,900) |

⁴ Redmond has set housing charter success measures for 2030 which includes the following housing production targets: Increase deeply affordable housing (<60% AMI, Low) by 750 units and increase middle-income or workforce (60-120% AMI) housing by 1,300 units.

⁵ PSRC recently released their Housing Needs Assessment in November 2020 for the Puget Sound region after the Redmond housing gap analysis was completed. Although PSRC's method differs and had a broader purpose, the two approaches are not necessarily exclusive of each other (source: <https://www.psrc.org/sites/default/files/gmpb2020nov19-pres-rhnanneeds.pdf>).

Target setting policy questions to consider:

- Should the City establish target variations identifying minimum and optimal targets showing a range of housing units to be built by a certain date?
- Should the City aim for the fair share scenario or the equity scenario or a hybrid option? Both these scenarios would result in an increase in more deeply affordable housing (less than 60% AMI, very low and low) by 750 units and in middle-income housing units (60-120% AMI) by 1,300 units.
 - The “**fair share**” scenario calls for housing targets based on the income averages in King County. This would double the number of low-income housing in comparison to how housing has been built in recent years.
 - The “**equity**” scenario would increase the supply of low-income housing to compensate for past underproduction and household cost-burden.

The following section describes the proposed guiding principles to include in the Housing Action Plan. These guiding principles describe the core ways that the City of Redmond will approach and implement their housing action planning work.

SECTION 3: GUIDING PRINCIPLES



3.1 Guiding Principles

Guiding principles essentially are the foundation of how we want to approach and implement our work. Redmond is committed to addressing the housing needs of its low to moderate-income families along with middle-income families, also lacking housing options in the City. The overarching aims for the Housing Action Plan are to build more housing, diversify the housing options, and target resources to less advantaged households.

If Redmond is to become more equitable, inclusive and just, more housing options are needed for low to middle-income individuals and families who work in Redmond.

The following guiding principles are proposed to help guide the City's work as it proceeds with implementing key strategies and actions.



Housing Choices

Redmond should continue to be a leader in housing solutions that provide for a variety of housing types across all income levels. An overarching objective is to build more housing, diversify the housing options, and target resources to less advantaged households. An aim of this objective is to increase housing development opportunities and housing access for all income levels, with particular attention to underserved communities. Doing this would help improve the improve community diversity, mixed-income housing availability, and help protect against displacement.



Equity

This objective prioritizes achieving more equitable housing development and promotes distributional, process, and cross-generational pillars of equity to inform planning, decision-making and implementation of actions which affect equity the following should be equity objectives should be considered.

- **Distributional equity:** Fair and just distribution of benefits and burdens to all affected parties and communities across the community and organizational landscape. Distributional equity should provide housing opportunities throughout the community and in high opportunity areas for all individuals, regardless of income, race, or ethnicity.
- **Process equity:** Inclusive, open and fair access for all stakeholders to decision processes that impact community and operational outcomes. Process equity relies on all affected parties having access to and meaningful experience with civic and employee engagement and public participation. Redmond should always consider strategies for increasing transparent governance and the involvement of communities and stakeholders in key decision-making processes.
- **Cross-generational equity:** Promotes housing policies that create fair and just distribution of benefits and burdens including equitable income, wealth, and health outcomes. To bridge the gap in housing needs and promote equitable housing access, increasing the supply of low-income housing to compensate for past underproduction and housing cost-burdening is critical. Cross-generational equity also considers the importance of homeownership opportunities and entry-level housing types that place homeownership within reach of a broader range of incomes than currently provided.

The Redmond Housing Action Plan aims to address historical and present inequities (income, disabilities, and race) in housing access through a variety of strategies which also aligns with the Washington Department of Commerce grant guidance.



Leverage Partnerships

Redmond cannot solve the housing crisis alone. Exploring ways in which we can effectively maximize the City's resources by strengthening partnerships with non-profit providers, ARCH, King County, and other stakeholders will be critical.



Advocacy

The City should advocate for solutions that will advance our work, both nationally and here in Washington. Advancing our housing goals will require legislative solutions and more investments to preserve and increase affordable housing development.

Continued analysis of data, market trends, identifying disparities, and tracking key metrics and progress toward those goals is essential for making informed policy decisions, adjusting and adaptively managing when necessary. All the strategies associated with this plan were informed by data analysis results.

3.2 Housing Tools and Market Considerations

The finite tools represented here center around what city governments can feasibly do and control. A menu of diverse strategies/actions touching on varied needs reflective of the Redmond community should be integrated into the action plan to ensure the plan is comprehensive and balanced. The strategies listed in this plan apply to both elements of the City's current and future housing supply. The range of strategies is intended to comprehensively address multifaceted housing challenges through multiple angles. Holistically the strategies should be balanced in increasing/preserving affordable housing along with the overall housing supply, integrating both rental housing and homeownership strategies, while also accommodating growth in a way that protects communities from displacement.

The Housing Action Plan includes strategies that allow for-profit developers, non-profit developers and government entities to tap the current housing market to create new affordable homes, acquire and rehabilitate current market rate housing, as well as increase the necessary funding for future development. There is no "silver bullet" for choosing a housing strategy as each idea brings benefits, drawbacks, different levels of impact, and tradeoffs. As such, housing strategies benefit from periodic evaluation as development conditions change over time, requiring flexibility and a renewed effort to fill funding gaps in innovative and creative ways.

3.3 Summary of Housing Strategies

Based on the results of the Housing Needs Assessment, community/stakeholder involvement, analysis of policy options, review of relevant plans and policy and best practice guides, and informed by these guiding principles, the following six strategies and associated actions will provide a roadmap for the future.

- Strategy 1. Increase development and access to more affordable homes.
- Strategy 2: Make housing easier to build.
- Strategy 3: Diversify housing stock.
- Strategy 4. Ensure equitable access to find, maintain, and stay in your home.
- Strategy 5. Preserve affordable homes.
- Strategy 6. Leverage and expand partnerships to further housing goals.

The next section includes a detailed summary of key actions within each of these strategies, offering a full description of how each recommended strategy and the associated actions would serve different needs, why the strategies and actions are important, and intended outcomes. The strategies and actions were selected due to their potential to augment what has already been done for Redmond communities. Each of these recommended strategies lies within the City of Redmond's control, but work will span departments and involve meaningful contributions from stakeholders such as City Council, Planning Commission, Human Services Commission, as well as renters, homeowners, neighborhood associations, advocates, developers (both affordable and market rate) and many others. The housing affordability crisis affects a broad spectrum of people including Redmond employees and residents, families, seniors, newcomers, low to middle-income households, and businesses; thus, it merits the coordination of a broad coalition of support to take meaningful action.

As expected, there is no "silver bullet" to address the housing affordability challenges and as a result, the strategies are interrelated and were created to address different facets of housing needs. Together, these recommendations and action steps provide a blueprint for the City to begin acting on and implementing each recommendation over the next several years.

SECTION 5

RECOMMENDED ACTIONS AND IMPLEMENTATION



4.1 Strategies and Actions

This section includes greater detail on the six proposed Housing Action Plan strategies and the 25 associated actions. Each action has been described in terms of their benefits and challenges, estimated impact on housing production, housing need focus, reach, and their ability to address the range of features described in the following key.

Guiding Principles Key for Action Sheets:



Housing Choice



Equity



Leverage Partnerships



Advocacy

Household Income Levels:

- Low (50% AMI or lower)
- Moderate (50 to 80% AMI)
- Middle (80 to 120% AMI)
- High (above 120% AMI)

Geographic Scale of Action: East King County, Citywide, Neighborhood, or Property

Costs: How much would it cost to implement this strategy? This evaluation measure compares the estimated funding required to implement the strategy relative to other strategies.

- \$ is the least resource intensive
- \$\$ requires a medium amount of resources
- \$\$\$ is the most public funding resource intensive

Housing Production (as applicable):

- 🏠 is the least amount of housing production
- 🏠🏠 is anticipated to encourage moderate housing production
- 🏠🏠🏠 would promote the most housing production

Strategy 1. Increase development and access to more affordable homes.

Why is this strategy important?

Increasing supply and access to affordable housing will promote equitable housing development since it will broaden access to housing for young families, single households, seniors with a fixed income aiming to remain in their neighborhood, and those who work in any profession. Redmond businesses have concerns over employee retention due

to the lack of affordable housing and many families wanting to live in Redmond are unable to do so due to a shortage of housing that is affordable for people earning less than around \$54,000 per year. This strategy helps augment limited funding and incentives to build more rent-restricted low-income housing, currently in short supply in Redmond. Although increasing the supply of low-income housing is the focus for this strategy, there are actions in support of market-rate housing affordable to a range of income levels and mixed-income housing development. Several actions could ameliorate housing cost burden issues disproportionately impacting low-income households, renters, young adults, and the elderly. Seven actions were developed for this strategy.

Municipal Considerations for Affordable Housing



| Affordability must be underwritten | Closing the gap | |
|--|---|---|
| <ul style="list-style-type: none">• Affordability lowers project revenues• Construction and land major cost components of projects• Limited opportunities to lower project costs (utilities, permitting, fees) | Private Market <ul style="list-style-type: none">• Land use incentives• Inclusionary• Density bonuses• Property tax exemptions (MFTE) | Supported Market <ul style="list-style-type: none">• Fee waivers• Public funding or land contributions• ARCH Housing Trust Fund• Alternative compliance funding |





Action 1.1. Identify and evaluate new and expanded federal, state, and local revenue stream options available to support affordable housing production with a focus on providing housing for low income households.

Background:

This action focuses on targeted and effective use of existing funding sources and identifying new funding sources that would be used to increase the supply of housing serving low-income households. To maximize and scale up affordable housing production, the City should prioritize new revenue sources that can effectively leverage other funding and/or generate additional revenue. Examples of state and local revenue tools include:

State Tools:

- **HB 1590:** HB 1590 allowed cities and counties the option to impose the 0.10% affordable housing sales tax without voter approval. The tax will be effective January 1, 2021. The tax will be collected through 2028 and is specifically targeted for households at (or below) 30% AMI. In October 2020, the Metropolitan King County Council voted to enact a 0.1% sales tax increase to fund permanent housing for the chronically homeless, and the legislation requires that 30% of the proceeds collected in Redmond be expended in Redmond.
- **HB 1406:** In 2019, the State Legislature approved House Bill 1406 which created a sales tax revenue sharing program that allowed cities and counties to access a portion of state sales tax revenue to make local investments in affordable housing. The tax credit is in place for up to 20 years and can be used for acquiring, rehabilitating, or constructing affordable housing. On December 3, 2019, the Redmond City Council adopted Ordinance No. 2985 authorizing the maximum capacity of the tax allowed under the provisions of HB 1406 for Affordable Housing and rental assistance.
- **State Housing Trust Funding:** Historically, this has been in the range of \$175 to \$200 million in the past two years; managed by the State Housing Finance Commission and then distributed to eligible projects.

Local Tools:

- **Housing Trust Fund:** Capital funds are used for the construction of affordable housing in East King County, managed through ARCH. Last biennium Redmond 2019-2020 funds totaled \$1.0 million. For the 2021-2022 biennium, the funding was increased to approximately \$1.5 million.
- **Alternative Compliance (fee-in-lieu):** A developer that is subject to inclusionary requirements may request the use of Alternative Compliance in which a payment in lieu of providing affordable housing is made to the City (RZC 21.20.050). The criteria for alternative compliance should be defined.
- **Affordable Housing Levy:** Provides subsidies, grants, or loans for non-profit affordable housing development, when authorized by a majority of voters in the taxing district. State law now allows cities to impose regular property tax levies that in total does not exceed \$0.50 per thousand dollars assessed valuation each year for up to ten years. This was only available to finance affordable housing for very low-income households (50% AMI or less, RCW 84.52.105). However, state legislature also authorized the use of revenues for affordable homeownership, owner-occupied home repair, and foreclosure prevention programs for households earning less than 80% AMI.⁶

City of Bellingham Housing Levy

City of Bellingham's 10 year levy passed in 2018 to replace an expiring levy. This levy will impose up to a 36-cent tax on every thousand dollars of assessed property value and is expected to raise \$40 million.

⁶ MRSC, Affordable Housing Programs: <http://mrsc.org/Home/Explore-Topics/Planning/Specific-Planning-Subjects-Plan-Elements/Affordable-Housing-Ordinances-Flexible-Provisions.aspx>

More details on these housing tools can be found in Attachment A.

Evaluation:

- **Income Levels Served:** Low
- **Geographic Scale:** Citywide
- **Regulatory:** Yes
- **Funding Implications:** \$\$\$
- **Housing Production:** 🏠🏠



Action 1.2. Add criteria to the Redmond Zoning Code to allow for consistent and predictable implementation of affordable housing impact fee waivers.

Background:

This action requires a Zoning Code amendment which would establish eligibility criteria for the impact fee waivers available to applicants developing new affordable housing units. Current Redmond Code includes a section allowing impact fee exemptions for low and moderate-income housing (RMC. 3.10.070, Exemptions from the requirement to pay fire, park, and school impact fees for low- and moderate-income housing). However, this has not been implemented since it lacks guidance and eligibility criteria. The payment of this one-time fee is due when the building permit is issued.⁷

State law allows local governments to provide a partial impact fee exemption for low-income housing (generally up to 80% AMI) of not more than 80 percent of the impact fees, with no explicit requirement to pay the exempted portion of the fee from public funds other than impact fee accounts. A full impact fee exemption could be provided; however, with a full waiver, the remaining percentage of the exempted fee must be paid from public funds other than impact fee accounts. The developer must record a covenant that prohibits using the property for purposes other than low-income housing. (RCW 82.02.060).

The City should consider implementing an impact fee exemption/reduction temporarily (perhaps for 5 years) for up to 80 percent of the fees and monitor the repercussions. Another safeguard is to limit the waivers and reductions for a smaller set of impact fees such as fire and park and for the most affordable housing levels (low-income). Instead of providing as-of-right waivers, it is also possible for local jurisdictions to consider waivers on a case-by-case basis. Criteria could tactically apply to the most affordable projects and certain housing types. Impact fees could be varied by the number of square feet of the affordable housing development, but this variation would need to be justified with proper documentation. However, this could be more administratively burdensome and make the incentive less certain to developers.⁸

Analysis Findings:

A rough estimate of the loss of funds incurred from fire, park, and school impact fee exemptions for the City of Redmond (2021) indicates an estimated \$18,756 (single-family) and \$5,089 (multi-family) per housing unit would be lost in impact fee funds. If 50 units used this exemption, the loss in City revenue would be approximately

⁷ ADUs are exempt from the payment of all impact fees in the City of Redmond ([list](#) of Redmond Development Service Fees).

⁸ [Legal Considerations](#): Impact fee increases should pass the “rational nexus” test (fee amount is directly attributable to the development) and “roughly proportional” to the impact caused by the development.

\$250,000 if they were all multi-family residences. This fiscal impact varies by how many applicants take advantage of the exemption.⁹

If affordable housing units were exempted from paying impact fees, the City should ensure that such a loss in impact fees is paid from public funds other than impact fee accounts; such public funds should be fair and broad-based, like bond measures and levies. Bond measures, for example, would ask all residents to contribute towards community improvements.¹⁰ Below is a table of several alternatives to impact fees and their performance regarding expediency, efficiency, equity, administration, and political acceptability in comparison to impact fees (results from 2016 report by the National Association of Home Builders).

Exhibit 6. Tax Alternatives to Impact Fees

| Alternative | Expediency | Efficiency | Equity | Administration | Political Acceptability |
|---|------------|------------|----------|----------------|-------------------------|
| Taxes | Inferior | Inferior | Superior | Superior | Inferior |
| General Obligation Bonds | Superior | Inferior | Superior | Superior | Inferior |
| Revenue Bonds | Superior | Inferior | Superior | Superior | Inferior |
| User Fees | Superior | Superior | Neutral | Inferior | Neutral |
| Special Taxing Districts | Superior | Superior | Superior | Neutral | Superior |
| Local Improvement Districts | Superior | Superior | Superior | Neutral | Neutral |
| Special Service Districts | Neutral | Neutral | Neutral | Inferior | Neutral |
| Tax Increment Financing | Neutral | Superior | Superior | Inferior | Inferior |
| Private Exactions (Including Impact Fees) | Neutral | Neutral | Neutral | Neutral | Neutral |

Source: NAHB Impact Fee Handbook (2016). Table 6.1, page 82.

Impact Fee Examples:

- **Issaquah:** Affordable housing development (low to moderate-income) may be eligible for impact fee waivers provided in IMC 3.63.030B (school impact fees), 3.71.040 A (traffic impact fees), 3.72.040 A (park impact fees), 3.73.040 A (fire protection impact fees). Issaquah's code indicates that the school district is bearing the cost of the impact fees not collected for affordable housing.¹¹
- **Mercer Island:** Affordable housing development (low-income) partially exempt from transportation impact fees, payment of 80% of the school impact fee, (Mercer Island Code Sections 19.19.070, 19.17.090).
- Other nearby cities with affordable housing impact fee incentives: Kenmore, Sammamish.

Evaluation:

- **Income Levels Served:** Low, Moderate
- **Geographic Scale:** Citywide
- **Regulatory:** Yes
- **Funding Implications:** \$\$
- **Housing Production:** 🏠



Action 1.3. Review the Inclusionary Zoning Housing and Multifamily Tax Exemption Program regulations and identify amendments that allow deeper affordability or greater number of affordable units.

⁹ [City of Redmond Impact Fee Schedule](#) (2021), Assumptions: Fire impact fee: single-family residence = \$125.01 per unit, Multi-family residence = \$211.14 per unit; parks Impact Fee: single-family residences = \$4,932.88 per unit, Multi-Family = \$3,424.50 per unit; and schools Impact Fee: Single-family residences = \$13,633 per unit, Multi-Family = \$1,388 per unit.

¹⁰ Sources: Lane, Andy. 2016. "It's Time to Implement Your Affordable Housing Policies". [MRSC](#). MBAKS. 2020. Housing Toolkit: Local Planning Measures for Creating More Housing Choices. MBAKS. 2020. Impact Fees: FAQ.

¹¹ Issaquah Code requires that the applicant record a City-drafted covenant that prohibits using affordable housing units for other purposes than for low to moderate income housing and if the units are converted, the property owner must pay impact fees at the time of conversion (Section 3.71.040).

Background:

Action 1.3 focuses on recalibrating Redmond's Inclusionary Zoning (IZ) policies and the Multifamily Tax Exemption (MFTE) program in a way that maximizes community benefits and affordable housing production. Analysis will be completed to help understand the implications of different updates. Both programs promote the development of mixed-income housing projects. Program changes should prioritize incentives for green, equitable, and affordable housing development. One of the benefits of these tools is that they are designed to lead to mixed-income projects, which helps avoid economic and racial segregation.

Inclusionary Zoning:

Adopted in 1994, Redmond's IZ policy applies to all new residential and mixed-use developments with over 10 units. The program requires 10% of dwellings units be affordable at 80% AMI or less with an option to substitute one unit at 50% AMI for two units at 80% AMI or less. One bonus market-rate unit is permitted for each affordable housing unit (at a minimum) up to 15% above the maximum allowed density except Downtown since the City raised height limits and eliminated density limits. Units are required to be affordable for the life of the project. Over 500 affordable units were built (80% AMI or less) between 1994 and July 2020 due to this policy. Over the last 26 years, an average of almost 21 affordable units have been built annually.

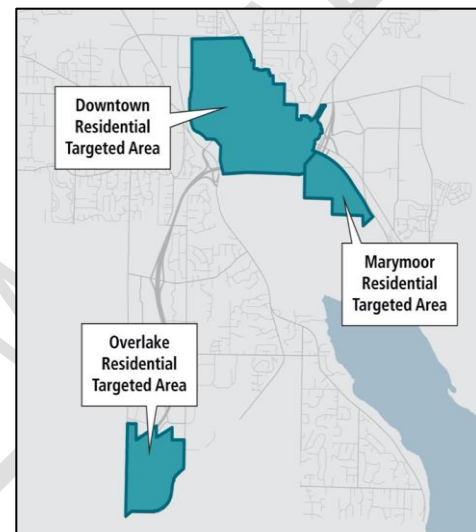
IZ Examples:

Bellevue and Mercer Island's IZ programs are voluntary. Kenmore's IZ programs are mandated. Kirkland and Newcastle's IZ programs are both voluntary and mandated. For more details on these programs, refer to Appendix A.

MFTE:

Adopted in July 2017, Redmond's incentive based MFTE program exempts property taxes for qualified housing projects for a duration of 8 or 12 years in three targeted city neighborhoods (two Urban Centers) including Downtown, Overlake Village, and Marymoor Village. Property owners can apply for an exemption on property taxes on the residential improvement value of new developments for either 8 or 12 years, in exchange for providing affordable housing. The project must be construction of new multifamily housing within a residential building or mixed-use development. Projects using the IZ bonus incentives cannot also take advantage of the MFTE incentives. An estimated 168 affordable units (85% AMI or lower) between July 2017 and July 2020 have been built as a result of the MFTE program. An average of 56 affordable units were built per year which is a fairly high rate of production. If production continues at this rate, a total of 1,120 affordable units could be produced in the next 20 years.

Existing MFTE Areas



Source: City of Redmond

Changes to Consider:

- Expand the areas where MFTE incentives could be used and the use of a development agreement approach wherein a city identifies general performance requirements, and a developer chooses from a menu of corresponding incentives.
- Evaluate the feasibility of using MFTE to build other housing developments with at least four units. Examine the development feasibility effects associated with changing the affordable unit requirement options and the ability to use MFTE and IZ jointly and gain impact fee waivers.
- Consider extending utilities in underdeveloped areas where IZ is required and consider adding bonus unit incentives for adding housing with over two bedrooms.
- Consider reconfiguring both IZ and MFTE to get broader or deeper levels of affordability.

MFTE Examples

- [Kirkland Affordable Housing Master Leases and MFTE Amendments \(2019\)](#): Kirkland recently has worked on MFTE ordinance amendments to promote availability of affordable housing, including reserving around 30 rental units for City and public sector staff.
- [Tacoma Municipal Code Ch. 6A.110 \(2015\)](#): Offers 8- and 12-year exemptions for targeted residential areas and for qualified multifamily housing rehabilitation projects.
- [Seattle](#): Recently made updates to their MFTE program to expand eligibility to all new multifamily construction with four or more units, regardless of location in the city.

Evaluation:

- **Income Levels Served:** Moderate
- **Geographic Scale:** Citywide
- **Regulatory:** Yes
- **Funding Implications:** \$\$
- **Housing Production:** 🏠🏠



Action 1.4. Promote Transit Oriented Development (TOD) and infill development integrating affordable housing development.

Background:

This strategy supports transit-friendly and livable communities that are often more pedestrian and bicycle friendly. An initial step for this action is to assess and evolve TOD best practices for integrating affordable housing development. The timing of this action is ripe since four Sound Transit Light Rail stations are planned for Redmond. Redmond should coordinate TOD planning to be consistent with guidance from the PSRC Regional Transit Oriented Development and PSRC, lessons learned from neighboring communities, and should adjust regulations as development occurs to ensure that desired outcomes are achieved.¹²

This action also calls for an assessment of ways to amend the zoning code in targeted areas near major transit routes and in TOD and infill development opportunity areas to include the needed development density for higher density or mixed-use housing – the type of housing appropriate for TOD planning, especially equitable TOD planning. This action supports compact infill development and efficient use of urban services and infrastructure. These planning efforts can be augmented with effective partnerships between government and the development community and non-profits.

Land prices tend to be higher near transit hubs, however, because of inclusionary programmatic requirements and through MFTE, up-zoning these areas will result in new multifamily units affordable to the lower-income households. Additionally, increasing the overall supply of housing can help to relieve the price pressure on the market stemming from growing demand. With the right combination of development incentives, tax exemptions, and financial support it could be possible to provide many units of regulated affordable housing and the lowest income levels possible.

Evaluation:

- **Income Levels Served:** Low, Moderate, Middle
- **Geographic Scale:** Eligible Neighborhoods (near transit)
- **Regulatory:** Yes
- **Funding Implications:** \$

¹² Transit-Oriented Development (TOD): A mixed use residential or commercial area designed to maximize access to public transport and encourage transit ridership. TODs generally are located within a radius of up to one-half mile from a transit stop (train station, metro station, tram stop, or bus stop) and are surrounded by relatively high-density development (Redmond 2030: Redmond Comprehensive Plan).

- **Housing Production:** 🏠🏠🏠

Policy Background and Examples: King county's surplus properties must first be offered to their housing department before others can bid on them. Sound Transit's TOD strategies target urban growth around the light rail transit facilities to help produce regional and local benefits. A central part of Sound Transit's Equitable TOD policy is to use surplus property, suitable to develop, for the construction of affordable housing. Washington State statute RCW 81.112.350 necessitates that Sound Transit offer at least 80% of surplus property no longer needed for a transit purpose to be disposed or transferred, including air rights, to qualified developers of affordable housing. These qualified developers are then obligated to ensure 80% of housing units constructed are affordable to households earning 80% or less of the county AMI. This policy requirement helps to ensure that housing options for low to moderate-income households are provided near light rail stations. Sound Transit encourages land use changes and development that would increase transit ridership, promote multi-modal access to the transit system, and support the implementation of government plans and broaden the diversity of housing choices in neighborhoods nearby transit. (Source: [Equitable TOD Policy](#)).

Seattle Example: Completed in 2020, Station House Capitol Hill is a 7-story sustainable development located above the Capitol Hill light rail station and includes around 110 affordable units (8 affordable to 30% AMI) with one third family-sized (2+ bedrooms). The project is part of the larger station development that includes four buildings, approximately 30,000 sf of ground-level retail and 210 underground parking spaces. Sound Transit selected a market rate developer, along with a non-profit partner, through a competitive bid process and donated surplus land. The partnership has a ground-lease to Capitol Hill Housing and three other sites are ground-leased to Gerding Edlen. The City of Seattle provided gap financing equal to \$79,000 per unit (an estimated total of \$8.7 million¹³). King County committed financing equal to \$43,000 per unit (an estimated total of \$4.7 million).¹⁴



Action 1.5. Consider ways to incentivize deeper/increased affordable housing development.

Background:

RZC 21.12.170 OV Incentive Program incentivizes features that implement neighborhood goals and respond to needs for public amenities, housing opportunities, and environmental sustainability (OV: Overlay). The incentive program reduces the cost of these features by allowing applicants to provide certain features to qualify for increased building height and floor area, as well as additional permitted uses.

Priority Features and Incentives:

Identify high-priority features and maximum incentives available in each zone. Examples include regional stormwater facilities, major parks, or plaza dedication or improvement.

Additional Features and Incentives:

These tools provide a second tier of bonus features and corresponding incentives. Affordable housing is identified as an additional feature, but an applicant must first provide a priority feature in order to qualify for the incentive attached to additional features or to utilize affordable housing to gain an incentive.

Changes to Consider:

Some consideration should be given to incentivizing affordable housing as a priority feature and/or requiring that an applicant provide a deeper level of affordability than currently required under MFTE and Inclusionary Zoning programs. A similar approach could be considered for application in other zones where incentives are offered.

¹⁴ Sources: <https://www.capitolhillseattle.com/2019/12/want-to-be-part-of-110-affordable-new-apartments-above-capitol-hill-station-heres-how-to-join-the-station-house-crowd/> and <https://www.gerdingedlen.com/ge-news/press-releases/article/controller/News/action/detail/item/capitol-hill-station-development-to-celebrate-groundbreaking/>

This strategy supports increased production of very low to moderate-income housing and special needs housing which is challenging to build.

Evaluation:

- **Income Levels Served:** Low
- **Geographic Scale:** Eligible Neighborhoods
- **Regulatory:** Yes
- **Funding Implications:** \$
- **Housing Production:** 🏠



Action 1.6. Review and identify changes to parking regulations around light rail stations and areas of high frequency transit to maximize desired uses like housing at differing affordability levels.

Background:

Many cities apply parking standards based on proximity to transit stations and urban centers, dominant uses, or ratio of affordable housing unit production. This reduces the construction and development costs of a project, especially for higher density projects with structured parking. Average cost of a parking space in the Puget Sound region is estimated at around \$5,000 to \$10,000 for a surface parking spot, \$20,000 to \$35,000 for stand-alone concrete parking structure, \$35,000 to \$45,000 for a concrete structure as part of a building, and \$45,000 to \$65,000 for underground parking (though underground parking is limited in Redmond due to the high-water table).¹⁵ For an affordable housing project with a tight budget, every required parking space means less money available to spend on housing.

Changes to Consider:

Action 1.6 recommends that the City consider doing a review of the code and parking requirements to identify regulatory barriers that could be preventing the development of affordable housing. Currently, the city routinely allows for parking reductions when supported by a parking study. Parking reductions and lower parking ratios are often supportable based on the parking studies. These studies should be analyzed and used to inform minimum standards provided by right in the Redmond Zoning Code. Study supported parking reductions, which demonstrate that parking will be adequate to accommodate peak use, should be allowed by right in the Redmond Zoning Code.

The City should seek to reduce parking standards to the greatest extent feasible. When considering parking reductions and evaluating new minimums, the City should take into consideration walkability (walk score) and access to neighborhood goods and services, parking needs of shift workers and other community members who may not be fully served by public transit, and gaps in public transportation. Minimum parking standards should be firmly grounded in best practices and PSRC TOD guidance. [Growing Transit Communities Strategy | Puget Sound Regional Council \(psrc.org\)](#).

Examples:

- The [King County Right Size Parking calculator](#) enables parking estimates to be derived based on building and parking specifications. Essentially, this tool helps users weigh factors to determine how much parking supply is needed to adequately meet demand of varied proposals. ([Right Size Parking Final Report](#), 2015).
- The [City of Kirkland](#) includes parking space reductions for affordable housing of one space per unit.

¹⁵ Parking tends to cost 10 to 20% of the total cost to construct multi-family buildings in King County yet only 6% is recovered through parking charges (Right Size Parking Final Report, 2015). Households in [TOD \(Smart Growth\) areas](#) tend to own fewer personal vehicles and parking could be reduced by 40-60% in these areas.

- California's Parking Statute enacted in 2015 (AB 744), limits parking requirements for development containing affordable housing and located near transit.¹⁶

Evaluation:

- **Income Levels Served:** All
- **Geographic Scale:** Eligible neighborhood (near transit)
- **Regulatory:** Yes
- **Funding Implications:** \$
- **Housing Production:** 🏠



Action 1.7. Explore programs that promote homeownership opportunities, such as a Down Payment Assistance Program.

Background:

The ARCH Down Payment Assistance Loan Program has given qualified borrowers down payment and closing cost assistance through a revolving loan fund since 2005 (an estimated 65 homebuyers received this assistance). This down-payment assistance program is not restricted to first-time homebuyers and the maximum assistance is capped at \$30,000 with a maximum home purchase price of \$413,000. The program works in combination with the Washington State Housing Finance Commission Home Advantage first mortgage loan program. Since 2017, the program has seen little activity, and ARCH is working to reallocate most of the funds in the program. While the program is no longer effective on its own in creating access to homeownership for low-income buyers, there are still opportunities to pair DPA with other strategies aimed at creating long-term affordable homes.

Changes to Consider:

In partnership with ARCH, changes to the down payment assistance program for low-income and first-time homebuyers should be evaluated and compared with best practice research. The intent of this action is to provide more homeownership opportunities in Redmond. ARCH is looking at whether the program could be paired with the creation of more resale-restricted homes to help justify the public investment.

Median home sale prices in Redmond have escalated over the past twenty years, skyrocketing to \$823,300 in 2019; consequently, the expensive market makes it difficult to design a homebuyer assistance program that could both be sustainably maintained and of help to many households.

The benefit this program brings to homebuyers and the number of homebuyers relative to the cost of public subsidy required should be compared.

Examples:

Lease purchase programs allow participants, called lease purchasers, to select a home that a local housing finance agency or non-profit buys on their behalf. The agency serves as the initial owner, mortgagor, and property manager for the lease period. After the lease purchaser demonstrates they can make timely lease payments, they can purchase the home from the finance agency or non-profit by assuming the unpaid principal balance of the mortgage. Although alternative ownership models have proven to be successful, they are quite different from traditional homeownership models, which most residents are familiar with, and can be much more complex (Source: [PRSC](#)).

¹⁶ No more than 0.5 parking spaces per bedroom can be required if the development includes 11% very low-income units or 20% low income units and is within one-half mile of a transit stop TOD rental housing affordable to lower income households or senior housing development with sufficient transit access cannot be required to provide more than 0.5 parking spaces per unit. Special needs affordable rentals within one-half mile of transit cannot be required to provide more than 0.3 parking spaces per unit ([source](#)).

[Seattle's Down Payment Assistance](#) program provides up to \$55,000 in down payment assistance for a home priced at \$450,000 or lower and for applicants earning no more than 80% of the AMI. Seattle's program gains financial support from a Housing Levy fund. Seattle has assisted approximately 900 families to purchase their first homes (Source: [City of Seattle](#)).

Evaluation:

- **Income Levels Served:** Moderate, Middle
- **Geographic Scale:** Citywide
- **Regulatory:** No
- **Funding Implications:** \$ \$
- **Housing Production:** N/A

Strategy 2: Make housing easier to build.

Why is this strategy important?

Producing enough housing to meet the growing demand for housing over the next few decades requires action to make targeted housing easier to build. Redmond will need to plan for a future facilitating robust housing growth that matches housing need in a timely fashion. Federal, state, and local rules can create a myriad of regulations, studies, and processes that can add significant time to the land entitlement and permitting process. This strategy integrates actions aimed to improve the City's permitting and entitlement process in a way that increases predictability and efficiency, alleviates any unnecessary barriers, and implements potential cost reduction strategies to maximize the private sector's ability to create housing that is affordable.

Reducing the cost of construction can improve the financial feasibility to build housing with long-term affordability. An increase in the overall supply of housing can diminish the tendency for upper-income households to rent or buy down housing below their income level which puts a strain on the overall availability of affordable housing. The Washington Local Project Review law (RCW 36.70B) supports the establishment of a predictable and timely review process by setting time limits on application review and permit decisions. This strategy includes three key actions.





Action 2.1. Evaluate payment deferral options for development fees for deeply affordable housing projects and Accessory Dwelling Units (ADUs) (e.g., utility connection fees).


Background:

This action will evaluate ways to reduce the burden of upfront development fees which can be a barrier to entry. Payment deferrals can be preferable since the City can still receive its revenue but will obtain the fees from the developer/homebuilder later in the process using their permanent financing instead of the upfront, higher-cost short-term construction financing. In 2015, Washington State mandated an on-request deferral system in SB 5923 that was codified in RCW 82.02.050, so cities should already have payment deferral in their toolkit.¹⁷ Techniques to increase flexibility in the payment of fees to allow for gradual payment during the permitting process should be tested out for affordable housing and ADU projects. Consider beginning this process by testing out gradual payment of utility connection fees via installments that must be fully paid before occupancy is allowed (this is recommended since it is important to prevent home sales before the developer has fully paid all fees). Before any code amendments are adopted, the regulations should identify when payment of deferred fees is required (such as when a certificate of occupancy is issued) along with penalties associated with the applicant's failure to deliver the housing units and final payment as required.

Example:

The City of Portland Water Bureau has a development fee financing option.

Evaluation:

- **Income Levels Served:** Low, Moderate, Middle
- **Geographic Scale:** Citywide
- **Regulatory:** No
- **Funding Implications:** \$
- **Housing Production:** 



Action 2.2. Regularly assess development review processes to identify opportunities for increased efficiencies.

Background:

Best practices, development community feedback, and available new technology should be continuously evaluated to identify opportunities to improve customer service and reduce permit processing times. Already, Redmond development services staff have consolidated all permit intakes to one counter and a single point of contact. This process improvement eliminates the need for multiple submissions with different city departments charged with plan review. This creates a simpler submission process for customers and allows more effective time management for technical review staff.

Changes to Consider:

- The City should continue to regularly assess procedures and review processes to identify impediments and inefficiencies and adopt and implement solutions. One example includes seeking opportunities to support process improvements that facilitate and expedite review of code-authorized deviation requests.
- The City should also identify and implement technological improvements that enhance staff efficiency and improve customer service.

Examples:

¹⁷ RCW background information: <http://lawfilesexternal.wa.gov/biennium/2015-16/Pdf/Bills/Session%20Laws/Senate/5923.SL.pdf> and <https://apps.leg.wa.gov/RCW/default.aspx?cite=82.02.050>.

The following cities Kirkland and Tacoma have enacted permitting efficiencies. The Cities of Auburn and Lake Stevens are exploring concurrent review of preliminary plat and civil plans.

Evaluation:

- **Income Levels Served:** All
- **Geographic Scale:** Citywide
- **Regulatory:** No
- **Funding Implications:** \$-\$\$
- **Housing Production:** 🏠



Action 2.3. Consider updating design standards to provide clarity and flexibility to streamline development review and achieve superior design.

Background:

Land development regulations and design standards are one of the important tools used to carry out the community vision articulated in the Comprehensive Plan. In its broadest sense, development regulations refer to anything governing, or regulating, how land is used. Land development regulations are mostly focused on (but not limited to) zoning. The Redmond Zoning Code also provides detailed design standards in Article III of the Redmond Zoning Code. These standards address city wide design standards in addition to neighborhood specific design regulations for Overlake Village, Downtown and for residential development. Design standards provide the details of how development should occur to maintain community character, and sense of place and address site design, circulation, building design, and landscape design. Examples include the distance a building is setback from a street, space between adjacent structures, building height, signage, the amount of required parking, desired landscaping, access for pedestrians and bicycles, and how natural resources will be managed and protected.

Changes to Consider:

Design standards are sometimes prescriptive and complicated in an effort to ensure that the specific outcomes, desired by the community, are achieved. Often, and in the case for Redmond, there is an effort to make design standards flexible and responsive. However, implementation problems, code ambiguities, and code conflicts cannot fully be identified and understood until full implementation is underway. Redmond needs to take lessons learned through implementation, and feedback from builders and developers, and use that information to continuously review and improve design standards to ensure that optimal outcomes and superior design is begin achieved. There should be a review on all new design standards within three years of implementation to identify needed revisions. Similarly, existing design standards should be reviewed and improved to eliminate hard to understand (and implement) components, and obstacles to design flexibility. Striking a balance between flexibility and predictability is difficult and is a necessary ongoing process.

Evaluation:

- **Income Levels Served:** Low, Moderate, Middle
- **Geographic Scale:** Citywide
- **Regulatory:** No
- **Funding Implications:** \$
- **Housing Production:** 🏠

PUBLIC REVIEW DRAFT

Strategy 3. Diversify Housing Stock

Why is this important?

Housing needs are not one-size-fits-all and instead should be thought as a menu of different options with enough variety for different household incomes and sizes, life stages of people, and community location needs. The overall aim for this strategy is to encourage improved availability of diverse housing types, price points, location, sizes, and preferences.

A prudent step towards achieving Redmond's vision to gain a variety of housing choices for all income levels reflective of the community requires addressing the current scarcity of "missing middle housing" in Redmond. The housing market in Redmond primarily consists of multifamily (apartments and condos, 59%) and single-family detached units (36%). Redmond's current lack of housing diversity meeting different needs and continued underproduction of housing has a compounding impact, resulting in increasing pressure on lower-income rentals due to households renting down. Middle housing is estimated to serve over one-third of existing households in Redmond and demand is expected to escalate for this type of housing mostly due to aging baby boomers, young households forming (those 24-44 years are the most prevalent age group) and the growing workforce. This housing could provide seniors housing options that would allow for "downsizing" and lower-maintenance living and would serve moderate to middle-income households. Homeownership is preferred over renting but seems out-of-reach for many. Redmond needs to support increased production of low to middle-income housing to own and rent, as well as family-friendly housing.

A diversity of housing choices is necessary for meeting the unique needs of different populations. For example, a growing population of people experiencing intellectual and developmental disabilities (I/DD) want to live more independently. However, they are faced with navigating systems, funding streams, and limited housing options that were designed without them in mind. For most, without available and affordable choices that meet their needs and preferences, they live at home with family and caregivers. This perpetuates isolation, limits the dignity of choice, and faces inevitable crises as parents and caregivers age. Thirty years after the passage of the Americans with Disabilities Act (ADA), people who experience I/DD have limited housing options, face the highest

Missing Middle Housing

Single-family attached housing units with two or more units bridge a gap between single family and more intense multifamily housing. Examples: duplexes, triplexes, quad homes, multiplexes, accessory dwelling units, town homes, backyard homes, and row homes. In theory, these space efficient housing units can be more affordable than other units because they are smaller and more energy efficient and they use less land resources. Generally, this type of housing can be built at a lower cost per unit than single-family detached housing. However, their affordability is not guaranteed. Providing middle housing expands opportunities for unregulated housing types that may be lower cost than single family detached housing and these units can be well-integrated into existing neighborhoods.



rates of housing discrimination and are often excluded from plans to generate more affordable housing¹⁸.

The actions for this strategy are intended to encourage greater construction of middle housing (Action 3.1), ADUs (Action 3.2), backyard homes (Action 3.3), and a wider range of housing types (Action 3.4). The last action (3.5), focuses on state law advocacy and regulatory improvements needed to increase home ownership opportunities. Ultimately, this strategy will help broaden the housing choices for income levels in terms of housing types, size, and diversity and where possible, will help increase opportunities for homeownership. This strategy promotes [King County Regional Affordable Housing Task Force Report](#) Goal 6 which supports greater housing growth and diversity to achieve a variety of housing types at a range of affordability and to improve the jobs/housing connections throughout the county.



Action 3.1. Amend regulations to broaden housing options by promoting middle housing development.

Background:

This action focuses on exploring different scenarios for amending single-dwelling residential zone regulations to allow for broader missing middle housing options in suitable areas. As it promotes mixed-income residential development with diverse housing types at different price points, this action diminishes the dominance of single-family, low-density zoning that restricts housing to only single-family detached housing, primarily serving homeowners and higher-income residents. Another part of this action is to identify needed code amendments to promote middle housing development, focusing on addressing unnecessarily restrictive design regulations, inconsistent procedures, and areas in need of clarity improvements.

LU-36 Amendment:

Review and amend Redmond Comprehensive Plan LU-36 to create more opportunities for higher density development in areas outside urban centers served by frequent transit or where frequent transit is planned and where public infrastructure can support more urban development.

Zoning Code Revisions:

Evaluate options for amending zoning regulations incrementally to allow for a broader range of housing options including single-family attached housing (such as, triplexes, quad homes) in more single-dwelling zones. Also review code to identify barriers preventing the development of multiplex housing. This is critical since the combination of development regulations and design standards including parking space requirements, site coverage limitations, etc. can inadvertently prevent middle housing construction and can drive up costs. Code amendments should be identified to standardize regulations across neighborhoods and loosen up restrictions such as separation requirements and conflicting underlying density requirements. As a part of this, the City should evaluate site plan entitlement process improvements to segregate lots to facilitate more housing ownership opportunities.

Density Code Revisions:

Evaluate allowed density in the Zoning Code to ensure that single-family residential zones allow for context sensitive multiplex housing. Assess scenarios and their effects from amending R-4, R-5, and R-6 Single Family Urban Residential zones to allow “attached dwelling, 3-4 units” and 2 ADUs since current densities are too limited.

Regulatory Best Practices:

The following considerations are based on feasibility analysis findings relevant to townhouse development. For minimum feasibility consider the following guidelines:

¹⁸ Kuni Foundation, “From Invisibility to Inclusion: Increasing Housing Options for People Experiencing Intellectual and Developmental Disabilities”, 2020.

- **Parking:** As an example of greater flexibility, allow parking within the front setback (in a driveway) and within the on-street parking abutting the development.
- **Lot size and density:** Development standards layered together need to leave room for a reasonable size to make development feasible. Review lot size and density requirements to promote townhouse development feasibility.
- **Height:** At a minimum, allow at least two and a half stories in all zones and if greater flexibility is desired, allow three full stories or more if allowed for single-family homes.
- **Entryway requirements** can limit options for duplexes, triplexes, and fourplexes. Review entryway requirements to allow for greater flexibility and more options.

Examples:

- **Kirkland:** Recently passed a missing middle housing reform which removed regulations such as minimum lot sizes, proximity limitations, and floor area ratios.
- **Portland Residential Infill Project** - The changes proposed by this project would allow more housing options in Portland's neighborhoods, including duplexes, triplexes and fourplexes, but only if they follow new limits on size and scale.
- **Seattle Neighborhoods for All:** The City of Seattle now allows two primary homes on a typical lot (i.e., duplexes) in urban villages rather than one, through Seattle's Residential Small Lot zoning. This policy allows for smaller affordable housing development to be in an amenity-rich area close to transit.
- **Tacoma:** Duplexes and triplexes allowed in some residential zones by right.
- **City of Lake Stevens Infill and Redevelopment Code**

Evaluation:

- **Income Levels Served:** Moderate, Middle
- **Geographic Scale:** Citywide
- **Regulatory:** Yes
- **Funding Implications:** \$ (Staff Resources)
- **Housing Production:** 🏠🏠🏠



Action 3.2. Promote Accessory Dwelling Unit (ADU) development by developing pre-approved ADU plans and a new ADU development guidebook.

Background:

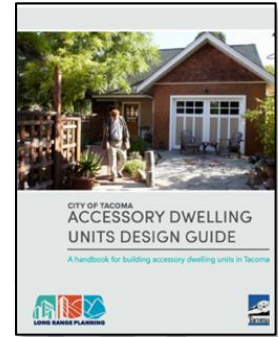
This action focuses on developing pre-approved ADU plans and a new ADU guidebook. An ADU guidebook with ADU plans would help take some of the uncertainty out of the process for people who may not have experience with the design and construction of ADUs. ADUs can help fill this gap by serving households earning between 50 and 120% AMI, seniors, younger populations, and single person households. Development of ADUs can serve as a way to modestly increase housing density in a low-profile way that does not change the look and feel of existing neighborhoods.¹⁹ Pre-approved ADU plans provide a plan designed by an architect or designer that has some level of approval by the Planning and Community Development department for ADU construction. For a \$250,000 project, the use of pre-approved plans alone can eliminate the cost of design (by an estimated \$20,000+) and select plan check review fees. The pre-approved ADU plans would require the use of a certified contractor in the permitting process and would allow for ADU plans to be approved within a couple of weeks. The City should submit a Request for Proposals to gather designers capable of articulating ADU design plans. An ADU assistance program could include informational materials, advisory meetings, workshops, and connections with lenders. The City could

¹⁹ A survey of persons over 50 found that respondents would consider creating an ADU to provide a home for a loved one in need of care (84%), provide housing for relatives or friends (83%), feel safer by having someone living nearby (64%), have a space for guests (69%), increase the value of their home (67%), create a place for a caregiver to stay (60%), and earn extra income from renting to a tenant (53%) (source: AARP Home and Community Preferences Survey, 2018).

consider partnering with other jurisdictions that have established, streamlined ADU programs (e.g., Kirkland's partnership with Seattle).

Examples:

- Pre-approved ADU plans: [Clovis, California](#) and [San Diego County, California](#). [Seattle](#) offers instructions to homeowners to help them determine property suitability and they include seven pre-permitted cottages ready for construction for \$1,000 or less. Cottage designs have been reviewed against codes for the structure and its energy use; however, homeowners are still responsible for permits and inspections related to zoning, site preparation, utility connections and other site-specific requirements.
- ADU guidebook: [Tacoma](#)



Evaluation:

- **Income Levels Served:** Moderate, Middle
- **Geographic Scale:** In eligible neighborhoods
- **Regulatory:** Yes
- **Funding Implications:** \$-\$\$ (Staff Resources)
- **Housing Production:** 🏠



Action 3.3. Review and amend backyard home development code to identify and eliminate barriers. Explore ways to expand this program across neighborhoods.

Background:

This action focuses on promoting backyard home development in more areas of Redmond. A backyard home is a single-family detached unit that does not exceed 1,500 square feet located on a small lot short plat. The home is affordable to an individual or family earning less than 120% AMI. Backyard homes are currently only allowed in the Education Hill neighborhood on single-family lots that are at least 200% of the minimum average lot size or about 15% less than would otherwise be required to subdivide a lot. For this action, the City will examine regulatory amendments that would expand backyard home development since they could house seniors, younger populations, and single person households. Backyard homes can serve as a form of housing for seniors to age in place and can expand options for multigenerational living.

Aging-in-place housing considerations have become even more important as Redmond continues to age. The US Centers for Disease Control and Prevention defines aging in place as "the ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level." Backyard homes can be one way to allow individuals to stay in their homes for extra rental income, caregivers, etc.

Changes to Consider

The City should explore the trade-offs associated with the removal of the affordability requirement and minimum average lot size requirement. As a first step, the City should evaluate parcels and development patterns in the City using GIS tools to see where there is potential to add backyard homes in areas where they are not currently allowed.

Evaluation:

- **Income Levels Served:** Low, Moderate, Middle
- **Geographic Scale:** Eligible neighborhoods
- **Regulatory:** Yes
- **Funding Implications:** \$ (Staff Resources)
- **Housing Production:** 🏠



Action 3.4. Remove code barriers to developing a wide range of housing types (e.g., residential suites, single room occupancies, etc.). The regulations should address duration of stay, housing affordability, impact and connection fees, parking, open space and other development standards to ensure equitable outcomes.

Background:

This action addresses regulatory barriers that may inhibit the development of a wider range of housing types. As a part of this action, regulations for dormitory-style residential suites (a.k.a., “apodments” or “mini-suites”) will be updated. Residential suites typically are very small dwelling units in multi-family buildings in which all living space other than a bathroom is contained in a single room (usually under 300 square feet). Generally, the units share common kitchen, laundry, and gathering spaces. Micro-housing in theory could be less expensive than a standard 1-bedroom apartment but this is not always the case. This type of housing usually is targeted to a very specific population—single-person households typically in their 20s and 30s either in college or working. Single Room Occupancies (SRO) are single-room dwellings, very similar to microunits, with a shared kitchen or bathroom facility. SROs are appropriate for individuals experiencing homelessness, college students, younger workers, and older adults.²⁰

Changes to Consider:

In removing barriers, consideration should also be given to the impacts and needs associated with these uses. The regulations should address duration of stay, housing affordability, impact and connection fees, parking, open space and other development standards to ensure equitable outcomes for residents. The impacts associated with these uses should be understood, as should the needs of the residents, to ensure that open space, parking, and similar amenities, provided to multi-family residents, are also addressed and provided for. Housing affordability incentives should be reviewed to ensure that density bonuses and tax credits prioritize affordability at the lowest levels.

Examples:

MRSC reports that the City of Seattle tried to establish a micro-housing program, but they replaced this strategy by promoting larger, small-efficiency housing units. They also note that Everett permitted micro-housing through a pilot on a specific property (ordinance No. 3410-14). ([MRSC, 2020](#)).

Evaluation:

- **Income Levels Served:** Low, Moderate
- **Geographic Scale:** Eligible Zones
- **Regulatory:** Yes
- **Funding Implications:** \$ (Staff Resources)
- **Housing Production:** 🏠🏠



Action 3.5. Advocate for revisions to state law that facilitate and support tools for advancing more home-ownership opportunities. Similarly, revise Redmond regulations to provide regulatory tools that create new opportunities for homeownership.

Background:

²⁰ [Source](#)

City staff will advocate for state laws that would support more homeownership opportunities. As a part of this, staff should monitor the repercussions from recently passed reforms to the state's condominium liability law to identify whether additional changes should be advocated.²¹

Evaluation:

- **Income Levels Served:** Moderate, Middle
- **Geographic Scale:** Citywide
- **Regulatory:** Yes
- **Funding Implications:** \$ (Staff Resources)
- **Housing Production:** 🏠🏠

²¹ The state recently passed (2019) a bill (SB5334) to reform the [condo liability law](#). The condo defect liability law has halted substantial condominium construction due to the high risk of lawsuits which could be frivolous. This new reform proposes subtle amendments to tighten what qualifies as a warrantable defect and protects condo association board members from personal liability lawsuits. The implications of this new law should be monitored to see if it truly encourages more condo construction and associated homeownership.

Strategy 4. Ensure equitable access to find, maintain, and stay in your home.

Why is this important?

This strategy emphasizes the need to increase equitable housing development opportunities and equitable housing access for underserved communities. A key issue pointed out from community involvement is people facing stigmas about their housing that are real, pervasive, and dehumanizing. Many of these actions will address distributional equity and process equity by tracking compliance with fair housing laws, providing education and technical assistance, and advocating for laws that strengthen tenant protections.²² The actions will help improve community diversity, mixed-income housing availability, and protect against displacement. This strategy includes recommendations to ensure equitable housing access for all residents, including racial and ethnic minority populations, people with disabilities, and other classes of people protected under the federal Fair Housing laws.²³



Ramp modification through King County Home Repair Program

This strategy also includes actions intended to promote housing stability and improved community quality of life and wellbeing particularly for those vulnerable to losing their housing such as through promoting “just cause” eviction policies and preventing non-compliant or “no-fault” rental evictions (Actions 4.1, 4.2, and 4.3).²⁴ Community education and coordinated partnerships support housing stability for less advantaged households (Actions 4.1 to 4.5). The proposal for a Redmond-specific weatherization and rehabilitation grant program (Action 4.1) improves livability and helps make homes become more energy-efficient which can reduce the costs of utilities and promote sustainable development.

²² Washington state has several fair housing laws to prevent discrimination. The Fair Housing Center of Washington provides education on renters’ rights and Washington State Human Rights Commission enforces the law against discrimination ([Tenants Union of Washington State](#)).

²³ The Civil Rights Act (1964) and the Federal Fair Housing Act (1968) and subsequent statutes, rules, and case law include various protected classes including but not limited to: race, color, national origin, religion, gender identity, sexual orientation, familial status (children under 18), disability, creed, veteran/military status, age, section 8 recipient, ancestry, and political ideology. (Fair Housing Equity Assessment, Central Puget Sound Region, 2014).

²⁴ A “no-fault” eviction is an attempt by landlords to evict renter’s despite on-time payment of rent and adherence to the rules.



Action 4.1. Invest in key programs, services, and regulations that support of equitable access and home preservation.

Background:

This action focuses on program development including piloting an energy-efficient home improvement grant program, rental assistance support, exploring resources for housing navigator services, supporting legal services to support tenants facing evictions (such as a dispute resolution program), and other creative models that help people find and retain their housing. Several of these programs could be pursued locally or regionally, possibly through ARCH, if other members also support them. ARCH prefers to partner with another agency to help implement the program.

Changes to Consider:

- Create a Redmond-specific energy-efficient, weatherization and rehabilitation grant program to improve the livability and energy efficiency of existing owner-occupied homes. This program should complement the existing King County Housing Repair program. This program can help improve the livability of existing owner-occupied homes. While it would help homes become more energy-efficient, it can also reduce the costs of utilities and promote sustainable development.
- Establish a housing navigator “office” with legal assistance/fair housing information. Housing navigators coordinate with shelters, homeless outreach staff, and other non-profits to find affordable housing options.
- Consider a Dispute Resolution Program and/or other free legal assistance programs to support and mitigate tenuous tenant/landlord relationships.
- Consider piloting a Home Share Program which matches “home-seekers” with homeowners who could benefit from rental income, help around the house, and companionship.
- Explore codifying Universal Design Standards. Universal design standards are features in a home that encourages equitable use and accessibility for individuals, particularly people with disabilities and older adults. Examples of universal design in housing include wide doorways, step-less entrances, one-story living, extra floor space, adequate maneuvering space in kitchens and bathrooms, switches and handles that are easy to reach and operate, slide-out shelves, and more. These and other relatively unassuming features allow people to remain in their homes even as their needs change over time.

Examples:

- **The Bellevue Home Repair loan programs and Emergency and Weatherization grant program** provides single family homeowners with zero-interest loans and grants for health- and safety-related repairs. About 30 households (earning very low to moderate household incomes) are served per year.
- **The King County Housing Repair Program** offers eligible low-income homeowners a deferred loan or matching funds loan (up to \$25,000) to cover housing repairs addressing health and safety concerns; and emergency grants covering life-threatening repairs (up to \$6,000). For renters with a disability, they also provide free financial assistance to make housing more accessible. Between 2018 and the second quarter of 2020, 11 applicants totaling \$91,312 from the City of Redmond participated in this program.
- **The Washington State Department of Commerce** administers a Weatherization Program to help increase home energy efficiency for low-income families. This program is funding by the U.S. Department of Energy’s Weatherization Program among other sources.
- **The Dispute Resolution Center of Kitsap County** provides mediation and education (training) to help families and organizations resolve conflict.
- **Home Share Program Kingston** is an innovative way to provide for shared living arrangements.

Evaluation:

- **Income Levels Served:** Low, Moderate
- **Geographic Scale:** Citywide
- **Regulatory:** Yes
- **Funding Implications:** \$\$

- **Housing Production:** N/A



Action 4.2. Implement a tool to track compliance with fair housing laws and provide technical assistance and education to local landlords and property managers. Develop landlord and tenant education materials, outlining their respective rights and responsibilities and providing online resources.

Action 4.3. Provide community education in multiple languages to make education more accessible to non-English speakers. The educational opportunities proposed for this action may include tenant rights, fair housing laws, and King County Home Repair program.

Background:

While these actions do not increase housing supply or the number of new affordable units, this strategy reduces potential displacement of tenants at risk of losing their housing. This strategy is focused on investing in programs that promote housing stability by helping residents know their rights and responsibilities as a tenant and property owner. People of color are more likely to experience discrimination in accessing housing.

Affordability was the top-cited barrier to buying and renting among all respondents.

Respondents of color were more likely to say they encountered barriers to renting or buying in Redmond: more than half said they couldn't find a place they could afford, nearly one-third said they had trouble with down payments/financing, 16% cited discrimination, and 8% couldn't find a place that fit their needs.

HAP Public Involvement Report, Questionnaire Results

Changes to consider:

- Hosting landlord/tenant workshops, which would include rights and responsibilities and an online tool linking participants to available resources.
- Work with community partners to promote resources and information in multiple languages. Other educational may include tenant rights, fair housing laws, and King County Home Repair program. Lastly, a homebuyer's class/credit counseling training should be considered as a part of this action.

Example:

- [City of Tacoma Landlord Tenant Program](#)

Evaluation:

- **Income Levels Served:** All
- **Geographic Scale:** Citywide
- **Regulatory:** N/A
- **Funding Implications:** \$\$
- **Housing Production:** N/A



Action 4.4. Streamline processes for people applying for rental assistance to ensure equitable access. Explore innovative technology solutions to create efficiencies.

Background:

Explore models that centralize access to local rental assistance resources here in East King County. This could include innovative technology solutions to develop a centralized online platform providing access to all the rental assistance programs in one easy-to-access place. This could also include partnerships with faith-based organizations who provide similar support.

Example:

King County Housing Stability Program

Evaluation:

- **Income Levels Served:** Low, Moderate
- **Geographic Scale:** East King County
- **Regulatory:** N/A
- **Funding Implications:** \$
- **Housing Production:** N/A



Action 4.5. Advocate at state-level for eviction reforms.

Background:

Continue to advocate for additional state resources for statewide eviction mediation and legal aid services.

Evaluation:

- **Income Levels Served:** All
- **Geographic Scale:** East King County
- **Regulatory:** N/A
- **Funding Implications:** \$
- **Housing Production:** N/A

Strategy 5. Preserve affordable homes.

Why is this important?

People can lose homes due to rents increasing above their ability to pay or due to a combination of increased costs associated with other living expenses or loss of income. They can become displaced and be unable to find an affordable alternative that allows them to stay in their communities – which could be a neighborhood they have lived in for many years. Although some homeowners may choose to sell their home for a profit, others may leave involuntarily and be unable to return if no other affordable housing options are available.

Actions that preserve existing affordable housing and help those who want to stay in their homes are an important part of the City's affordable housing strategy. Like Strategy 4, Strategy 5 also focuses on promoting housing stability and equitable access to affordable housing. Two actions are included to help preserve existing affordable housing and minimize and mitigate displacement.

These actions will help improve community stability and preserve character and cultural heritage along with affordable housing. In addition, the actions support segregation of housing based on income level by promoting mixed-income community development.





Action 5.1. Increase investments to preserve affordable housing.

Action 5.2. Minimize and mitigate displacement of residents consistent with PSRC guidance.

Background:

The two actions for this strategy address ways to preserve existing affordable housing both naturally occurring in the private market and rent-restricted units that are subsidized by the City through ARCH. By partnering with non-profit organizations and the King County Housing Authority to proactively identify housing at risk and to fund rehabilitation and/or purchase of these properties helps prevent displacement of existing residents.

Action 5.1 addresses the need to increase investments for affordable housing preservation programs. Properties at risk of being redeveloped or where affordability restrictions are set to expire should be identified and the financial feasibility of preservation should be evaluated. The investments needed to purchase and preserve affordable properties at risk for displacement should be increased when feasible.

Action 5.2 focuses on anti-displacement measures. Displacement occurs when housing or neighborhood conditions force residents to move. This can include economic conditions such as rising housing costs or physical conditions such as when housing is taken off the market due to redevelopment. Based on the [Puget Sound Regional Council's displacement risk map](#), Redmond is considered moderate risk. Older buildings and homes are at risk of redevelopment and/or renovation which can potentially drive up rents. More details can be found in Appendix A.

Changes to consider:

- The City could add a new goal in the Redmond Comprehensive Plan to prevent, minimize, and mitigate displacement impacts. Safeguards could be added to the code and permitting process to pro-actively identify displacement instances and support mitigation. For example, if the MFTE program incentives are allowed for housing rehabilitation, current tenants should be offered rehabilitated housing or relocation opportunities in housing comparable to or with improved conditions. The City could also monitor at-risk conditions using available housing and demographic information and local knowledge. PSRC's Displacement Risk Tool offers some guidance on the variables that should be analyzed to determine displacement risk such as share of people of color, non-English speakers, educational attainment, renters, cost burden, and per capita income.
- The City should track inventories and monitor potential multi-family property sales to identify preservation opportunities.
- Comprehensive Plan Policy HO-50 calls for Redmond to participate in relocation assistance for low- and moderate-income households whose housing may be displaced by condemnation or City-initiated code enforcement. Building on this policy, the City could evaluate the inclusion of a "Right-to-Return Policy" that allows any resident physically displaced by redevelopment to have a first-right-of-refusal in the newly developed property (within a certain timeframe). Another consideration is a "Notice of Intent to Sell" policy which requires owners of multifamily building to provide official notification to tenants and local housing officials before a sale. This essentially gives housing officials the opportunity to plan for a purchase in the interest of preserving low- or moderate-income housing and helps mitigate the impact to residents by providing additional time for moves.

Other anti-displacement strategies proposed in the Redmond HAP include: Production of affordable units (strategies 1-3), preservation of affordable housing and home repair programs (strategies 4-5), local housing funds and IZ and MFTE policies (strategy 1), and homeownership support (strategies 1 and 4).

Example:

Friendly Village, a mobile home park for seniors, was preserved through support and funding from ARCH and King County Housing Authority.

Evaluation:

- **Income Levels Served:** Low, Moderate
- **Geographic Scale:** Citywide
- **Regulatory:** Yes
- **Funding Implications:** \$\$
- **Housing Production:** N/A

Strategy 6. Leverage and expand partnerships to further Redmond's housing goals.

Why is this important?

This strategy leverages key relevant aspects of the collective impact approach for addressing housing needs through existing and expanded partnerships. Cities often establish cooperative arrangements with other public agencies, mission-driven non-profit organizations and developers to amplify the availability of affordable housing.

Most affordable housing construction and the associated housing services across the U.S. are delivered by non-profit agencies and developers.²⁵ Non-profits are often tax-exempt and can provide a range of support from community financing to social services. For-profit developers have technical development and financing expertise immensely helpful for affordable housing development and they tend to develop low-income housing particularly when financial support is provided. Public partners (local, state, and federal jurisdictions) can provide assistance to non-profit and for-profit partners through funding, subsidies, tax breaks, incentives, and potential surplus land donations. Non-profits often need seed funding to begin the pre-development groundwork and funds to purchase land and for-profits often need help navigating code regulations and the permitting process. When non-profit, for-profit, and public entities join forces through partnerships, they can make more of a collective impact towards achieving common goals since they can share expertise and resources and fill in gaps where needed.

Actions 6.1 and 6.3 call for outreach and increased communication with existing or potential partners (such as faith-based organizations) that might be interested in providing affordable housing on underutilized properties. Increasing interagency and broad-based collaborations with other partners can help identify shared objectives and facilitate sharing of resources which amplifies the collective impact. Action 6.2 focuses on expanding the partnerships with transit agencies to more actively support the development of affordable housing and equitable transit-oriented development. Transit agencies might be involved with joint development arrangements whereby public land is sold or leased around stations that could be used to develop affordable housing to ensure equitable access to public transit as well as mitigating for displacement impacts. Strategy 6, the final strategy, includes three key actions.

Capella at Esterra Park

Esterra Park is a new transit-oriented development that includes a 2.7 acre public park, a hotel and conference center, office and retail space, and new multifamily homes steps from Microsoft and the future Overlake Village Light Rail Station. Capella at Esterra Park, will be a new pedestrian oriented community, with 261 eco-friendly affordable and workforce housing apartments and an onsite YMCA early childhood development center, developed in a unique collaboration between Imagine Housing, the YMCA, Inland Ground, The Washington State Housing Finance Commission, and ARCH. This project is scheduled to open in 2022.

²⁵ Source: PSRC, Non-profit Partnerships factsheet: <https://www.psrc.org/sites/default/files/hip-non-profit-partnerships.pdf>.



Action 6.1. Reach out to partners and provide help including support to increase the affordable housing development potential on suitable property owned by public agencies, faith-based, and non-profit housing organizations.

Action 6.2. Advance partnerships with transit agencies to promote affordable housing development.

Action 6.3. Partner with community-based organizations and individuals most impacted by housing affordability challenges to ensure affected parties have access to and are involved in meaningful public participation in updates to housing policies and regulations.

Background:

This strategy focuses on leveraging and expanding partnerships, some of which are already established, to accelerate affordable housing development.

Action 6.1:

Calls for outreach to and partnerships with non-profits, developers, and faith-based organizations that might be interested in providing affordable housing on underutilized properties. State law gives public agencies the ability to discount, transfer, lease, or gift land they own, referred to as surplus property (excess property no longer required by the agency) for the public benefit of providing or supporting the goals of affordable housing (up to 80% AMI, RCW 39.33.015). Partnerships could be strengthened by building knowledge on affordable housing through development training/education, and/or design or permitting support.

Another step of this action is to increase development potential by changing zoning on key suitable properties owned by public agencies, faith-based and non-profit housing entities for affordable housing. The focus of this action is to garner supportive partnerships to build new affordable housing on underutilized properties that are owned by public agencies or faith-based organizations (such as a large, underutilized parking lot). The goal is to identify surplus public property already under ownership that might be underutilized or ideally positioned for shared public and private uses that would be suitable for zoning amendments needed to increase the development potential. Where the location is suitable for affordable housing, this action would increase the zoning on properties already owned. By changing zoning designations to increase development potential, this action would provide the opportunity to build more affordable housing at a lower cost.²⁶

Action 6.2:

Addresses partnerships with transit agencies. Redmond should continue to partner with Sound Transit, King County Metro and other public agencies to maximize opportunities on public property and should continue participating in the East King County TOD partnership.

Action 6.3:

Calls for the City to partner with community-based organizations and individuals most impacted by housing affordability challenges to ensure affected parties have access to and are involved in meaningful public participation in planning updates to housing policies and regulations. This could involve convening community advisory groups, hosting community cafes, and other tools for engaging diverse communities.

²⁶ Local Housing Policy Solutions, use of publicly owned property for affordable housing: <https://www.localhousingsolutions.org/act/housing-policy-library/use-of-publicly-owned-property-for-affordable-housing-overview/use-of-publicly-owned-property-for-affordable-housing/>. As another part of this action, the City could consider adding a policy to have public agencies first make surplus land available to developers committed to creating affordable or mixed-income housing for a designated period of time (such as two to three months) before opening it up to a broader range of developers.

Evaluation:

- **Income Levels Served:** Low, Moderate
- **Geographic Scale:** Citywide
- **Regulatory:** N/A
- **Funding Implications:** \$\$
- **Housing Production:** 🏠🏠🏠

Redmond Examples:

- The City of Redmond partnered with King County to build the Downtown Redmond TOD which provides 20% of the housing units affordable at 80% AMI. This development is pictured on the right (image source: City of Redmond).
- Redmond partnered with a developer, ARCH and other public and private funders to support the creation of Capella at Esterra Park which is now under construction. This project will include 261 eco-friendly affordable apartments and a new YMCA early childhood development center. A partnership between Imagine Housing, the YMCA, Inland Ground, ARCH, and the Washington State Housing Finance Commission was needed to develop this project. This new multifamily development is located in Esterra Park, a new TOD including a public park, hotel, conference center, and office and retail space within walking distance of Microsoft and the future Overlake Village Light Rail Station. The Imagine Housing Capella Project had an average cost of \$379 K per unit.



Section 4.2 Implementation Plan

Redmond's Housing Action Plan is a comprehensive approach for how to address housing needs and align these efforts across the City and with key partners. This section will provide an implementation blueprint showing the timing of actions, prioritization, who will implement, and potential monitoring and performance measurements. This section will also provide a set of options for measuring the performance of different strategies such as developing a dashboard which monitors Redmond's housing target and action plan progress.

The City should consider preparing an annual or bi-annual report (such as a scorecard) to evaluate HAP progress towards meeting the performance objectives (strategies) and plan goals (such as the guiding principles). This report could describe prioritized areas of focus and a proposed work plan for the next several years. The action priorities could be discussed with partners and shared as a part of community outreach/involvement to ensure alignment with the plan of action.

The following section outlines the approach to achieve effective implementation. This section includes:

- A timeline for implementing various actions as part of the six strategies.
- A list of departments and partners responsible for implementing different actions.
- A list of key next steps and a description of potential resource needs and opportunities.

The proposed planning horizon for the plan is five years commencing from 2021 (after approved) and completed by 2026. Ongoing activities would occur during the entire planning horizon.

- Short-term: 1 year (2021 to 2022)
- Medium-term: 2-3 years (completed by 2024)
- Long-term: 4-5 years (completed by 2026)

Since Redmond is in the process of updating its Comprehensive Plan (*Vision 2050*) by June 2024, actions involving amendments to the Comprehensive Plan should be included as a part of this update process to be as efficient as possible, and these actions would fit in the medium-term timeframe.²⁷ In general, actions should be sequenced with other actions, plan updates, and work priorities to support feasibility. Additional implementation detail will be provided regarding the responsible parties, method of accomplishing the action, the required resources, and performance metrics and targets, as applicable for this HAP.

[To be Included in Next Draft: Implementation and monitoring plan.]

Monitor Implementation Progress

The City should track its progress towards achieving its housing goals by developing a set of

²⁷ As mandated by the Growth Management Act, the Redmond Comprehensive Plan should be updated by 2024. King County jurisdictions must complete a review and evaluation of their "Buildable Lands Program" at least one year before the comprehensive plan update to provide data that will be used for the comprehensive plan update, per RCW 36.70A.215(2)(b). In addition to these periodic updates, cities can also carry out optional Comprehensive Plan amendments once per year. The 2024 update will plan for the next 20 years of population and employment growth through 2044.

indicators to track on a regular basis. Determining the exact indicators and monitoring frequency will require additional research on availability of data, availability of staff time and tracking systems, as well as discussions with City leaders and the community to ensure that the chosen indicators adequately gauge equitable housing progress. The Exhibit below provides examples of potential indicators that the City could track.

Exhibit 7. Potential Indicators to Consider for Monitoring Action Plan Progress

| General Plan Performance Metrics | Potential Indicators |
|--|---|
| A. Increase affordable housing units | Number of properties or units acquired/preserved by City, King County, ARCH or other organizations (report by AMI). Potential Data Sources: Assessor's data, ARCH, City of Redmond Data. |
| | Share of rent-burdened residents. Potential Data Sources: Census Data. |
| | Number of requests ARCH and King County receives for tenant assistance from Redmond (waiting list information). Potential Data Sources: King County, ARCH Data. |
| | Share of racial and ethnic diversity as compared to King County and region. Potential Data Sources: Census Data. |
| | Number of new affordable housing units built via MFTE and through the Inclusionary Housing/Zoning policy (report by AMI). Potential Data Sources: ARCH, City of Redmond Data. |
| | Number and description of affordable housing projects and partnership driven projects (describe partners and contributions). Potential Data Sources: King County, ARCH, Community Partners, City of Redmond, Assessor's Data. |
| B. Increase both market-rate and affordable housing production | Number of new market-rate and affordable homes in Redmond. Potential Data Sources: Assessor's Data, Agency Partners, Census Data. |
| C. Support TOD and investments in transit corridors | Number of new market-rate and affordable homes within ½ mile proximity/10- to 15-minute walk to transit stations. Potential Data Sources: Assessor's Data, Agency Partners, Census Data. |
| | Amount of funds invested in transit projects with a housing component. Potential Data Sources: Agency Partners, City of Redmond. |
| D. Increase housing options and choices | Number and type of new homes produced and total within the City over time - location, tenure, size, sale price/asking rent, and unit type (ADUs, backyard homes, condos, duplex, triplex, quadplex, townhome, etc.). Potential Data Sources: Assessor's Data, City of Redmond Data, CoStar, Census Data, or the State of Office of Financial Management Data. |
| | Share of homebuyers receiving assistance (e.g., down payment assistance). Potential Data Sources: ARCH, King County, Community Partners. |
| E. Increase in home-ownership support (targeting | Amount of funding and number of households supported by home-ownership programs. Potential Data Sources: ARCH, King County, Community Partners. |

| | |
|--|--|
| households not considered high-income) | |
| F. Increase in education and awareness on housing topics | Number of factsheets and educational materials released (including languages). Potential Data Sources: City of Redmond, ARCH. |
| | Number of meetings, training/educational workshops, events. Potential Data Sources: City of Redmond, ARCH, Community Partners. |
| | Number of participants, views to city website, requests for information. Potential Data Sources: City of Redmond. |

Exhibit 8. Comprehensive Comparison of Proposed Actions

| Description | Guiding Principles | | | | Housing | | Scale |
|--|--------------------|--------|--------------|----------|----------------------------|----------------------------|--|
| Actions | Housing Choice | Equity | Partnerships | Advocacy | Market- Rate | Supported | East King County, Citywide, Eligible Neighborhoods |
| Action 1.1. Identify and evaluate new revenue stream options available to support affordable housing production, focusing on low-income households. | ✓ | ✓ | | ✓ | | ✓ Low | Citywide |
| Action 1.2. Add criteria to the Code to allow for the consistent and predictable implementation of affordable housing impact fee waivers. | ✓ | ✓ | | | | ✓ Low, Moderate | Citywide |
| Action 1.3. Review the IZ and MFTE Programs and identify amendments that allow deeper affordability or a greater number of affordable units. | ✓ | ✓ | | | | ✓ Moderate | Citywide |
| Action 1.4. Promote TOD and infill development integrating affordable housing development. | ✓ | ✓ | | | ✓ Middle | ✓ Low, Moderate | Eligible neighborhoods |
| Action 1.5. Consider ways to incentivize deeper/ increased affordable housing development. | ✓ | ✓ | | | ✓ Low | ✓ Low | Eligible neighborhoods |
| Action 1.6. Review and identify changes to parking regulations around light rail stations and areas of high frequency transit to maximize desired uses like housing at differing affordability levels. | ✓ | ✓ | | | ✓ All | ✓ All | Eligible neighborhoods |
| Action 1.7. Explore programs that promote homeownership opportunities, such as a Down Payment Assistance Program. | ✓ | ✓ | | | ✓ Moderate, Middle | | Citywide |
| Action 2.1. Evaluate payment deferral options for development fees for deeply affordable housing and ADUs. | ✓ | ✓ | | | ✓ Low, Moderate, Middle | ✓ Low, Moderate | Citywide |
| Action 2.2. Regularly assess development review processes to identify opportunities for increased efficiencies. | ✓ | | | | ✓ All | ✓ All | Citywide |
| Action 2.3. Consider updating design standards to provide clarity and flexibility to streamline development review and achieve superior design. | ✓ | | | | ✓ Low, Moderate, Middle | ✓ Low, Moderate, Middle | Citywide |
| Actions 3.1. Amend regulations to broaden housing options by promoting middle housing development. | ✓ | ✓ | | | ✓ Moderate, Middle | | Citywide |

| Description | Guiding Principles | | | | Housing | | Scale |
|---|--------------------|--------|--------------|----------|----------------------------|----------------------------|--|
| | Housing Choice | Equity | Partnerships | Advocacy | Market- Rate | Supported | |
| Actions | | | | | | | East King County, Citywide, Eligible Neighborhoods |
| Action 3.2. Promote ADU development by developing pre-approved ADU plans and a new ADU development guidebook. | ✓ | | | | ✓ Moderate, Middle | | Eligible Neighborhoods |
| Action 3.3. Review and amend backyard home development code to identify and eliminate barriers. Explore ways to expand this program across neighborhoods. | ✓ | ✓ | | | ✓ Low, Moderate, Middle | ✓ Low, Moderate, Middle | Eligible Neighborhoods |
| Action 3.4. Remove code barriers to developing a wide range of housing. The regulation should address duration of stay, housing affordability, impact and connection fees, parking, open space and other development standards to ensure equitable outcomes. | ✓ | | | | ✓ Low, Moderate | | Eligible Zones |
| Action 3.5 Advocate for revisions to state law that facilitate and support tools for advancing more home-ownership opportunities. Similarly, revise Redmond regulations to provide regulatory tools that create new opportunities for homeownership. | ✓ | ✓ | | ✓ | ✓ Moderate, Middle | | Citywide |
| Actions 4.1. Invest in key programs and services in support of equitable access and home preservation. | | ✓ | | ✓ | ✓ Low, Moderate | ✓ Low, Moderate | Citywide |
| Actions 4.2. Implement a tool to track compliance with fair housing laws and provide technical assistance and education to local landlords and property managers. Develop landlord and tenant education materials, outlining their respective rights and responsibilities and providing online resources. | | ✓ | ✓ | | ✓ All | ✓ All | Citywide |
| Action 4.3. Provide community education in multiple languages to make education more accessible to non-English speakers. The educational opportunities proposed for this action may include tenant rights, fair housing laws, and King County Home Repair program. | | ✓ | ✓ | | ✓ All | ✓ All | Citywide |
| Action 4.4. Streamline processes for people applying for rental assistance to ensure equitable access. Explore innovative technology solutions to create efficiencies. | | ✓ | | | ✓ Low, Moderate | ✓ Low, Moderate | East King County |

| Description | Guiding Principles | | | | Housing | | Scale |
|--|--------------------|--------|--------------|----------|--------------------|--------------------|--|
| | Housing Choice | Equity | Partnerships | Advocacy | Market- Rate | Supported | |
| Actions | | | | | | | East King County, Citywide, Eligible Neighborhoods |
| Action 4.5. Advocate at state-level for eviction reforms. | | ✓ | | ✓ | ✓ All | ✓ All | East King County |
| Action 5.1. Increase investments to preserve affordable housing. | ✓ | ✓ | | | | ✓ Low, Moderate | Citywide |
| Action 5.2. Minimize and mitigate displacement of residents consistent with PSRC guidance. | ✓ | ✓ | | | ✓ Low, Moderate | ✓ Low, Moderate | Citywide |
| Action 6.1. Reach out to partners and provide help including support to increase the affordable housing development potential on suitable property owned by public agencies, faith-based, and non-profit organizations. | ✓ | ✓ | ✓ | ✓ | ✓ Low, Moderate | ✓ Low, Moderate | Citywide |
| Action 6.2. Advance partnerships with transit agencies to promote affordable housing development. | ✓ | ✓ | ✓ | ✓ | ✓ Low, Moderate | ✓ Low, Moderate | Citywide |
| Action 6.3. Partner with community-based organizations and individuals most impacted by housing affordability challenges to ensure affected parties have access to and are involved in meaningful public participation in updates to housing policies and regulations. | ✓ | ✓ | ✓ | ✓ | ✓ Low, Moderate | ✓ Low, Moderate | Citywide |

SECTION 5 APPENDICES

Appendix A: Glossary of Terms and Examples

Accessory Dwelling Units (ADUs): are also referred to as mother-in-law apartments, granny flat, or second units. An ADU is a self-contained residential unit that is an accessory use to a single-family home. An ADU is located on the parcel with the primary single-family home and is smaller in scale. An ADU contains all the basic facilities needed for living independent from the primary residence such as a kitchen and bathroom. An ADU can be configured in different ways such as being attached to a single-family home, above a garage, or detached from the primary residence.



A Regional Coalition for Housing (ARCH): is a partnership of the County and East King County Cities who have joined to assist with preserving and increasing the supply of housing for low- and moderate-income households in the region. ARCH assists member governments in developing housing policies, strategies, programs, and development regulations; coordinates the cities' financial support to groups creating affordable housing for low- and moderate-income households; and assists people looking for affordable rental and ownership housing. ARCH's member governments have supported a wide range of housing created and operated by local organizations and private developers that serve individuals, families, seniors, the homeless, and persons with special needs. ARCH has been an asset to the City of Redmond communities and in increasing the supply of needed affordable housing. The Redmond HAP was developed in partnership with ARCH and includes strategies which build off the work and programs already established. ARCH strives to create a minimum of 100 low-income affordable housing units in East King County on an annual basis. Since 1993, the ARCH Housing Trust Fund has funded over 3,250 units of East King County housing for families, seniors, and persons with special needs. ARCH also helps facilitate the use of surplus land for affordable housing. The Redmond HAP was developed in partnership with ARCH and includes strategies which build off the work and programs already established.

Displacement

Displacement or gentrification has been generally defined as “a process of neighborhood change that includes economic change in a historically disinvested neighborhood by means of real estate investment and new higher-income residents moving in, as well as demographic change, not only in terms of income level, but also in terms of changes in the education level or racial make-up of residents.” These shifts can be seen by people as positive, while others experience the downside.

- **Economic or indirect displacement** can occur if new (re)development in an area rents or sells at higher price points that encourages owners of existing units to increase rents, and these increases exceed what existing tenants can afford. The effects of (re)development renting at market rates may spill over to lower-cost rental units, causing rents to rise and potentially displacing existing residents. However, if supply is tight and high demand puts upward pressure on rents, market changes could lead to displacement without any new development occurring in an area. Economic displacement can occur due to high demand and low supply of new housing, with or without (re)development occurring. Economic insecurity and displacement are very important for existing communities but is difficult to measure quantitatively. Low-income households are at high risk of economic displacement as they have fewer choices about where they can afford to live.
- **Physical or direct displacement:** When evaluating when, where, and what type of project to build or rehabilitate, developers consider many factors, including market rents, construction costs, local amenities, and transit access. In some cases, public programs could encourage displacement by incenting a developer to rehabilitate or replace older, less expensive (unregulated affordable) housing with newer, higher-priced units. This could lead to the direct displacement of existing residents, who may not be able to afford the higher rents in the new development. Physical displacement occurs with

the redevelopment of a specific parcel. This only occurs when new development is feasible and can be measured quantitatively. In theory, any type of household could be at risk of physical displacement due to a new development demolishing their current housing. But, low-income households, households of color, immigrant households, and other marginalized populations are at higher risk of physical displacement. Also, areas with high rates of renting and the presence of naturally occurring affordable homes can be more susceptible to displacement. Wealthy households are at lower risk of direct displacement, as they may not live in areas experiencing new development, and they may hold sway over decision makers.

- **Cultural displacement** occurs when people “choose” to move because their neighbors and culturally relevant businesses and institutions have left the area. The presence (or absence) of cultural assets can influence racial or ethnic minority households in their decisions about where to live, more than for broader populations. While this is difficult to measure, and one can argue whether these are true “choices” or whether this is “forced” displacement, it is an important effect that can have broad equity implications beyond physical or economic displacement alone. Cultural displacement can occur with (re)development and includes business displacement. While cultural displacement is very important for existing communities, it is very difficult to measure quantitatively but could be gained qualitatively by in-person engagement. Marginalized communities – be they low-income, a specific race or ethnicity, or another group of people – are at higher risk of cultural displacement than dominant communities. When businesses and housing that serves these communities leave or are removed, people can feel pushed out of their neighborhoods.

Displacement often does not affect homeowners, in large part because they have fixed mortgage payments that cannot change without warning and since homeowners are less susceptible to cost burdening and housing insecurity. Because homeowners are largely shielded from larger economic and housing market changes, encouraging homeownership is one of the largest ways to prevent physical and economic displacement.²⁸

Housing Trust Fund

Redmond along with other East King County Cities contribute funding to a Housing Trust Fund, which ARCH, administers to financially support groups creating affordable housing for low- and moderate-income households. The Village at Overlake Station located nearby Microsoft’s main campus is a transit-oriented development provides 308 low- and moderate-income rental housing, a daycare center, and a transit center. Residents have free bus passes and parking spots for Flex Car, a ride-sharing program. The ARCH Housing Trust was a key funding agency for this project. This project won an award of excellence from the National Association of Housing and Redevelopment Officials.²⁹



Inclusionary zoning (IZ) provides affordable housing for low to moderate-income residents in exchange for additional residential development capacity (i.e., an increase in what the zoning currently allows such as density, height, floor area ratio or some other benefit). Over 500 cities in the US use IZ; however, the programs vary from being voluntary or mandatory and some work in conjunction with Multifamily Tax Exemption Programs. In theory, private market-rate development supports some portion of the cost of the affordable units

²⁸ Sources: <https://www.psrc.org/sites/default/files/hip-displacement.pdf>, Urban Displacement. “Gentrification Explained.” www.urbandisplacement.org/gentrificationexplained. Herrera, Roanel and Sandoval, Gerardo. Transit-Oriented Development and Equity in Latino Neighborhoods: A Comparative Case Study of MacArthur Park and Fruitvale. April 2015. National Institute for Transportation and Communities

²⁹ Source: ARCH, 2020, owner: King County Housing Authority.

in an inclusionary project. However, in almost all cases, public incentives are also required. These incentives can be regulatory (reduced parking requirements or density bonuses, for example) or financial (public investment). Key benefits: can create new affordable units in targeted areas, designed to lead to mixed-income projects, and possibly could require less public investment. IZ often works best in areas with high density residential capacity and with strong residential markets. Key drawbacks: IZ does not work unless market-rate development is feasible, if incentives are insufficient to offset program requirements then the developers can charge more for the market-rate housing which could push up the overall rental costs, and program can be complex to administer.

Median Income Level

When examining household income levels, the Area Median Income (AMI) and Median Family Income (MFI) are helpful benchmarks for understanding what different households can afford to pay for housing expenses. Since housing needs vary by family size and costs vary by region, the U.S. Department of Housing and Urban Development (HUD) produces MFI benchmarks for different family sizes and regions on an annual basis. AMI means the same thing as MFI but is more commonly used in the industry. These benchmarks help determine eligibility for housing programs and support the tracking of different housing needs for a range of household incomes. The median income value primarily used for this analysis is: 100% AMI based upon a family of four is \$108,600 (ARCH and King County, 2019). Based on this:

- Very low or extremely low-income households is 30% of the AMI or lower (\$32,580 or less).
- Low-income household is 30 to 50% of the AMI (\$32,580 to \$54,300). Please note that Redmond refers to Deeply Affordable Housing as those with incomes below 60% of the AMI which is \$65,160 per year for a family of four.
- Moderate-income is 50 to 80% of the AMI (\$54,300 to \$86,880).
- Middle-income is 60 to 120% of the AMI (between \$65,160 and \$130,320).
- Above 120% AMI is high income (above \$130,320).

To put these values into perspective, a household in Redmond would need to earn about \$90,240 per year or a little lower than 100% of the AMI to afford the average rent in Redmond. Considering Redmond's median home sale price of \$823,300 in 2019, a household would have to earn almost 200% of the AMI or around \$217,200 per year, to purchase a home priced between \$760,000 and \$869,000.

Multifamily Tax Exemption Program

Washington cities with a population of 15,000 can adopt a MFTE program to stimulate new multifamily affordable housing development in urban centers. This program exempts eligible new construction or rehabilitated housing from paying property taxes for either an 8-year or 12-year period of time. (There was previously an option for a 10-year contract as well.) Only property owners who commit to renting or selling at least 20% of these units to low- and moderate-income households are eligible for the 12-year exemption.

For housing rehabilitation projects, only the value of eligible housing improvements is exempted from property taxes. If an eligible jurisdiction has aging multifamily developments or underutilized buildings suited to residential uses, they could consider whether rehabilitated units should be added to as a way to expand program eligibility. Some jurisdictions restrict program use to multifamily projects with over 10 units but technically multiple-unit projects with 4 or more units could be eligible.

Tax abatements positively impact the feasibility of projects where market-rate projects are feasible and can help cross-subsidize the affordable units. If combined with Inclusionary Zoning, the MFTE program can offset a portion of the financial impacts. Jurisdictions should weigh the temporary loss of tax revenue against the potential attraction of new investment in target areas. State law does not prohibit MFTE from being paired with other incentives. Bonus units, incentives such as impact fee waivers, and the integration of a more flexible development agreement approach including performance requirements and a menu of corresponding incentives could help offset the costs incurred from affordable housing unit requirements and could be considered as a way to promote program usage.

PUBLIC REVIEW DRAFT

Appendix B - State and Federal Affordable Housing Funding

This section describes the main state and federal affordable housing funding sources available to developers looking to construct affordable housing properties in the City of Redmond. This section focuses solely on funding sources, not indirect financing sources that provide financial benefits to affordable housing projects via reduced costs. Many of the funding sources could be allocated by federal government but are administered by state and local housing finance agencies.

Washington State Funding Sources

As shown below, the Washington State Housing Finance Commission offers several funding programs to build multifamily affordable housing.

- **The Low-Income Housing Tax Credit (LIHTC)** program is the largest source of funding established for affordable housing and is an indirect subsidy (in the form of a reduced federal income tax liability) for private companies to invest in affordable housing. This program is administered by state and local housing finance agencies in accordance with U.S. Treasury Department stipulations. Generally, LIHTC recipients receive the credit over one decade and in exchange, the housing units must be kept affordable for at least three decades (states can stipulate a longer period). In Washington State, the Housing and Finance Commission provides two types of LIHTC programs: the 9% tax credit and the 4% bond tax credit program. The 9% tax credit program is more valuable, but limited, and is awarded competitively through annual funding applications.³⁰ Large renovation projects tend to use the 9% option while smaller preservation and acquisition-rehab projects tend to take advantage of the 4% option. The 4% bond tax credit program is less valuable for project financing, but the program is not always competitive. This option is available if more than half the project is financed with tax-exempt Multifamily Bonds. Any project that can make the funding program work can access the tax credits up to a certain bond cap across the state. These programs typically fund housing units that are affordable to households earning below 60% of AMI. A few drawbacks for this program are the competitive nature of the 9% option and the complex application process (can take several months) and reporting requirements.³¹
- **The 80/20 Private Activity Bond** program can fund construction and development costs for eligible affordable housing projects (e.g., multifamily rental housing, limited equity cooperative, assisted living, single room occupancy housing). The interest on the funding is tax exempt (also known as private activity bonds), thereby reducing total development costs and increasing project feasibility. This program typically funds housing units that are affordable to households earning below 60% of AMI. In return for this incentive, the developer must set aside a certain percentage of units for low-income residents.³²
- **Non-Profit Housing Bonds** can assist 501(c)(3) non-profits in financing numerous housing developments. These funds are more flexible than other types of financing programs. Non-profit bonds cannot be combined with the LIHTC program incentives, but they can be used to finance a broader range of eligible activities and facilities (such as emergency shelters for the homeless).³³
- **The Land Acquisition Program** assists qualified non-profits and developers with purchasing land for affordable housing development (rental or homeownership). This loan helps developers buy land and then gives them the necessary time to build financing for building the housing. In partnership with Microsoft, a new Expanded LAP (ELAP) is available now (2020) for East King County target areas including Redmond,

³⁰ Source: Washington State Housing and Finance Commission, <https://www.wshfc.org/mhcf/9percent/index.htm>.

³¹ Although the 4% bond tax credit program tends to not be competitive, there could be competition for the bonds during certain years when demand exceeds availability. Sources: Washington State Housing and Finance Commission, <https://www.wshfc.org/mhcf/4percent/index.htm> and Local Housing Solutions: <https://www.localhousingolutions.org/fund/federal-funding-for-affordable-housing/>.

³² Source: Washington State Housing and Finance Commission, <https://www.wshfc.org/mhcf/BondsOnly8020/index.htm>.

³³ Source: Washington State Housing and Finance Commission, <https://www.wshfc.org/mhcf/nph/index.htm>.

Bellevue, Kirkland, Issaquah, Renton, and Sammamish. This is open to all housing developers and serves residents up to 120% of the AMI (middle-income households). ELAP is a revolving loan program administered by the Commission using capital provided by Microsoft³⁴

The Washington State Department of Commerce offers three additional funding programs for developing affordable housing.

- **The Washington State Housing Trust Fund** provides loans and grants to affordable housing projects through annual competitive applications. This program typically funds housing units that are affordable to households earning below 80% of AMI.³⁵
- **The Housing Preservation Program** provides funding for affordable housing rehabilitation, preservation, and capital improvement needs. It is only available for projects that have previously received Housing Trust Funds.³⁶
- **The HOME Program** is a federal block grant program funded through the U.S. Department of Housing and Urban Development (HUD) used to preserve and build rental housing affordable to low-income households. The Washington State Department of Commerce runs the HOME Rental Development program for Washington State HOME Investment Partnerships Program (HOME). This program offers funding for the preservation and development of affordable rental housing to non-profit organizations, public housing authorities, and local and tribal governments. HOME Funds typically build units that are affordable to households earning below 50% of AMI. Action plans are developed every spring to describe how the state will allocate funds for the next year. Participating jurisdictions must set aside at least 15% of their HOME funds for housing that is developed, sponsored, or owned by Community Housing Development Organizations.³⁷

Federal Government Funding Sources

The U.S. Department of Housing and Urban Development (HUD) offers several different programs for developing affordable housing. Select programs are described below.

- Since 1974, HUD has provided Community Development Block Grants (CDBG) for the improvement of the economic, social and physical environment and quality of life for low- and moderate-income residents. Generally, these grants can address a wide range of community development needs including infrastructure improvements, housing rehab loans and grants as well as other benefits targeted to low- and moderate-income persons. A competitive process is typically used to allocate grants for individual projects and the amount of federal funding for CDBG has diminished over the past few years. The CDBG Program is administered by the King County Community Development Department since the City of Redmond is part of the King County CDBG Consortium (via an interlocal agreement).³⁸ Redmond also receives approximately \$100,000 per year in grants from the Consortia federal CDBG funding program to support

³⁴ Source: Washington State Housing and Finance Commission, <https://www.wshfc.org/mhcf/lap/index.htm> and <https://www.wshfc.org/mhcf/lap/elap.htm>.

³⁵ Source: Washington State Department of Commerce Housing Trust Fund, <https://www.commerce.wa.gov/building-infrastructure/housing/housing-trust-fund/>

³⁶ Source: Washington State Department of Commerce Housing Preservation Program, <https://www.commerce.wa.gov/building-infrastructure/housing/housing-preservation-program/>

³⁷ Through the federal HOME program, the King County Housing and Community Development Department administers a Housing Finance Program (HFP) to provide capital funds for acquisition, rehabilitation, site improvements, new construction, and other costs related to housing development. Projects must apply for program benefits and the process is competitive. The HFP includes funds from King County's local Housing Opportunity Fund. Sources: Washington State Department of Commerce HOME Rental Development Program, <https://www.commerce.wa.gov/building-infrastructure/housing/housing-trust-fund/home-program/> and ARCH, <https://www.archhousing.org/developers/other-funding-options.html>.

³⁸ Sources: [King County](#) and [ARCH](#).

affordable housing. In addition, there is approximately \$125,000 per year in CDBG Capital funds for ARCH. ARCH administers Redmond's Housing Trust Fund (HTF) which provides funding assistance to local non-profit housing providers, for preservation and construction of affordable housing. Although the HTF is mostly dedicated to providing housing affordable to low-income households, funding can also be provided for moderate-income households and homeownership opportunities.

- The HUD Section 108 Loan Guarantee Program is one mechanism available for CDBG (block grant) recipients to increase the capacity to assist with economic development, housing, public financing, and infrastructure projects by enabling a community to borrow up to five times its annual CDBG allocation. Communities can use these loans to either finance projects or to start loan funds to finance multiple projects over several years. The program has flexible repayment terms and is often layered with other sources of financing such as LIHTC.³⁹
- HUD also provides two Section 8 funding programs that assist with rent payment. The Section 8 funding programs do not provide financial support to build affordable housing; rather, they provide support for households earning up to 80% AMI by paying the rent balance above 30% of the household income. HUD has a tenant-based Section 8 rental housing assistance offered primarily through the Housing Choice Voucher program and administered by the KCHA. Voucher holders gain a rental subsidy that can be used at any eligible rental housing. Consequently, this incentive moves with the eligible household rather than being tied to a housing development.⁴⁰ The other Section 8 program is a project-based voucher program providing a subsidy to specific housing units providing consistent affordability. At least 40% of the units must be reserved for extremely low-income households (30% AMI or lower). Since the assistance is connected to the housing unit, this program can help create or preserve affordable housing in high-cost, gentrifying areas.⁴¹
- Another HUD program supporting affordable housing rehabilitation is the Choice Neighborhoods grant program. This program is the successor to the HOPE VI program. This program funds the redevelopment, rehabilitation, and new construction associated with severely distressed public housing and privately-owned HUD-assisted properties. A neighborhood revitalization plan describing the project goals and how it will address community problems and increase opportunities for the residents and the surrounding neighborhood is required.⁴²

³⁹ HUD Section [108 Loan Guarantee Program](#).

⁴⁰ With a voucher, households pay at least 28%, but not more than 40% (in the first year), of your household income for rent and utilities. KCHA pays the difference between your portion of the rent and the amount your landlord requests. Around 72 subsidized section 8 units priced 80% AMI or lower have been subsidized in Redmond as of July 2020.

⁴¹ Source: [Local Housing Solutions](#).

⁴² Source: [Local Housing Solutions](#).



DRAFT Housing Action Plan

February 9, 2020

Beverly Mesa-Zendt, Deputy Director

Brooke Buckingham, Senior Planner

Morgan Shook, ECONorthwest



Affordable Housing Overview and Strategy Review



50-80% AMI

**Less than
50% AMI**

- Inventory & need
- Cost
- Current programs
- Strategies
- What we heard

Municipal Considerations for Affordable Housing



Affordability must be underwritten

- Affordability lowers project revenues
- Construction and land are major cost components of projects
- Limited opportunities to lower project costs (utilities, permitting, fees)

Closing the gap

Private Market

- Land use incentives
- Inclusionary
- Density bonuses
- Property tax exemptions (MFTE)

Supported Market

- Fee waivers
- Public funding or land contributions
- ARCH Housing Trust Fund
- Alternative compliance funding

Moderate Income Housing 50-80% AMI Inventory and Need



Currently: 4,300 moderate housing units or 19% of total inventory



To achieve a regional share 1,424 more units over the next 20 years or **16%** of all **new** units

Source: CHAS 5-year 2012-2016. (Redmond Housing Needs Assessment 2020)

Moderate Income Housing

Who Pays?

Example -

- Average rent of all market units = \$2,154
- Average affordable rent = \$1,298
- Average rent gap \$750 per month per affordable unit
- The cost to the developer/owner can be roughly estimated at \$180,000 per affordable unit
- Costs are offset by increased land value and market-rate income from increased number of units



Developer pays – Opportunity cost



City pays for monitoring affordable units through ARCH admin budget

Programs and Strategies

Current Programs

- Inclusionary Zoning
- Multifamily Tax Exemption (MFTE)
- Incentives
- Regulations

Strategies

- 1.3** Review inclusionary zoning and MFTE
- 1.4** Promote transit-oriented development and infill development
- 1.5** Consider ways to incentivize deeper/more affordable housing development
- 3.1** Amend regulations to broaden missing middle housing options (e.g. duplexes)
- 1.7 and 3.5** Explore programs, amend regulations, and advocate for more homeownership programs

What We Heard

What should Redmond prioritize to address housing needs of our community? (n=150)

- Housing affordability (99)
- Housing choices and diversity (89)

What housing types does Redmond need more of – i.e., Missing middle?

- Townhouses or row home (83)
- Low-maintenance housing, smaller in size (80)

As we make new housing types easier to build in neighborhoods, what are your greatest concerns?

- Parking along the street (96)
- Traffic (84)
- Short Term Vacation Rentals (88)

"We need solutions without diminishing the quality of Redmond lifestyle. I like the idea of townhomes, cottages, etc. on vacant land with higher density to allow lower cost per unit."

"Affordable attractive cottages, du-tri or four-plexes, one story smaller homes with design that works for seniors are badly needed in Redmond."

Low to Very Low- Income Housing 50% AMI and below

Inventory and Need



**CURRENTLY: 2,000
HOUSING UNITS OR
9% OF TOTAL
INVENTORY**



**To achieve regional share 2,937
new units needed over the next
20 years or 33% of ALL future
units**

Source: CHAS 5-year 2012-2016. (Redmond Housing Needs Assessment 2020)

Low to Very Low- Income Housing Costs

Imagine Housing Capella Project (261 units) in the Esterra Park area of Overlake had an overall average cost of \$379K per unit – including land and all costs.

| ARCH HOUSING TRUST FUND | |
|-------------------------|--------------|
| 2016: | \$500,000 |
| 2017: | \$1,234,000 |
| Redmond In-Lieu Fee | \$4,000,000 |
| KC: Total | \$6,000,000 |
| State Commerce | \$1,700,000 |
| Tax Credits | \$18,057,573 |
| Sponsor Loan | \$750,000 |
| Owner Equity | \$1,800,000 |
| Other | \$11,542,842 |
| Total Resources | \$43,850,281 |



Total est. cost to close the Redmond gap =
+\$1B (\$50 million/year)

What We Heard

- 99 out of 150 reported affordable housing at lower income levels as high priority
- Housing Levy support is divided:
 - 42% favor
 - 29% oppose
 - 29% neutral or not ready right now

“I'd like to see more of a commitment to construction of public housing. The market will not provide the units fast enough for low and moderate income families. High quality public housing should be constructed throughout the city in multiple forms. 80% AMI is not affordable to many households.”

| Thank you



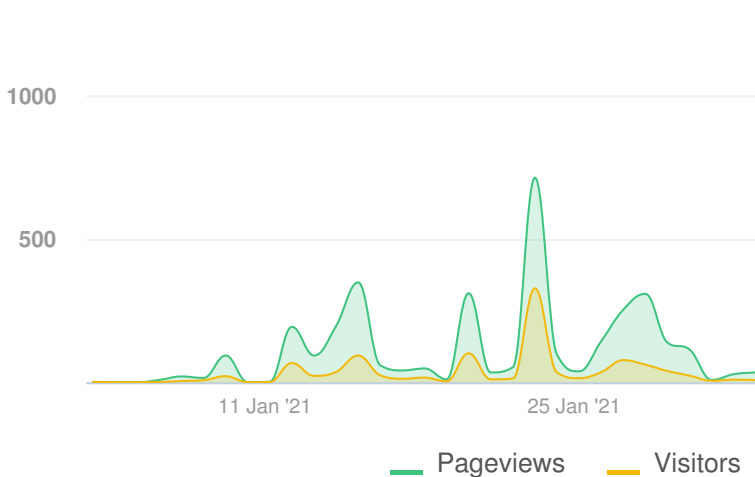
Project Report

02 January 2021 - 01 February 2021

Let's Connect Redmond Housing Action Plan



Visitors Summary

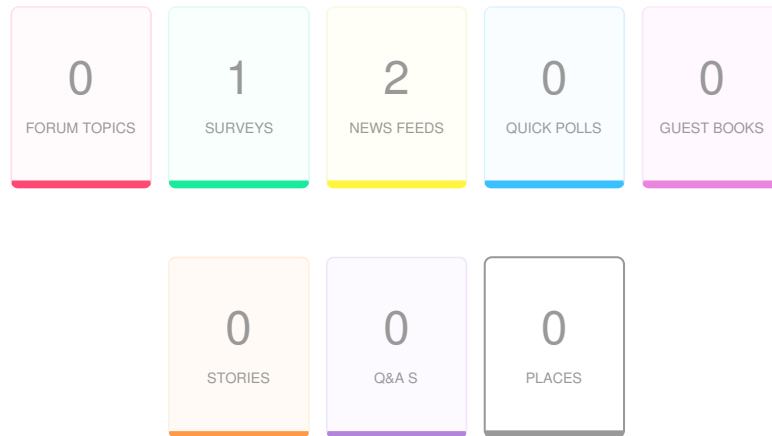


Highlights

| | | |
|-------------------|----------------------|----------------|
| TOTAL VISITS | MAX VISITORS PER DAY | |
| 1.2 k | 327 | |
| NEW REGISTRATIONS | | |
| 0 | | |
| ENGAGED VISITORS | INFORMED VISITORS | AWARE VISITORS |
| 146 | 305 | 980 |

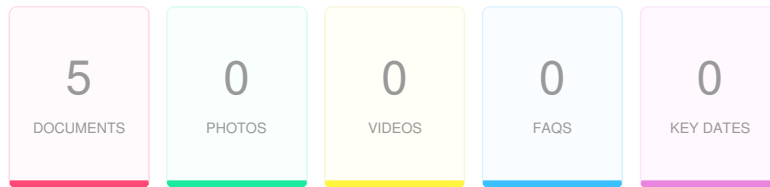
| Aware Participants | | 980 | Engaged Participants | | 146 | |
|---------------------------------|--|--------------|-----------------------------|------------|------------|-----------|
| Aware Actions Performed | | Participants | Engaged Actions Performed | Registered | Unverified | Anonymous |
| Visited a Project or Tool Page | | 980 | | | | |
| Informed Participants | | 305 | Contributed on Forums | 0 | 0 | 0 |
| Informed Actions Performed | | Participants | Participated in Surveys | 0 | 0 | 146 |
| Viewed a video | | 0 | Contributed to Newsfeeds | 0 | 0 | 0 |
| Viewed a photo | | 0 | Participated in Quick Polls | 0 | 0 | 0 |
| Downloaded a document | | 163 | Posted on Guestbooks | 0 | 0 | 0 |
| Visited the Key Dates page | | 0 | Contributed to Stories | 0 | 0 | 0 |
| Visited an FAQ list Page | | 0 | Asked Questions | 0 | 0 | 0 |
| Visited Instagram Page | | 0 | Placed Pins on Places | 0 | 0 | 0 |
| Visited Multiple Project Pages | | 84 | Contributed to Ideas | 0 | 0 | 0 |
| Contributed to a tool (engaged) | | 146 | | | | |

ENGAGEMENT TOOLS SUMMARY



| Tool Type | Engagement Tool Name | Tool Status | Visitors | Contributors | | |
|-------------|--|-------------|----------|--------------|------------|-----------|
| | | | | Registered | Unverified | Anonymous |
| Newsfeed | Did You Know? | Published | 0 | 0 | 0 | 0 |
| Newsfeed | Take Questionnaire | Draft | 0 | 0 | 0 | 0 |
| Survey Tool | NOW CLOSED: Redmond Housing Strategy Questionnaire | Archived | 211 | 0 | 0 | 146 |

INFORMATION WIDGET SUMMARY



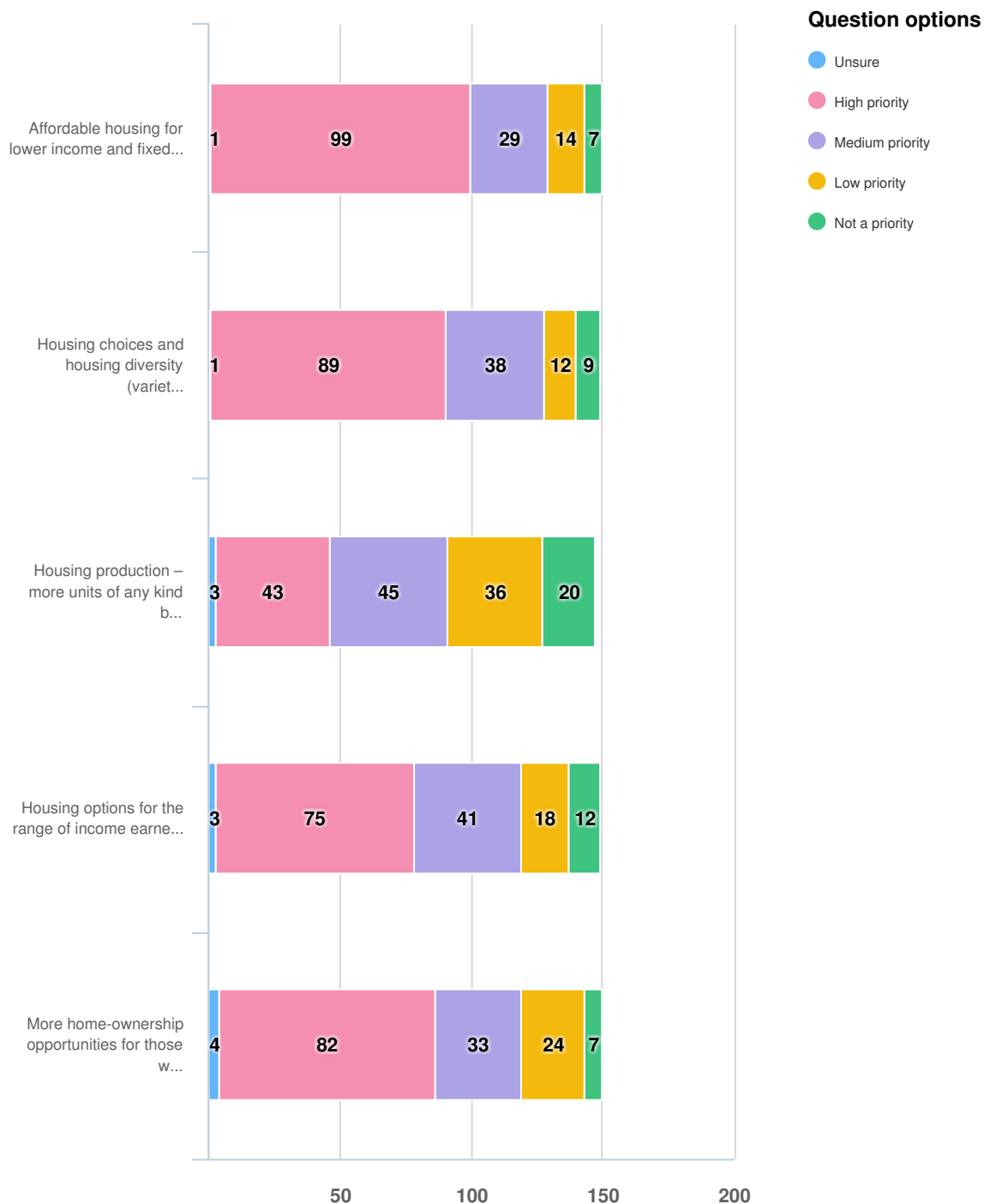
| Widget Type | Engagement Tool Name | Visitors | Views/Downloads |
|-------------|---|----------|-----------------|
| Document | Draft Housing Action Plan.pdf | 131 | 244 |
| Document | Missing Middle Housing Types and Examples.pdf | 30 | 33 |
| Document | Housing Needs Assessment | 8 | 12 |
| Document | HAP Public Involvement Comprehensive Report.pdf | 5 | 8 |
| Document | Public Involvement_Summary.pdf | 2 | 2 |

ENGAGEMENT TOOL: SURVEY TOOL

NOW CLOSED: Redmond Housing Strategy Questionnaire

| | | |
|---------------------|-------------------------|--------------------------|
| Visitors 211 | Contributors 146 | CONTRIBUTIONS 150 |
|---------------------|-------------------------|--------------------------|

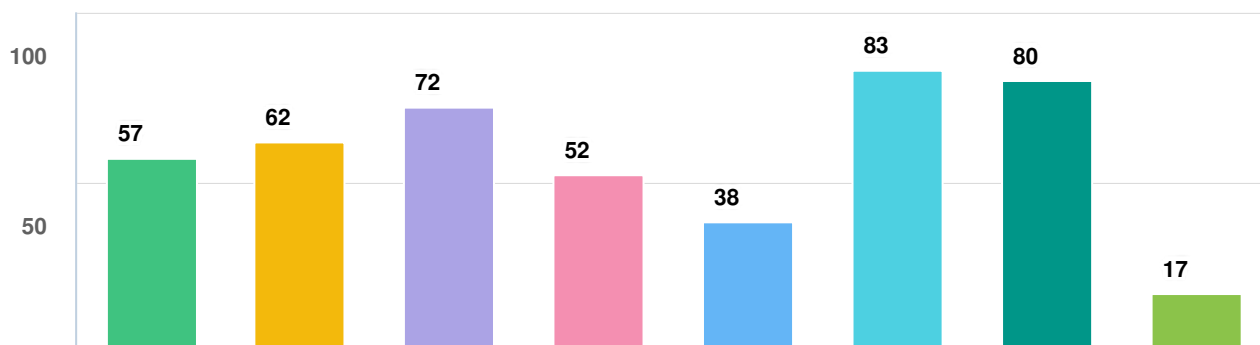
Redmond needs more housing, different types of housing, and more affordable housing to meet the needs of those who live and...



Optional question (150 response(s), 0 skipped)

Question type: Likert Question

Redmond community members expressed an interest in more and different types of housing. This is sometimes referred to as mi...



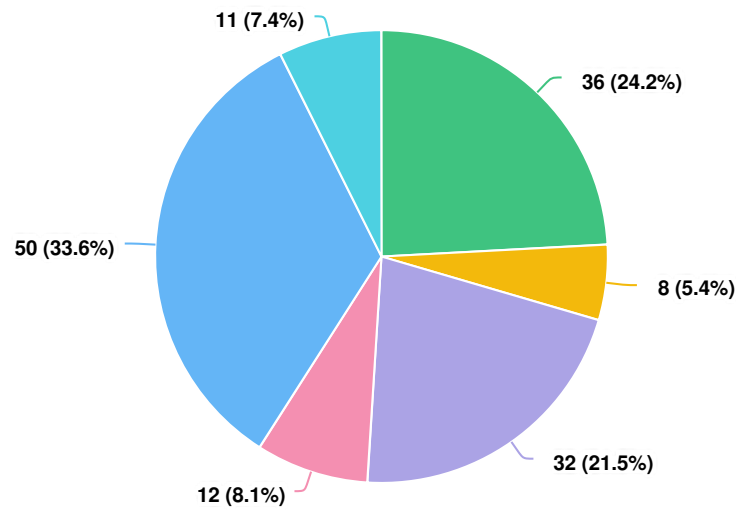
Question options

- Other (please specify)
- Low-maintenance housing, smaller in size, ideal for seniors wishing to downsize or ideal for smaller households
- Townhouses or row home ● Senior assisted living housing ● Accessory dwelling units (backyard accessory homes)
- Duplexes, triplexes, fourplex units (quad homes) ● Condominiums ● Cottages

Optional question (148 response(s), 2 skipped)

Question type: Checkbox Question

One strategy some communities have used is a Housing Levy. A Housing Levy is a property tax that must be approved by a major...



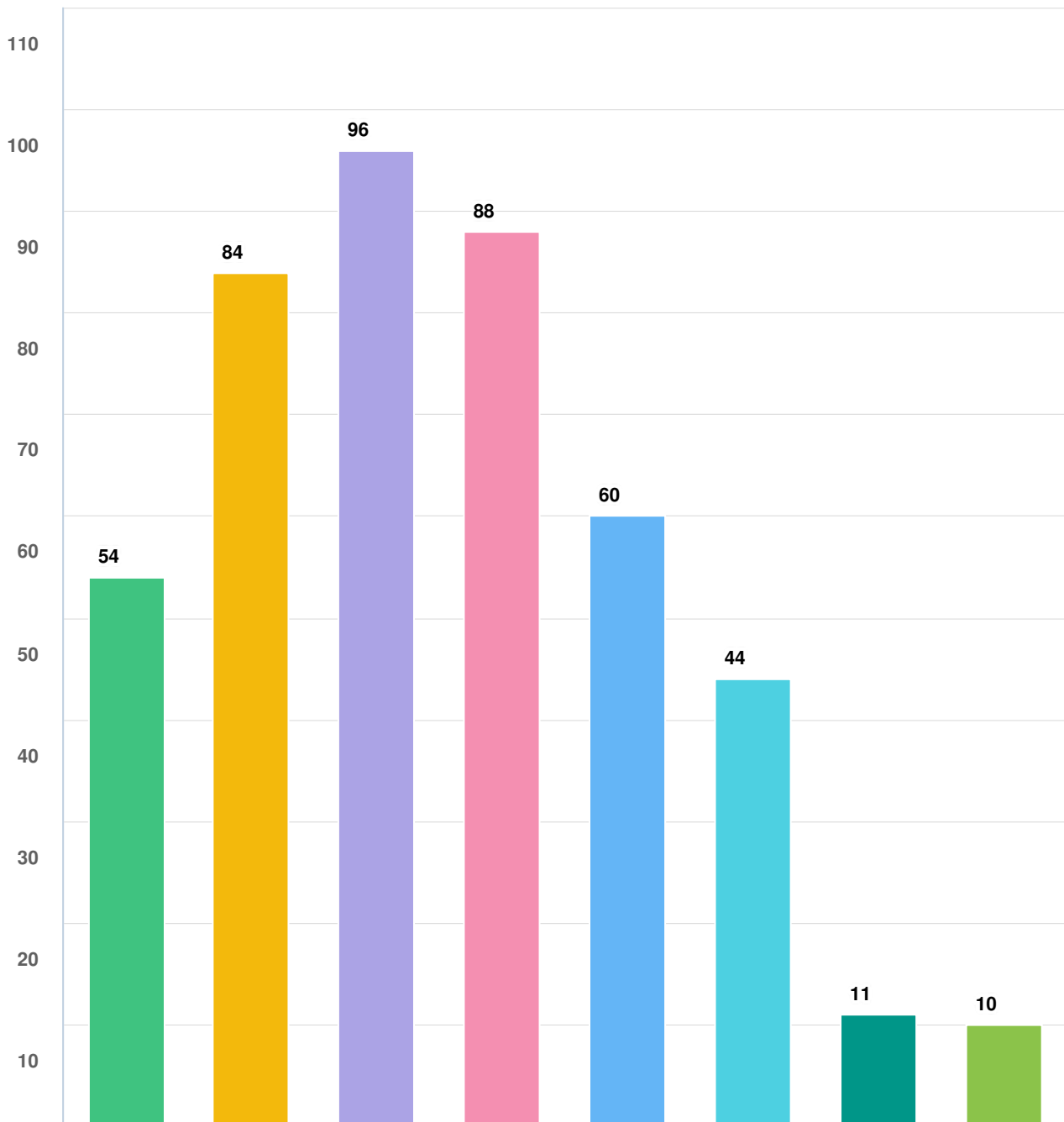
Question options

- ☐ Do not support at this time, but may consider in the future ☐ Strongly favor ☐ Somewhat favor
☐ Neutral (or need more information) ☐ Somewhat oppose ☐ Strongly oppose

Optional question (149 response(s), 1 skipped)

Question type: Radio Button Question

One strategy the City is considering is making it easier to introduce backyard homes, duplexes, triplexes, and accessory dwelling units in existing neighborhoods. These neighborhood types provide options for community members, create a more balance...



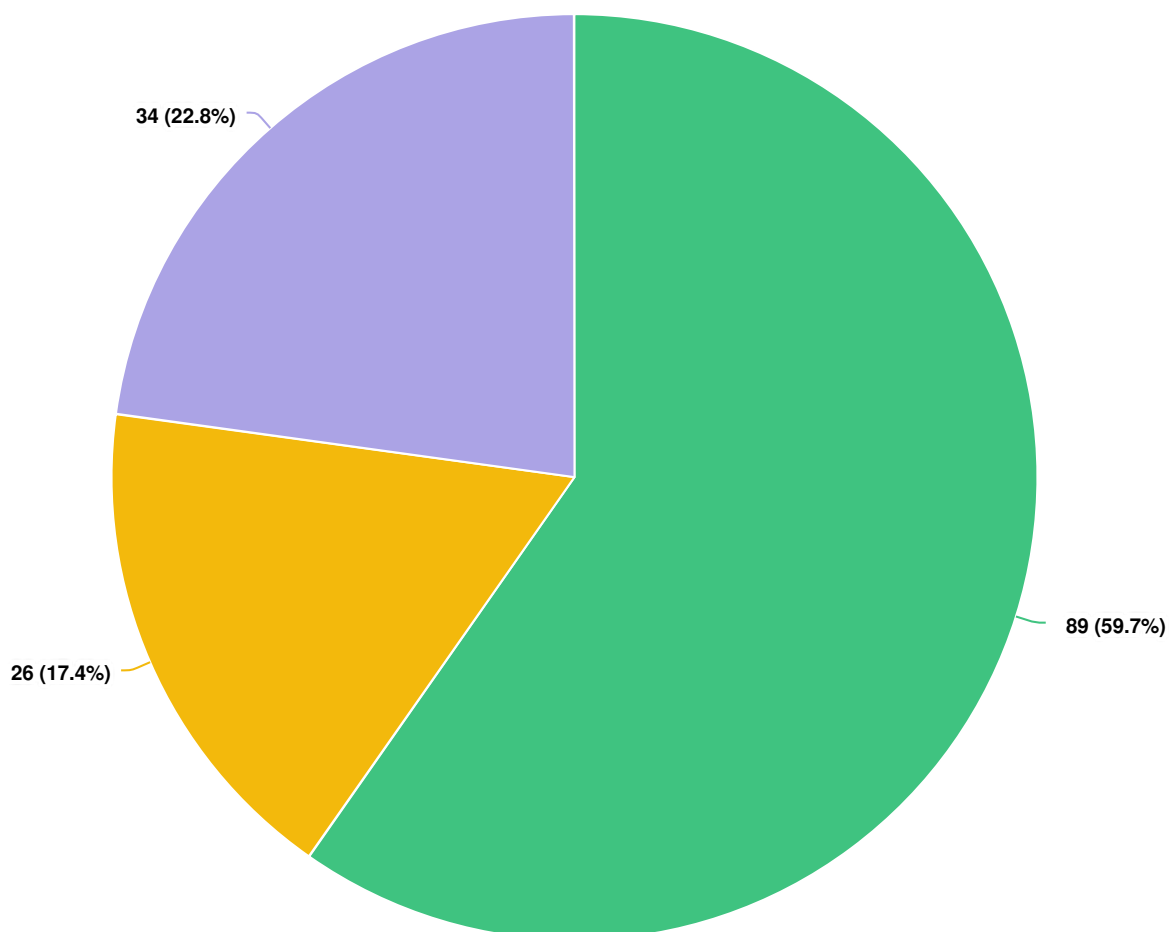
Question options

- Other (please specify)
- Not applicable
- Impacts to home values and property taxes
- Impacts to how the neighborhood looks and ensuring that the design of the new types of homes blend in with existing residences
- Use of such homes for short-term vacation rentals
- Parking along the street
- Traffic impacts to the neighborhoods
- Noise impacts to surrounding property owners

Optional question (148 response(s), 2 skipped)

Question type: Checkbox Question

Do you:



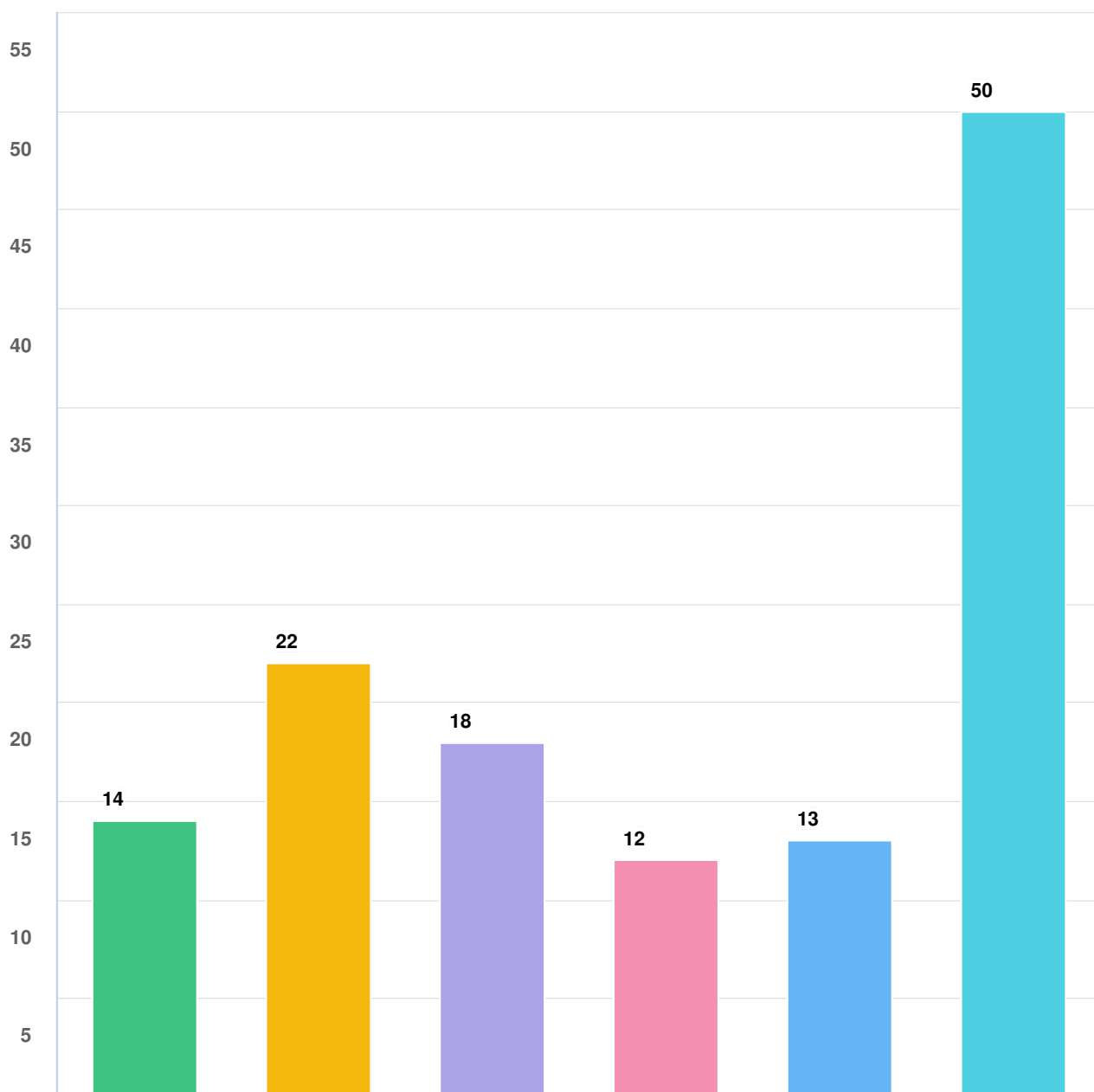
Question options

- ☐ I do not own or rent a home in Redmond
- ☐ Rent a home in Redmond (zip code 98052)
- ☐ Own a home in Redmond (zip code 98052)

Optional question (149 response(s), 1 skipped)

Question type: Radio Button Question

Accessory dwelling units (ADUs), which is a secondary housing unit on your lot, are allowed in most neighborhoods in Redmond. Examples of an ADU are a guest house or a detached garage with a rented apartment above. I would consider building an ADU o...



Question options

- I would never consider building an ADU
- The City would provide me a payment plan option for utility connection and permitting fees
- I could secure financing for such a project
- I could gain more information on the benefits and challenges and details associated with building and owning an ADU
- I could gain professional help on ADU design options meeting the City's development rules
- Someone helped me understand the permitting process

Optional question (82 response(s), 68 skipped)

Question type: Checkbox Question



Memorandum

Date: 2/9/2021

Meeting of: City Council Study Session

File No. SS 21-009

Type: Study Session

TO: Members of the City Council

FROM: Mayor Angela Birney

DEPARTMENT DIRECTOR CONTACT(S):

| | | |
|------------------------------------|---------------|--------------|
| Planning and Community Development | Carol Helland | 425-556-2107 |
|------------------------------------|---------------|--------------|

DEPARTMENT STAFF:

| | | |
|------------------------------------|--------------------|---|
| Planning and Community Development | Beverly Mesa-Zendt | Deputy Director |
| Planning and Community Development | Don Cairns | Transportation Planning and Engineering Manager |
| Planning and Community Development | Jeff Churchill | Long Range Planning Manager |
| Planning and Community Development | Tam Kutzmark | Senior Planner |

TITLE:

TMP Update: Policy Considerations Study Session

OVERVIEW STATEMENT:

The initial round of public engagement on the Transportation Master Plan (TMP) Update project has concluded, yielding rich feedback on the vision, principles, and strategies for the TMP update, as well as over 100 project ideas. This phase also generated several policy considerations related to transportation and mobility in the City's future. The purpose of this study session is to seek Council direction on these policy considerations as the TMP Update moves into the travel demand modeling, project evaluation and plan drafting phase in 2021.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information**

☒ **Provide Direction**

☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Redmond Comprehensive Plan, Transportation Master Plan.
- **Required:**
RCW 36.70A.040 requires Redmond to complete a periodic update and review of its comprehensive plan, of which the TMP is a part, by June 30, 2024.
- **Council Request:**

N/A

- **Other Key Facts:**

The City Council authorized TMP Update funding in the 2021-22 biennial budget as part of Phase 1 of the Redmond 2050 effort.

OUTCOMES:

The updated Transportation Master Plan will guide City decisions concerning mobility in a manner that supports the overall vision for the community as described in the Redmond Comprehensive Plan.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**

- **Nov 2020-Jan 2021:** public involvement is centering on vision, principles, strategies, and project ideas; stakeholder outreach is centering on existing conditions and policy considerations
- **Q3 2021:** public involvement and stakeholder outreach will focus on draft plan updates and draft funding-constrained 20-year investment plan
- **Q1-Q2 2022:** public involvement and stakeholder outreach will focus on final draft documents for adoption

- **Outreach Methods and Results:**

City staff are obtaining public input via virtual community workshops, small-group community workshops, online questionnaires, map-based project idea solicitation, and the Redmond 2050 Community Advisory Committee. In addition, staff are engaging with the Pedestrian/Bicycle Advisory Committee and Planning Commission.

- **Feedback Summary:**

Those providing input to-date have expressed support for the overall vision, principles, and strategies and offered feedback on improving these elements. See Attachment A for details.

BUDGET IMPACT:

Total Cost:

\$250,000 for travel demand modeling and project cost estimating (\$200,000 appropriation in 2019-20 and \$50,000 appropriation in 2021-22).

Approved in current biennial budget: ☒ Yes ☐ No ☐ N/A

Budget Offer Number:

000343 Mobility of People and Goods

Budget Priority:

Vibrant and Connected

Other budget impacts or additional costs: ☒ Yes ☐ No ☐ N/A

If yes, explain:

The TMP Update includes updating the Transportation Facilities Plan (20-year funding-constrained investment plan) and

transportation impact fees, which will impact both future revenues and future costs.

Funding source(s):

Impact fees

Budget/Funding Constraints:

RCW 82.02.050 limits impact fee expenditures to those that finance system improvements that support growth.

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

| Date | Meeting | Requested Action |
|------------|--|---------------------|
| 11/17/2020 | Business Meeting | Receive Information |
| 1/12/2021 | Committee of the Whole - Planning and Public Works | Receive Information |
| 2/2/2021 | Business Meeting | Receive Information |

Proposed Upcoming Contact(s)

| Date | Meeting | Requested Action |
|------|----------------------------|------------------|
| N/A | None proposed at this time | N/A |

Time Constraints:

City Council input on policy considerations in the first quarter is critical to maintaining the overall project schedule, which is to complete the TMP Update by the end of 2022.

ANTICIPATED RESULT IF NOT APPROVED:

Staff is not seeking approval at this time.

ATTACHMENTS:

Attachment A: Draft Vision, Principles, and Strategies
Attachment B: Draft Policy Considerations
Attachment C: Public Outreach Summary
Attachment D: Council Input on Policy Considerations
Attachment E: Presentation Slides

Attachment A: Vision, Principles, and Strategies

As part of fall 2020 public involvement, staff sought input on the draft vision, principles, and strategies that should guide the TMP Update.

Vision

The vision statement below is from the 2013 TMP. It describes the mobility system that Redmond aspires to create over the life of the TMP. Staff solicited input on potential changes to the vision statement to be made as part of this TMP update as part of fall 2020 outreach.

“Redmond’s 2030 transportation system supports Redmond’s vision for vibrant urban centers in Downtown and Overlake, connected neighborhoods and a sustainable community. Movement of people, goods, and freight both locally and regionally is provided by street, light rail, transit, pedestrian, and bicycle systems that are complete and fully integrated.” (TMP Chapter 1)

Principles

TMP Update guiding principles will influence all aspects of the updated TMP document. The TMP Update is guided by the same principles that are being used for the broader Redmond 2050 effort, with the addition of safety as a principle being applied to the TMP Update.

| Principle | Definition as applied to transportation |
|----------------------|--|
| Equity and Inclusion | <i>The transportation system is designed, built, operated, and maintained so that all people in Redmond can fully and effectively access safe and affordable mobility options.</i> |
| Sustainability | <i>The transportation system meets today’s economic, environmental, and social needs and creates the foundation for meeting future needs.</i> |
| Resilience | <i>The transportation system has the capacity to adapt and grow in response to chronic or acute pressures and can adjust when unexpected problems or events occur.</i> |
| Technology Forward | <i>Information and data gathered from the transportation system and the people who use it is leveraged to ensure the system functions for the benefit of the whole community.</i> |
| Safety | <i>The transportation system is designed, built, operated, and maintained to protect human health.</i> |

Strategies

The strategies describe how Redmond will achieve the vision described above. The draft strategies are:

| Strategy | Key Components of the Strategy |
|--|--|
| Orient around Light Rail | <ul style="list-style-type: none">• Promote transit that connects people to light rail• Prioritize development and investment that improves access to light rail• Reform parking regulations to support housing and employment near light rail |
| Maintain Transportation Infrastructure | <ul style="list-style-type: none">• Design and build resilient infrastructure• Maintain the system through cost-effective spending• Identify level-of-service requirements and funding needed for long-term maintenance and operations |

| Strategy | Key Components of the Strategy |
|--------------------------------------|---|
| Improve Travel Choices and Mobility | <ul style="list-style-type: none">• <i>Invest in bus transit speed, access, and reliability</i>• <i>Improve bike and pedestrian connections within and between neighborhoods and other key destinations</i>• <i>Manage limited right-of-way and curb space to achieve community goals</i> |
| Enhance Freight and Service Mobility | <ul style="list-style-type: none">• <i>Complete the network of freight infrastructure needed to support the delivery of goods and services</i>• <i>Monitor freight and service delivery patterns and adjust transportation system operations if necessary</i> |

Attachment B: Draft Policy Considerations

Draft policy considerations are grounded in the guiding principles and organized according to the draft strategies (Attachment A). Staff has also included policy considerations for transportation impact fees based on Council discussion in late 2020. Staff will revise the draft policy considerations based on public input (Attachment C) and direction from Council.

Policy Considerations: General

- **Sustainability:** Achieving climate action goals requires transportation investments that encourage a shift from driving alone by providing convenient, safe, and accessible options.
- **Equity & Inclusion:** Creating an equitable and inclusive transportation system calls for actions that support mobility, connectivity, and access. It calls for decisions to prioritize an affordable and effective public transportation network that links people to employment, education, and health and social services.
- **Tech Forward:** Technological innovations are evolving quickly and will likely transform our transportation systems. Forward-thinking planning will enhance our City's resiliency and allow for innovations ranging from shared and on-demand mobility, to more accurate real-time travel information, to a reduced reliance on personal vehicles. Technology may also impact freight delivery systems, fleet management, and the use and management of curb space.
- **Resiliency:** Transportation is the backbone of our economy, connecting people, freight, jobs, and services. Resilient, multimodal planning will support a smooth transition to alternatives when unexpected events impact one or more travel modes. Building resilient infrastructure will also accelerate recovery after catastrophic events. Revenue should come from multiple streams and mechanisms, including user-based fees, to manage and improve the transportation system even during times of economic uncertainty or shifts in development trends.
- **Safety:** Design standards and operating principles should prioritize safety for all users. Consistent with the principle of equity and inclusion, safety analyses should prioritize the health and safety of the most vulnerable users of the transportation system because systems that are safe for the most vulnerable are safe for everyone.

Policy Considerations: Orient Around Light Rail

Deploy transit service to connect people to light rail. When light rail service begins in 2023 (Overlake) and 2024 (Downtown and Southeast Redmond), it will be the spine of Redmond's public transportation system. Concurrent with the Redmond 2050 effort, City staff should continue working with Metro, Sound Transit, and the community to develop changes to bus transit that best serve the Redmond community going forward.

Prioritize investments that improve access to light rail. To best leverage the region's investment in high capacity transit, Redmond should consider prioritizing mobility investments that improve access to light rail and the mobility it affords.

These two policy considerations support *sustainability* by encouraging transit use; they support *equity and inclusion* by making more opportunities available to more people; they support *resiliency* by increasing the number of ways that people can get around Redmond; and they support *safety* by encouraging use of modes other than driving.

Encourage transit-oriented development in light rail station areas. To achieve the community’s vision for focusing growth in urban centers, and to best leverage the region’s investment in high-capacity transit, Redmond should encourage transit-oriented development, including and opportunities for affordable housing, in light rail station areas. This policy consideration supports *sustainability* by encouraging lower carbon footprint lifestyles; it supports *equity and inclusion* by locating more affordable housing closer to public transit and the mobility it affords.

Reform parking regulations around light rail stations to maximize desired uses like housing and employment. The combination of new light rail service and redeployed bus service will enable more households to choose to own fewer vehicles or no vehicles. The desire to accommodate most of Redmond’s growth in urban centers also argues for balancing the need for parking with the need to accommodate housing and jobs. Therefore, Redmond should reform parking regulations around light rail stations to maximize desired uses like housing and employment. This policy consideration supports *sustainability* by encouraging use of travel modes other than driving; it supports *equity and inclusion* by increasing the affordability of housing near transit; it can also be supported by a *technology forward* approach, which can help people find available parking faster.

Policy Considerations: Maintain Transportation Infrastructure

Identify level-of-service requirements and funding for long-term maintenance and operations of infrastructure. Currently, the City of Redmond is not keeping up with the transportation maintenance needs of the system particularly in the areas of pavement management and accessible pedestrian facilities. Redmond needs to formalize a system for identifying and budgeting for the long-term maintenance and operations of transportation infrastructure. This closely aligns with the principle of *sustainability*; it also promotes *equity and safety*.

Maximize the cost-effectiveness of transportation system maintenance expenditures. Maintaining the existing system will become an increasing financial challenge as Redmond’s infrastructure ages. Part of meeting that challenge will be investing wisely in system maintenance. This policy aligns with the principle of *technology forward*, to the degree that advances in technology can be used to maximize the impacts of strategic investments. It also supports the principle of *safety*, because investments in maintenance result in a safer transportation system.

Design and build infrastructure that is resilient and can be efficiently maintained. *Resiliency* and the ability to efficiently maintain a system are the result of thoughtful planning and design. Redmond needs to better plan for, design, and build transportation infrastructure considering resiliency – both in terms of travel mode diversification and the ability to withstand and recover from catastrophic events – and efficient maintenance. This policy consideration closely aligns with the principle of *sustainability*; it also aligns with *technology forward* as information is applied to improve efficiency in maintenance.

Policy Considerations: Improve Travel Choices and Mobility

Complete modal networks. Redmond has adopted vehicle, bicycle, freight, and transit modal networks. Continuing this policy to complete the modal networks supports *equity and inclusion* by making more mobility choices available to more people; it supports *resiliency* by diversifying the transportation system; it supports *sustainability* by making mobility less reliant on fossil fuels; it supports *safety* by eliminating network gaps.

Two policy considerations are elements of completing modal networks and support the same principles described above:

- **Improve pedestrian and bicycling connections within and between neighborhoods, and**
- **Invest in bus transit speed, access, and reliability.**

Maximize the use of transportation infrastructure through transportation demand management programs. Making the most of the existing transportation systems maximizes the value of past capital investments while making more mobility choices available to more travelers. This policy consideration supports the principles of *technology forward*, as data is harnessed to improve the efficient use of infrastructure; and *sustainability*, as travelers make choices that have less negative environmental impacts.

Manage limited right-of-way and curb space to achieve community goals. Improving travel choices and mobility will require Redmond to make thoughtful decisions in how limited right-of-way is allocated to various uses. These decisions should be guided by community goals for land use, economic vitality, mobility, and more, and should align with the principles of *sustainability, equity and inclusion, technology forward, resiliency, and safety*.

Policy Considerations: Enhance Freight and Service Mobility

Complete the freight modal network. The freight modal network provides for the movement of goods and services to and through Redmond. This policy consideration aligns especially with the principle of *resiliency*, as the network is critical to economic well-being.

Monitor freight and service delivery patterns and adjust transportation system operations if warranted. This policy consideration calls for continued monitoring of travel patterns in an era of change in how goods and services are delivered. This consideration supports the principles of *technology forward* – using information and technology to inform decisions and respond to system failures, and *resiliency* insofar as Redmond makes adjustments that make the system more resilient.

Policy Considerations: Impact Fees

Consider waiving or reducing transportation impact fees for affordable housing. State law allows cities to exempt or reduce transportation impact fees for housing affordable to those earning up to 80 percent of area median income. For reductions exceeding 80 percent, the City must pay the remainder of the impact fee that would otherwise be due from another non-impact fee account. The City should consider whether to allow reductions or exemptions, and if so, the criteria by which exemptions would be granted.

Consider waiving transportation impact fees for uses with a broad public purpose. State law allows cities to exempt uses with a broad public purpose from transportation impact fees. The City must pay the impact fee that would otherwise be due from another non-impact fee account. The City should consider whether to allow exemptions, and if so, the criteria for evaluating and approving exemption requests.

The two impact fee policy considerations align with the principle of *equity and inclusion* in that they could decrease the cost of providing affordable housing or other uses with a broad public purpose; they

align with the principle of *resiliency* in that they could result in a more diverse mix of uses serving a broad public purpose that would buffer the community from the impacts of acute or chronic stressors.

Attachment C: Public Outreach Summary

Introduction

In Fall 2020-Winter 2021, City staff engaged with the community concerning the update of the Transportation Master Plan (TMP). This step in the overall update process focused on the strategic framework of the TMP, and the goals were to:

- Gather feedback on the vision, guiding principles, and strategies,
- Understand preferences (i.e. what is important, and what is a priority), and
- Capture project ideas about where transportation and mobility could be improved within Redmond)

City staff utilized a three-pronged approach to engage the community:

- 1) Conduct a plan review and trends analysis to create draft strategies and policy considerations,
- 2) Issue a questionnaire to gather public input on vision, principles, strategies, and project ideas, and
- 3) Gather feedback on draft policy considerations

The following table summarizes the types of stakeholder input gathered regarding the TMP strategic framework.

Table 1: Community Input on the TMP Strategic Framework

| | Type of Input | | | |
|------------------------------|-------------------------------------|---------------------|-----------------------|---------------------------------|
| Input from: | Values & Priorities (questionnaire) | Existing Conditions | Policy Considerations | Project Ideas (interactive map) |
| General public | ✓ | ✓ | ✓ | ✓ |
| Community Advisory Committee | ✓ | ✓ | ✓ | |
| Ped-Bike Advisory Committee | ✓ | ✓ | ✓ | ✓ |
| Planning Commission | ✓ | ✓ | ✓ | |
| Redmond 2050 partners* | ✓ | ✓ | ✓ | ✓ |
| Council | ✓ | ✓ | ✓ | ✓ |

High level findings from community engagement include:

- Participants believe the vision is generally sound and provided useful suggestions to better align the vision with the respondents' desired future.
- Safety and sustainability were the guiding principles most often rated by participants as "very important". At the same time, participants consider all principles to be important or very important.

- About one third of participants believe the guiding principles should be revised to provide improved clarity and direction to better guide transportation decisions.
- Participants identified “Improve travel choices and mobility” as the highest priority of the TMP’s proposed strategies, followed by “Maintain transportation infrastructure” and “Orient around light rail.”
- Most respondents believe the proposed strategies support the vision either “very well” or “somewhat well”.

This report describes the findings of the community engagement activities.

Vision

The City conducted a Let’s Connect questionnaire to gather feedback on the elements of the TMP strategic framework. The questionnaire was live in the Redmond 2050 virtual lobby and also promoted via email, e-News, Go Redmond, and the City’s Facebook page. The City received 108 responses between November 9 and December 13, 2020.

Questionnaire respondents believe the vision is generally sound but provided useful suggestions to better align the vision with the respondents’ desired future. Eighty-two (82) percent of respondents felt the vision reflected their desired future “very well” or “somewhat well.”

The most frequently suggested changes related to:

- Safe and well-maintained infrastructure;
- Sustainability;
- Prioritizing non-single-occupancy-vehicle modes;
- Street operations and traffic congestion;
- Concerns about growth;
- Connecting Redmond to the region with transit; and,
- Access to mobility.

Principles

As part of the questionnaire, respondents were asked to indicate how important the guiding principles are to achieving Redmond’s transportation vision.

Safety and sustainability were the principles most often rated as “very important”. At the same time, most respondents rated all principles as important or very important.

- Safety – 101 rated this principle as very important/important
- Sustainability – 95 rated this principle as very important/important
- Resiliency – 86 rated this principle as very important/important
- Equity and inclusion – 77 rated this principle as very important/important
- Technology forward – 65 rated this principle as very important/important

About one third of respondents believe the principles should be revised to provide improved clarity and direction to guide transportation decisions. The most frequently suggested revisions related to

expanding or adding to the concepts of “Equity and inclusion” and “Sustainability.” Respondents also suggested clarifying the definition of “Tech-forward,” “Resiliency,” and “Safety.”

Specific ideas about “Equity and inclusion” were to incorporate terms such as accessibility, affordability, reliability, and convenience into the definition of this principle; to address the lack of car ownership more inclusively; and to consider transit and transit amenities for those with mobility needs.

Specific ideas about “Sustainability” were to incorporate terms such as capacity into the definition of this principle; to bring more focus to environmental issues and impacts, and to directly reference the reduction of greenhouse gases.

Respondents also suggested reflecting the following terms in the guiding principles: multimodal/transit-oriented, efficiency, cost effectiveness, and measurability.

Strategies

The questionnaire also gathered feedback on the proposed TMP strategies. Of the four strategies, “Improve travel choices and mobility” was selected as the highest priority (#1), followed by “Maintain transportation infrastructure” (#2), “Orient around light rail” (#3), and “Enhance freight and service mobility” (#4).

Most respondents (78 percent) believe the proposed strategies support the vision either “very well” or “somewhat well”. The most frequently suggested changes related to:

- Traffic congestion and car capacity;
- Improving mobility (not mode specific);
- Emphasizing public transit and other modes; and
- Safety.

Policy Considerations

Public input on the vision, principles, and strategies will inform updates to policy considerations (Attachment B). As of January 25, 2021, staff have sought input on policy considerations from the Redmond 2050 Community Advisory Committee, Planning Commission, Pedestrian and Bicycle Advisory Committee, 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. The policy considerations are also posted online.

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?

| 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? • 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"> • 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 shared transit through partnerships, beyond bike and bus. For example: vanshare, rideshare, and shuttles operated via public-private partnership. • 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. • 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. |
| Planning Commission Input | |
| | <ul style="list-style-type: none"> • Improving transportation options within Redmond. |

| | |
|--|--|
| | <ul style="list-style-type: none"> • 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) |
| Stakeholder Input | |
| <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> <ul style="list-style-type: none"> • Include analysis of crash 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> | <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. <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 |

| | |
|---|---|
| <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>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 |
|---|---|

Project Ideas

The City provided an interactive, on-line map to solicit ideas from the community about where the City could improve transportation and mobility. Participants could suggest projects or identify places where issues existed that the TMP could address or improve.

Participants submitted 107 ideas, assigning each idea to one or more categories. Since each idea can belong to multiple categories, the numbers below add-up to more than 107. Staff will include these ideas in the capital project evaluation phase that will occur in the first half of 2021.

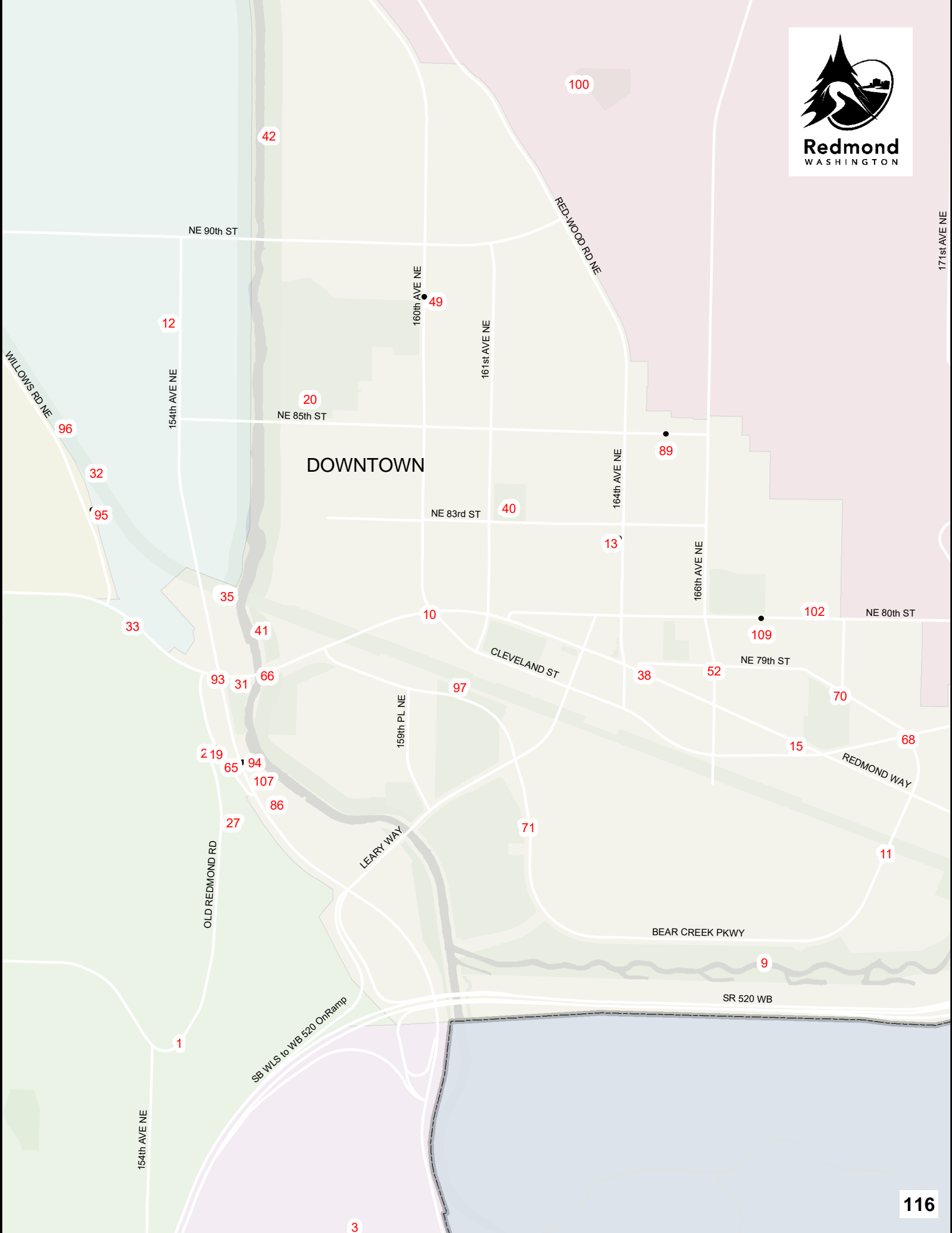
The tables below summarize the number of ideas in each category and describe the project ideas in detail. The maps on the following pages show the location of each idea submitted.

| Project Type | Number of Ideas |
|---------------------|------------------------|
| Safety | 59 |
| Trail | 43 |
| Sidewalk | 42 |
| Bicycle | 39 |
| Accessibility | 26 |
| Roadway | 14 |
| Environmental | 12 |
| Transit | 9 |
| Technology | 5 |
| Other | 3 |
| Freight | 1 |
| Maintenance | 1 |
| Parking | 1 |



See Downtown Inset Map





Project Idea List

| ID | My idea is... | My idea is important because... | Project type: | Neighborhood |
|----|--|---|---|-------------------|
| 1 | Add radar speed signs around this corner. | People speed regularly around this corner and have multiple times in the past 10 years crashed. I think adding radar signs could help alleviate this and make the corner safer. | Safety | Grass Lawn |
| 2 | Better access for peds and bikes via trails and/or sidewalks. Like on WSL to help with last mile | Because driving to a trail/rail/etc isn't helping with mobility. It's just creates new issues somewhere else. The last mile matters a lot when it comes to how people choose to move around. | Accessibility, Safety, Sidewalk, Trail | Citywide |
| 3 | Local shuttles within Redmond, mixed light-commercial & residential zoning. | We keep larger buses on major roads, and smaller shuttles can connect residential communities. Mixed zoning improves walk-score, reducing reliance on cars (e.g. Fremont, Wallingford like zoning) | Sidewalk, Trail | Citywide |
| 4 | Provide a sidewalk that starts where the Marymoor Slough trail ends on W Lake Sammamish. | Currently, runners and other pedestrians are exposed to high speed traffic along that stretch. It is a safety issue. Furthermore, it would encourage more pedestrian use between Idylwood and Marymoor. | Accessibility, Bicycle, Safety, Transit | Idylwood |
| 5 | A pedestrian trail + bridge on 51st, crossing into Marymoor park, right into the dog park. | I think it'd help encourage people with dogs (lots of them in the neighborhood), to walk to Marymoor instead of driving. | Accessibility, Bicycle, Trail, Safety | Overlake |
| 6 | Make Avondale from 128th to 520 limited access. | Limit traffic in the Education Hill Neighborhood! Unfortunately Avondale is State and County roadway. | Roadway | Bear Creek |
| 7 | Convert Redmond Way into a limited access roadway from approximately East Lake Sammamish Parkway to approximately 405. | Relieve east west traffic density in the Downtown core of Redmond | Roadway | Citywide |
| 8 | Add lanes to Willows road to improve traffic | Business is expanding along Willows Road and the road needs to be able to support increased traffic | Safety | Willows-Rose Hill |
| 9 | Provide pedestrian lighting on Bear Creek Trail | This trail has no illumination beyond ambient lighting from Bear Creek Pkwy and nearby shopping malls; therefore it gets extraordinarily dark. Illuminating the trail is more important given light rail. | Safety | Downtown |

| ID | My idea is... | My idea is important because... | Project type: | Neighborhood |
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| 10 | Improve pedestrian safety crossing Redmond Wy at 160th Ave NE | This intersection is very dangerous; I have seen many almost-accidents. The crosswalk signal crossing Redmond Wy is not long enough; it is impossible for slower folks to cross during their signal. | Sidewalk, Safety | Downtown |
| 11 | Improve pedestrian safety crossing 170th Ave NE. | Vehicles turning left from NE 76th St onto 170th Ave NE frequently fail to observe pedestrians crossing on the north crosswalk across 170th Ave NE; I have seen many almost-accidents. | Safety | Downtown |
| 12 | Add a crosswalk to cross 154th Ave NE | The only places to cross 154th Ave NE are at NE 85th and NE 90th St, which are very far apart from each other. There is a sidewalk on only one side of 154th, so walking to the western side is onerous. | Safety, Sidewalk | Sammamish Valley |
| 13 | Widen the sidewalk on 164th Ave NE | This sidewalk is narrow and close to the street, making it difficult to pass pedestrians while maintaining a safe distance. I have frequently had to step into the roadway to maintain distance. | Sidewalk, Safety, Trail | Downtown |
| 14 | Make this a "no right turn on red" onto Avondale | Keep seeing cars turning right maybe thinking they have own lane/not recognizing speed of cars off freeway and a lot of near misses I've seen (not sure if actual accidents) | Trail | Avondale |
| 15 | Better cycle connections to trail/near Redmond Way | GETTING to a trail or bike lane can be uncomfortable from the Anderson Park/Ed Hill area because Redmond Way is so busy. Turning cars on red lights, short intersection crossing make it tough. | Bicycle | Downtown |
| 16 | The Sammamish river trail should be extended south from 51st as part of the sewer upgrade project. | This trail dead ends into a busy and dangerous section of w. lk. sammamish with no good pedestrian options. | Bicycle, Pedestrian, Safety | Overlake |
| 17 | A lane of w. lk. sammamish should be converted into a bike and e-vehicle lane. | Bikes and small scale electric vehicles should be given priority over cars. We should convert vehicle capacity on all major roads. | Bicycle, Trail | Overlake |
| 18 | 148th needs dedicated bicycle capacity | There is no safe way to you ride your bike on 148th. This should be a high volume bike corridor. Convert a lane to bikes only | Environmental, Bicycle, Safety, Accessibility | Grass Lawn |

| ID | My idea is... | My idea is important because... | Project type: | Neighborhood |
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| 19 | Bike/ped bridge between Old Redmond Way and the Sammamish River Trail. | Old Redmond Road is the major east-west bike connection between residential neighborhoods (Grass Lawn etc), Downtown (work, shopping, restaurants), and the Sammamish River Trail (recreational biking). | Bicycle, Trail, Safety | Grass Lawn |
| 20 | Place a crosswalk across NE 80th at 170th Ave. On west side. OR other traffic control device. | Autos speed through that intersection going up and down that hill at a rapid rate. Sr apt is right there where many of the tenants have to cross the st. to frequent the stores, park or just walk. | Bicycle, Sidewalk, Trail | Downtown |
| 21 | Turn WLS into a trail with sidewalks | Underutilized by ped and bicyclist because of safety issues. Fast moving cars with no bumps or lights to help slow speeds down | Safety | Idylwood |
| 22 | Reduce speed down from 40. No city street should have a speed limit of 40. Safer crossing lights | Reduce speed since it easily translates into higher speeds for smaller streets and residential neighborhoods. Crossing a mini freeway is not great. Safer for pedestrians | Safety, Sidewalk, Trail | Overlake |
| 23 | Expand sidewalk and add speed bumps | Area leads to elementary school. Sidewalks needs repair and expansion and streets is a thoroughfare to a larger artery with lots of speeding. More speed bumps or speed camera and fix the sidewalk | Sidewalk, Safety | Idylwood |
| 24 | Trail with bicycle lanes and narrowing of street | Large hill creates lots of high speeds and people speeding up from WLS to get up hill. Sidewalk is poor with debris and small. Hard for Children to go up and down safely to and from school. | Bicycle, Trail | Idylwood |
| 25 | Remove "no trespassing" sign along 114th path to Sammamish River Trail. | This is the safest, shortest route from all of Education hill to Northbound Sammamish River Trail. The neighborhood association could remove the restrictions with no cost or inconvenience to anyone. | Safety, Pedestrian, Trail | Education Hill |
| 26 | Crosswalk for pedestrians to safely cross busy 116th st | With the coronavirus pandemic, people are trying to keep social distance while walking outside. They need safe place to cross to the other side of 116th instead of having to run across in busy traffic | Sidewalk | North Redmond |

| ID | My idea is... | My idea is important because... | Project type: | Neighborhood |
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| 27 | Add a staircase from Old Redmond to W Lake Samm Pkwy for pedestrians. | Many residents in the Grass Lawn area walk to downtown Redmond or to the bus stop on W. Lake Samm Pkwy. We end up walking much further than necessary or cutting thru the brush on a muddy, slippery trail. | Accessibility, Environmental, Safety, Transit | Grass Lawn |
| 28 | Add a boat launch with parking lot so Redmond kayakers don't have to disturb the river wildlife. | It protects the environment and encourages more healthy activity. | Bicycle | Southeast Redmond |
| 29 | Improve the cycling connection from downtown (via Redmond Way or Leary or both) to Old Redmond Rd. | This is the only feasible bike route from Redmond to Kirkland currently. Currently, cyclists must choose between riding on wide, fast 5-6 lane roads; or narrow sidewalks well-used by pedestrians. | Bicycle, other: mitigation of King County Sewer Replacement Project | Downtown |
| 30 | Allow summer work on 177th, enforce parking regs to train drivers what to expect. | Current plans unfairly impact neighbors on 177th forcing lengthening of their pain during bad-construction-weather so outsiders can enjoy park. | Trail | Idylwood |
| 31 | Build a staircase from Redmond Way to connect Rotary Park | The park is currently hard to access | Trail, Pedestrian | Downtown |
| 32 | Build a staircase to connect the Westpark offices to the Redmond central connector | This would allow hundreds of employees to easily access walkable trails. | Sidewalk | Downtown |
| 33 | Widen the sidewalk on the North side of Redmond Way near Redmond Care and rehabilitation center. | Currently it's too narrow for a bike and pedestrian to cross paths because both the guardrail and hedge encroach on the sidewalk. | Bicycle | Grass Lawn |
| 34 | Link bicycle path between Marymoor and the community center so bikes don't have to enter traffic | Connecting a recreation facility to an expansive bicycle network helps reduce parking demand & encourages use of facility by non-motorists. This is only relevant once the pandemic is over. | Trail | Southeast Redmond |
| 35 | Add staircase from Redmond Central Connector to the trail on the west side of the Sammamish river. | The west side is connected poorly by dedicated pedestrian trails. It would allow people to enjoy both sides of the river. | Bicycle, Trail | Downtown |
| 36 | Pave the steep section on the PSE trail just east of the Sammamish river | It is currently almost impossible to bike up and dangerous to go down. There is a lot of erosion that could be prevented. | Roadway, Safety, Bicycle | Education Hill |

| ID | My idea is... | My idea is important because... | Project type: | Neighborhood |
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| 37 | Remove shrubbery on NE side of intersection. | 139th Ave NE has a slight incline approaching Redmond Way, so the shrubbery makes it difficult to see oncoming traffic approaching from 140th Ave NE, especially in an older and/or lower car. | Safety, Roadway | Grass Lawn |
| 38 | Optimize carbon footprint of cars traveling 202 between Bear Creek Parkway and 170th Ave NE. | 10 traffic lights b/t Panera Bread & KFC. Rarely make 3 or 4 green lights in a row. Starting, stopping, idling, city driving consumes more fuel. Compare to Holly Street, Bellingham; lights are timed. | Bicycle | Downtown |
| 39 | I dare city leadership to bike to work 1 day a month in 2021. | Because putting drivers into bike lanes makes them more empathetic. I tried cycling from my parents house to Bellevue city hall for a bike forum; there were no bike lanes to ride 3 miles cross town. | Transit | Citywide |
| 40 | Have a bus run regularly from Redmond Transit Center to Totem Lake Transit Center directly. | Redmond doesn't have a large hospital/medical center and Totem Lake does. Make it easier for people to take a bus that takes 20-30 minutes to get to Evergreen Medical Center whenever they need to. | Bicycle, Safety, Trail | Citywide |
| 41 | Add center line striping to Burke Gillman trail | Busy path needs help - they stripe the trails in the Bay Area. Walkers expand to take the entire width. I cycle, I share, but find the lack of definition leads to bad behavior by people. | Safety | Citywide |
| 42 | Redmond needs to coordinate with King County to enforce laws regarding Sammamish River Trail usage. | With e-bikes, scooters, and other electrified vehicles zooming up and down the trail with no regard to speed limits, someone is going to get seriously hurt or killed. | Bicycle, Environmental, Safety | Citywide |
| 43 | Separated bike lane along Avondale Rd. Promotes low-carbon cycling by improving safety. | Improves safety, promotes low-carbon transportation. | Bicycle, Safety | Bear Creek |
| 44 | Wish they could put barrier between bike lane and roadway on West Lake Sammamish | It's dangerous riding that route around to Marymoor so one can get to the bike trails. | Safety, Sidewalk | Idylwood |
| 45 | Sidewalk!!! | between RHS and Avondale there are no sidewalks. Cars speed on this road and crossing is dangerous! | Sidewalk, Safety, Pedestrian, other: community building | Education Hill |

| ID | My idea is... | My idea is important because... | Project type: | Neighborhood |
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| 46 | Neighborhood off leash dog park!!! Somewhere at Hartman, just a link fence | Community building, people will get to know each other. give dogs a legal off leash spot so they don't use baseball fields. Newer neighborhoods have them. | Accessibility, Sidewalk | Education Hill |
| 47 | City promised to "finish" sidewalks & put utilities underground once bulk of N Redmond was built. | Accessibility for walking and running without huge ditches | Sidewalk | North Redmond |
| 48 | I would love a sidewalk put in on 220th street off Union Hill. | It's the only place to walk in our neighborhood and people drive about 45mph on the road, even though the speed limit is 25. | Roadway, Safety, Sidewalk | Outside City |
| 49 | Install a blinking crosswalk signal on 160th between Bella Bottega and the City Campus. | I cross there often and have frequently had cars drive through the crosswalk without even checking for pedestrians. | Safety, Pedestrian, other: crosswalk | Downtown |
| 50 | Please put a crosswalk at 116th leading into the Chardonnay neighborhood (North Ed Hill) | Cars go about 40 right here and little Kids often cross alone here. There is a path in Chardonnay that leads to the back side of Rockwell El. Tons of people cross here and a crosswalk is needed. | Roadway, Safety | North Redmond |
| 51 | Need for a signal or roundabout at the intersection | This is a dangerous left turn with regular accidents. There is a dire need for a signal or roundabout. The through traffic comes down hill at great speed and is not visible enough from the side street | Sidewalk | North Redmond |
| 52 | Pedestrian crossing across 166th Ave NE at NE 79th St | ...because pedestrians have been shortchanged by the obnoxious left turn lanes on 166th Ave NE. Surely these could have been created without also eliminating crosswalks? | Accessibility, Safety | Downtown |
| 53 | Lighting in the underpass tunnel at 187th Ave NE that goes under East Lake Samm Pkwy | The tunnel is unlit, but a safe way to cross to the East Lake Samm Trail. Adding lighting to the Redmond portion of the ELST, like on the trail along Willows would also be very nice. | Accessibility, Safety, Sidewalk | Southeast Redmond |
| 54 | Cross-walk across East Lake Samm Pkwy near Marymoor Trail | ...because so many people cross the road at this location anyway, now that there is a sidewalk along The Bond apartments, that a cross-walk would make that crossing safer. | Accessibility, Safety, Sidewalk, Bicycle | Southeast Redmond |
| 55 | Sidewalk ramps and removal of pedestrian obstacles at 185th Ave NE and NE 62nd Court | ... there is no ADA ramp and the median on NE 62nd Ct is in the way, causing pedestrians to walk in the road. | Accessibility, Pedestrian, Safety | Southeast Redmond |

| ID | My idea is... | My idea is important because... | Project type: | Neighborhood |
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| 56 | Bus Shelter at bus stop on Route 202 outbound before 185th Ave NE | ...because this is (was) the first stop on the 268 bus route and you often had to wait in the rain for the bus. There was a slab for a shelter until The Bond project built stairs to the location. | Accessibility, Sidewalk, Trail, Signage issue | Southeast Redmond |
| 57 | Correct signage at either end of The Bond passage path to be less confusing. | When The Bond was completed two signs were added at each end of a path that least between E Lk Samm Pkwy and Route 202. But the arrow on the signs point the wrong way, and not to the path: it is confusing! | Safety | Southeast Redmond |
| 58 | Add speed bumps to slow down cars entering roundabout on 116th and 172nd | Roundabout has low visibility and cars enter at high speed making it very dangerous for pedestrians and bicycles Adding speed bumps before entrance will make area safer | Safety | North Redmond |
| 59 | Add couple of speed bumps on 120th way leading up to Clara Barton elementary | Cars speed up and down the hill on 120th way ignoring posted speed limit Adding 2 speed bumps will make the road safer for Clara Barton students walking to and from school | Safety | North Redmond |
| 60 | The sidewalk is buckling heavily on the western sidewalk along willows road near the Storage Center | They bumps were large enough that I almost tripped on them going for a run at night, but I also bike on sidewalks when going uphill and have to dismount my bike in that area (or brave the road). | Accessibility, Bicycle, Safety, Sidewalk | Sammamish Valley |
| 61 | Remove the "channel" design". The area to press the x-walk lights was raised with a narrow channel. | As a bicyclist who prefers sidewalks, it's very difficult to navigate the narrow channel. I can't imagine a wheelchair using it let alone my bike trying to pass a wheelchair. Restore raised island? | Accessibility, Safety, Bicycle | Overlake |
| 62 | Less cars and speeding more pedestrians friendly | Needs to be much safer for ped and high schoolers in the area to get to and from without cars. Too much speeding/red light running. Very traffic heavy. Being built up but nice to have safety now. | Safety, Sidewalk | Citywide |
| 63 | Redo trails and traffic calming | Trees blocking sidewalks and high traffic volume and speeds. Park nearby but not safe due to cars. | Bicycle, Safety, Trail | Overlake |
| 64 | Trail access and traffic calming | Like a freeway and school access on a side with no sidewalks. Microsoft surrounded by residential areas that see high traffic volumes and speed issues. know bike path in works but need trail | Accessibility, Trail | Overlake |

| ID | My idea is... | My idea is important because... | Project type: | Neighborhood |
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| 65 | The west side of the Sammamish river trail is barely used and needs signage leading to it. | Pedestrians barely use the west side of the Sammamish trail because they don't know it's there. It needs to be a path (like on the east side of the slough) so that people know it's there, not gravel | Safety | Citywide |
| 66 | Sammamish River Trail section under the Redmond Way bridge is too dark and potentially dangerous. | There needs to be more lighting in this area as during the night it is too dark and unsafe. It can be very hard to see pedestrians walking underneath the Redmond Way bridge. | Bicycle, Safety, Accessibility | Downtown |
| 67 | El autobus 250 no sube la colina hacia Redmond High School. Ayudaria a los estudiantes en avondale. <i>"The 250 bus does not go up the hill to Redmond High School. It would help the students at Avondale."</i> | Si el autobus 250 subiera la colina hacia RHS entonces las familias de Avondale tuviesen mas opciones en el caso que el estudiante no pueda tomar el autobus escolar. Tambien para ir a Hartman . <i>"If bus 250 were to go up the hill to RHS then Avondale families would have more options in the event that the student is unable to ride the school bus. Also to go to Hartman."</i> | Transit | Education Hill |
| 68 | Reevaluate having two left turn lanes from NE 79th onto Avondale because its drivers are dangerous. | The double-left-turn from NE 79th onto Avondale is often dangerous. Most cars in the left turn lane immediately whip right after the turn and this has a lot of close calls. | Accessibility, Bicycle, Environmental, Freight, Maintenance, Parking | Downtown |
| 69 | Expand intersections with dedicated turn lanes in all directions | Gridlock | Roadway | Overlake |
| 70 | Please put a flashing light signal at this crosswalk. | Pedestrian safety! Speed limits are ignored on this street and drivers don't always look for pedestrians waiting to cross. | Sidewalk | Downtown |
| 71 | The programming at this stop light needs to be looked at. | I cross here as a pedestrian and had to wait for absolutely no one, but I've also seen it change for no cars just to make another car wait around as well. | Technology | Downtown |
| 72 | Please consider putting a crosswalk with flashing lights between the two curb ramps on this street. | I have crossed here many times and seen others do it as well. Traffic moves rather quickly though so it's not easy to do. | Safety, Sidewalk | Southeast Redmond |
| 73 | A turn arrow for WB Avondale turning onto 79th while the SB 79th light is green. No right on red... | As a pedestrian crossing from the Delano to Jiffy Lube corners, right turns from Avondale to 79th are a problem. This lane should be no right on red but given a green arrow as described above. | Safety, Pedestrian, Sidewalk | Downtown |

| ID | My idea is... | My idea is important because... | Project type: | Neighborhood |
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| 74 | Decrease traffic on Willows Road and improve safety for bicyclists, pedestrians, and bus riders | If it was safer to have multi-modal transportation on that road, then perhaps it could cut down on traffic. 132nd to Willows are both dangerous to ride on. | Bicycle, Roadway, Safety | Willows-Rose Hill |
| 75 | Connect the sidewalk on the west side of Target parking lot to the bike route west of Fred Meyer | This bicycle / pedestrian rout will become direct access to the new Marymoor light rail station. | Accessibility, Bicycle, Sidewalk, Trail, Transit | Southeast Redmond |
| 76 | Install traffic and crosswalk signal | There is a bus stop here which has no safe access to cross Avondale which is a major arterial. | Accessibility, Roadway, Safety, Sidewalk, Trail, Transit | Bear Creek |
| 77 | Cycle track protected from traffic along full length of Old Redmond Road | I want to bike safely with my family from our home in Grass Lawn to the Cross Kirkland Trail, Downtown Redmond, and Sammamish and Bear Creek Trails. I don't feel safe in the current bike lanes. | Bicycle, Safety | Grass Lawn |
| 78 | Recreational trail along Bear Creek to Farrell-McWhirter and eventually Redmond Watershed Preserve | Recreational opportunity to enjoy Redmond's natural beauty, and safer biking alternative to Avondale from 116th to Downtown | Bicycle, Sidewalk, Trail | Bear Creek |
| 79 | HOV bus/shuttle lane on 148th | Incentivize people to switch from cars to public bus or private shuttle (and onwards by light rail) by keeping high-capacity vehicles fast and reliable on this critical corridor. | Environmental, Roadway, Technology, Transit | Grass Lawn |
| 80 | HOV bus/shuttle lane on Avondale with park-and-ride | Incentivize people in North Redmond to switch from cars to public bus or private shuttle by making it easy to get from home to transit and making transit faster and more reliable than driving. | Environmental, Roadway, Technology, Transit | Avondale |
| 81 | HOV bus/shuttle lane on Redmond Way | Incentivize people coming from Kirkland and Bothell to switch from cars to public bus or private shuttle by making transit faster and more reliable than driving. | Environmental, Roadway, Technology, Transit | Grass Lawn |
| 82 | Bike lane on 40th St from 140th to light rail (coordinating with Bellevue) | I commute by bike from Grass Lawn. 140th is safer and more pleasant than 148th. There's just a short missing link to safely bike from 140th @ 40th (in Bellevue) to Microsoft and the transit center. | Bicycle, Environmental, Safety | Overlake |

| ID | My idea is... | My idea is important because... | Project type: | Neighborhood |
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| 83 | Stairs from Rose Hill down to Willows (with a ramp for bikes) | The trail around 97th is a pleasant and convenient way for me to get from Grass Lawn to the Sammamish River Trail for recreational biking. But it is a treacherous slippery fire road. | Accessibility, Bicycle, Environmental, Safety, Trail | Willows-Rose Hill |
| 84 | 116th/RedWood stairs to Sixty Acres Park (with bike ramp) | It's a missing link in the bike/recreation network. Creating a safe and pleasant trail network makes it possible to bike different loops around Redmond and the region. | Bicycle, Sidewalk, Trail | North Redmond |
| 85 | W Lake Sammamish protected bike/ped trail (and encourage Bellevue/Issaquah/Samm to close lake loop) | While Redmond unfortunately has limited public lakefront access, a lake loop trail would make for a scenic recreational bike ride. I would feel safe to bike it if protected from car traffic. | Accessibility, Bicycle, Sidewalk, Trail | Idylwood |
| 86 | Connect wSRT to RCC Extend wSRT s : 85th to Aegis Liv Red Connect SRT to CKC - ext w SRT to 124th? | Connecting trails is always a good thing. SRT (Sammamish River Trail) (wSRT = west side of river) RCC (Redmond Central Connector) CKC (Cross Kirkland Connector) | Bicycle, Trail | Downtown |
| 87 | Add bike lanes along Redmond Way starting at the Kirkland/Redmond border. | Sharing Redmond Way with traffic is dangerous to bicyclists due to higher traffic speeds and a narrow roadway. Redmond is the bicycle capital of the Northwest, but a main route isn't bike friendly. | Bicycle, Safety | Grass Lawn |
| 88 | The bicycle lane on W. Lake Samm between 51st and Leary is bumpy, uncomfortable, and dangerous to ride. | The concrete slabs that make up bike lane need to be smoothed out for safety and comfort. | Bicycle, Environmental, Safety | Overlake |
| 89 | Please add streetlights at this intersection. | It is far too dark in the winter and it is difficult to see pedestrians and cyclists. | Safety | Downtown |
| 90 | A sidewalk or trail on NE 124th St from 162nd PI NE to Red-Wood Road | There is no safe way to get down the hill on foot. (Ideally, the path would continue [to?] the river, but that is outside Redmond) | Safety, Sidewalk, Trail | North Redmond |
| 91 | Sidewalk on 154th PI NE from Red-Wood Road to 60 Acre Park | There is no safe way to walk/run to 60 Acre Park from Education Hill | Safety, Sidewalk, Trail | Education Hill |
| 92 | Stairs (or ramp) from the Redmond Central Connector to the west side of the SRT. | Access would make the west side of the SRT nicer for folks on foot and reduce mixing with bikes. | Accessibility, Sidewalk, Trail | Downtown |

| ID | My idea is... | My idea is important because... | Project type: | Neighborhood |
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| 93 | Stairs or ramp from Redmond Way river bridge to west SRT (and Rotary park) | Would make the west SRT nicer for folks on foot and reducing mixing with bikes. Also, would make the Rotary park much, much more usable. | Accessibility, Sidewalk, Trail | Downtown |
| 94 | Finish the west SRT by formalizing the section between Redmond Way and Leary Way | This would make the west SRT nicer for folks on foot and reducing mixing with bike traffic. | Accessibility, Trail | Downtown |
| 95 | Connect the Redmond Central Connector to Willows Rd with stairs (or ramp) near NE 82nd St. | After the Connector crosses the river (going west), it goes .57 miles without an exit/entrance. It would be nice to connect it to Willows Rd. (Very informal mud stairs try to do this now) | Trail | Sammamish Valley |
| 96 | Connect the west Redmond Central Connector to the industrial park at 152nd Ave NE | After the Connector crosses the river (going west), it goes .57 miles with no exit/entrance. It would be nice if people in the industrial park had access to the connector at the end of 152nd Ave NE. | Sidewalk, Trail | Sammamish Valley |
| 97 | Everywhere that a car road crosses a trail, use Dutch-style Continuous Sidewalks | For example, where 161st Ave NE crosses the Central Connector, continuous sidewalks would visually and physically give trail users priority over cars. See https://www.youtube.com/watch?v=9OfBpQgLXUc | Accessibility, Bicycle, Roadway, Safety, Sidewalk, Trail | Citywide |
| 98 | Finish the missing link in the East Redmond Connector | The planned trail from NE Novelty Hill Rd to the Evans Creek Trail would be great for trail users. | Accessibility, Bicycle, Environmental, Trail | Bear Creek |
| 99 | A trail up the hill from 160 ave NE to the Red-Wood Rd (near NE 98th St) | On foot, there is no nice way to get from the river valley to Education hill between 85th and the Powerline Trail (roughly 104th). A new trail would make walking from and to Education hill nicer. | Sidewalk, Trail | Education Hill |
| 100 | A trail connecting Reservoir Park to the Red-Wood Road. | On foot, there is no nice way to get from the river valley to Education hill between 85th and the Powerline Trail (roughly 104th). A new trail here would make walking from and to Education Hill nicer. | Sidewalk, Trail | Education Hill |
| 101 | Pedestrian stairway linking 172nd Ave NE with Avondale Road. | Would make it much easier for people on Education Hill to walk to businesses in Bear Creek area and reduce reliance on cars for short trips. | Accessibility, Environmental, Sidewalk, Trail | Education Hill |

| ID | My idea is... | My idea is important because... | Project type: | Neighborhood |
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| 102 | Protected bike lane from Education Hill to existing bike trails like Sammamish Trail. | Without protected bike lanes, most bikers don't feel safe enough to ride to/from their homes to the network of trails in the area. Without an end-to-end safe path, many bikers will not go at all. | Bicycle | Downtown |
| 103 | Add pedestrian facilities along West Lake Washington Parkway from 51st to Idylwood Beach Park. | Major pedestrian connection, plus addition to trail system. Also, pedestrian safety. | Sidewalk, Trail | Idylwood |
| 104 | On the RCC Trail, add a big lit NO RIGHT TURN at NE 90th St. & NE 95th St. when the Walk sign is on | It's only a matter of time until a car or truck hits a cyclist or pedestrian in the crosswalks. the intersection at W. Lake Samm and Leary Way has a sign that works well. | Bicycle, Roadway, Safety, Sidewalk, Trail, Technology | Citywide |
| 107 | Extend wSRT s : 85th to Aegis Liv Red | Connecting trails is always a good thing. SRT (Sammamish River Trail) (wSRT = west side of river) | Trail | Downtown |
| 108 | Connect SRT to CKC - ext w SRT to 124th? | Connecting trails is always a good thing. SRT (Sammamish River Trail) (wSRT = west side of river) CKC (Cross Kirkland Connector) | Trail | Sammamish Valley |
| 109 | Maintain sidewalks across the street from between 166th & school, uneven/broken from tree roots | I have trouble with my stroller and I have seen wheelchairs get off the sidewalk and move into the street. Concerns with accessibility and safety in high ped traffic area. | Safety, Sidewalk, Trail | Downtown |

(What happened to projects 105 and 106? They were duplicates accidentally created by staff. No projects were lost.)

Attachment D: Council Input on Policy Considerations

Transportation Master Plan Update

| Council Input at 2/2/21 Business Meeting | Staff Response | Additional Council Input |
|--|---|--------------------------|
| 1. Should the City separate large/heavy vehicle traffic from key bicycle corridors? Example: use of Old Redmond Road for bicycle travel and Waste Management, as described in project idea #77. (Forsythe) | <p>As part of the TMP Update, the City could consider new or updated policies that address: 1) truck traffic, 2) the type and location of key non-motorized corridors, and 3) how key travel corridors for different modes – such as bicycles and trucks – relate to each other. For example, should they be allowed to overlap? And if so, under what conditions?</p> <p>Related strategies: improve travel choices and mobility; enhance freight and service mobility.</p> <p>Related principles: safety; sustainability; equity and inclusion.</p> | |
| 2. Sidewalks on the south side of NE 85 th Street are overgrown and mossy. How can City develop policies to address that? (Forsythe) | <p>As part of the TMP Update, the City could consider new or updated policies that address sidewalk level of service and funding strategies for sidewalk maintenance.</p> <p>Related strategies: maintain transportation infrastructure; improve travel choices and mobility.</p> <p>Related principles: safety, sustainability, equity and inclusion, resilience.</p> | |

| Council Input at 2/2/21 Business Meeting | Staff Response | Additional Council Input |
|--|--|--------------------------|
| <p>3. How can the City predict trends in freight and mobility? What data sources is City using? (Padhye)</p> | <p>The pandemic has highlighted the importance of freight and service mobility as more goods and services than ever have been delivered to doorsteps. This is an acceleration of an already rapidly evolving situation. Simultaneously, companies are researching new technologies by which to deliver goods more quickly.</p> <p>For the TMP Update, the City will consult a variety of sources when considering policy updates related to freight and service mobility, including: 1) research and data published at the federal and state levels, such as by the Census Bureau and Washington State Department of Transportation, 2) academic research, 3) research and data from the Puget Sound Regional Council, which has a Freight Advisory Committee, and 4) local subject matter experts such as those engaged in the delivery of goods and services in Redmond.</p> <p>Related strategies: enhance freight and service mobility.</p> <p>Related principles: technology forward.</p> | |
| <p>4. What is the City doing to create safer, separated, facilities for those who bike, walk, use wheelchairs, or use canes? City has responsibility to protect those users of the transportation system. (Fields)</p> | <p>Updating the TMP gives the City the opportunity to center transportation policies and investment choices in the TMP Update guiding principles. Among other things, this means re-evaluating facility needs, updating design standards, and re-examining funding levels and priorities. As part of its commitment to safety, equity and inclusion, and sustainability, the City could consider new or updated policies that protect the most vulnerable users of the transportation system.</p> <p>Related strategies: improve travel choices and mobility.</p> <p>Related principles: safety; equity and inclusion; sustainability.</p> | |

| Council Input at 2/2/21 Business Meeting | Staff Response | Additional Council Input |
|--|---|--------------------------|
| <p>5. What is the one project idea related to parking? How does it connect with the City's parking strategy? (Anderson)</p> | <p>Project 28 is a request for a boat launch with a parking lot. Although it is the only project idea having to do specifically with parking, the topic of parking was mentioned frequently in responses to the questionnaire on vision, principles, and strategies. One of the proposed policy considerations addresses parking regulations around light rail stations; another that implicitly addresses parking is considering how to manage limited right-of-way and curb space to achieve community goals. These policy considerations were informed in part by the Downtown Parking Management Strategic Plan.</p> <p>Related strategies: orient around light rail; improve travel choices and mobility.</p> <p>Related principles: sustainability, technology forward.</p> | |
| <p>6. How will people be able to travel from Redmond neighborhoods or nearby communities to access light rail without a car, at scale? (Kritzer)</p> | <p>One recurring theme in feedback from the community is addressing access to transit, including access to light rail. Two of the four Redmond light rail stations will not have additional transit parking beyond what already exists nearby. That means the strategies must address access via other modes. Past examples include improved access to connecting trails like the Redmond Central Connector, launching a pilot for shared scooters, and partnering with Metro on flexible transit service. Staff will include this policy consideration in the TMP update.</p> <p>Related strategies: improve travel choices and mobility; orient around light rail.</p> <p>Related principles: sustainability; equity and inclusion.</p> | |

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Transportation Master Plan Update: Policy Considerations Study Session

Jeff Churchill, Tam Kutzmark

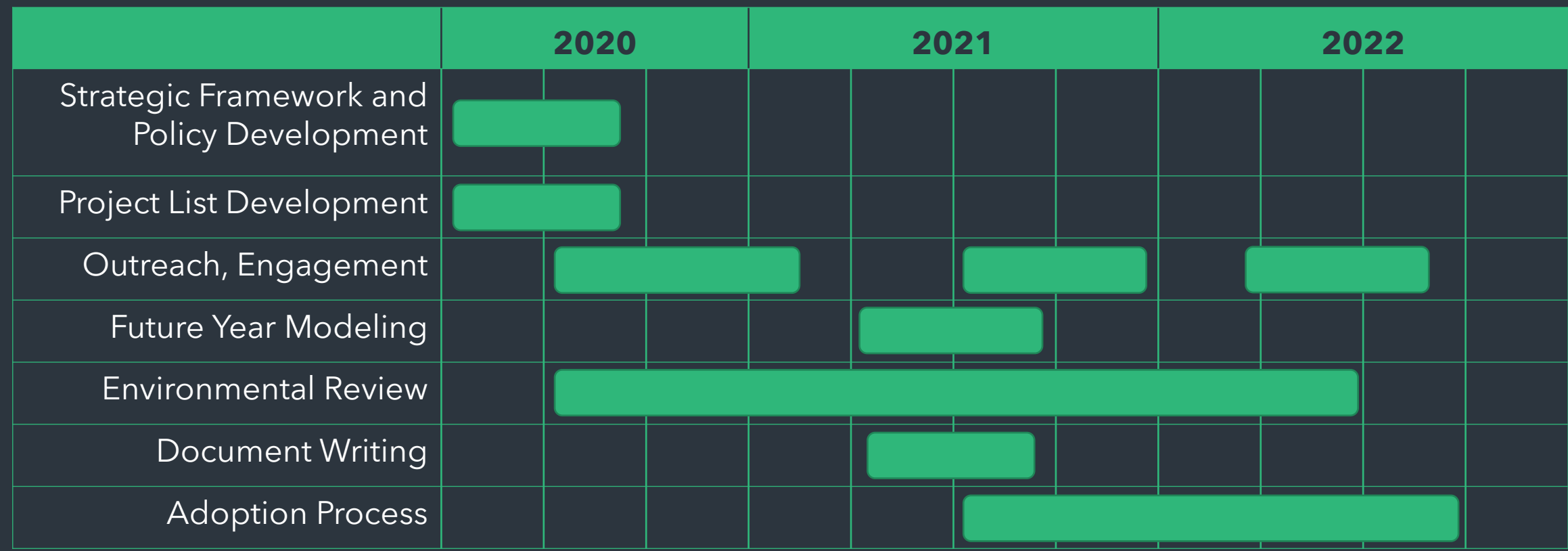



Purpose

- Seek Council input
 - **What is missing from policy considerations?**
- Later in update process: policy direction, project priorities, draft plan, final plan



TMP Update Schedule



 We are here

Improve Travel Choices and Mobility



Policy Considerations

- Complete modal networks
- Improve bike/ped connections within/between neighborhoods
- Invest in bus transit speed, access, and reliability
- Maximize use of infrastructure through TDM programs
- Manage limited ROW/curb space to achieve community goals

Feedback

- Foster partnerships and innovative financing
- Provide micromobility options
- Research other cities' success
- Enhance Willows Road transit
- Prioritize all ages bike facilities
- Foster AV, EV, other tech solutions
- Improve neighborhood options
- Orient to local bus stops
- Design multimodal streets

Orient around Light Rail



Policy Considerations

- Deploy transit service to connect people to light rail
- Prioritize investments that improve access to light rail
- Encourage transit-oriented development in light rail station areas
- Reform parking regulations around light rail stations to maximize desired uses

Feedback

- Encourage transit-oriented development
- Improve access and connections to station (e.g. bus, shuttle, micromobility, park & ride, bike amenities, station design, way-finding)
- Educate/outreach/promote
- Manage congestion
- Conduct cost and equity analysis on station use

Maintain Transportation Infrastructure



Policy Considerations

- Identify level-of-service requirements and funding for long-term maintenance and operations
- Maximize cost-effectiveness of maintenance expenditures
- Design and build infrastructure that is resilient and can be efficiently maintained

Feedback

- Reduce speed limits citywide
- Reclassify trail projects as transportation projects in key corridors
- Establish quick-build program (e.g. paint-and-post protected bike lanes, curb bulbs, etc.)

Enhance Freight and Service Mobility



Policy Considerations

- Complete the freight modal network
- Monitor freight and service delivery patterns and adjust transportation system operations if warranted

Feedback

- Foster AV, EV, other tech solutions
- Foster partnerships
- Research other cities' success

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Policy Considerations: What's Missing?

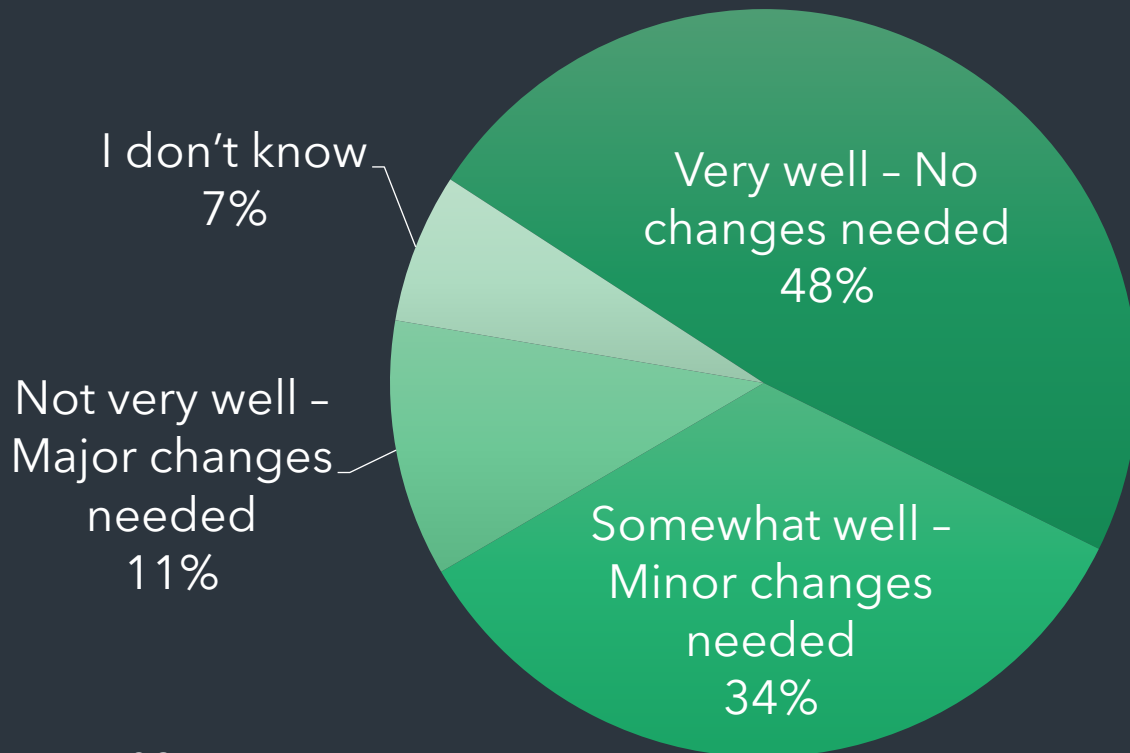
Outreach Summary Reference Slides





Let's Connect Questionnaire

How well does the **vision** reflect your desired future for Redmond?



109 Responses

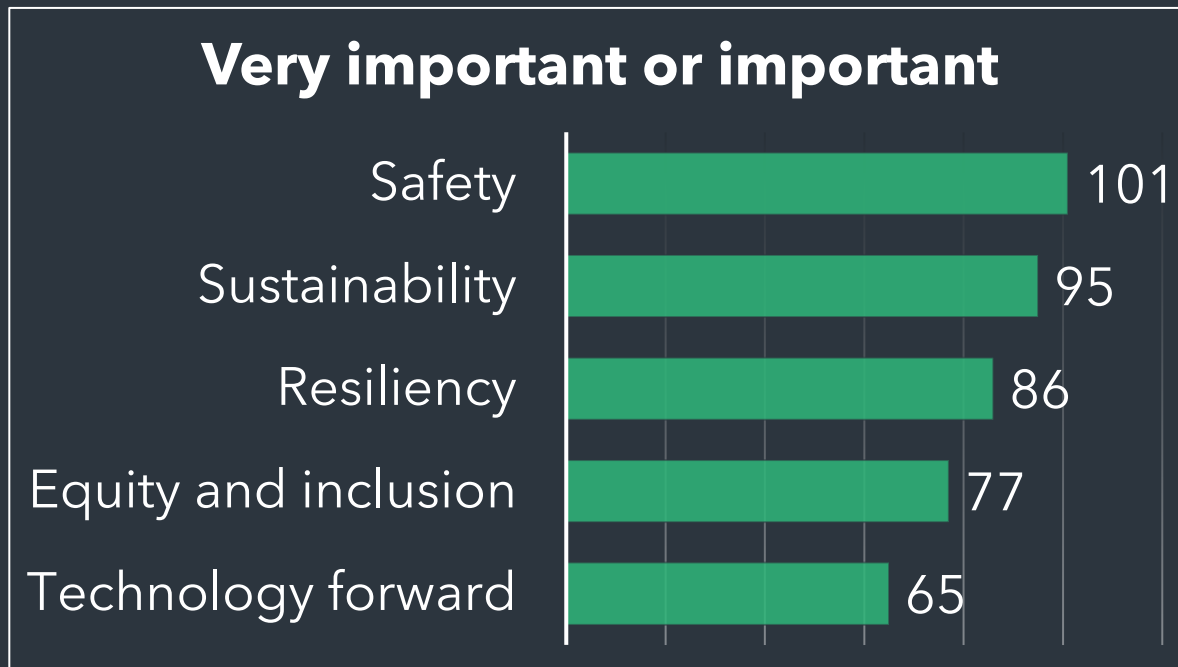
TMP Update should address:

- Safe, well-maintained infrastructure
- Sustainability
- Non-SOV travel modes
- Street operations, traffic congestion
- Concerns about growth
- Connecting to the region with transit
- Access to mobility



Let's Connect Questionnaire

How important do you think the **guiding principles** are to achieving Redmond's transportation vision?



TMP Update should:

- Expand "equity and inclusion," to address accessibility, affordability, reliability, convenience, and transit
- Expand "sustainability" to include capacity, environmental impact, and green house gas
- Clarify "tech-forward," "resiliency," and "safety"
- Consider principles for multimodal, transit-oriented, efficiency, cost effectiveness, and measurability



Let's Connect Questionnaire

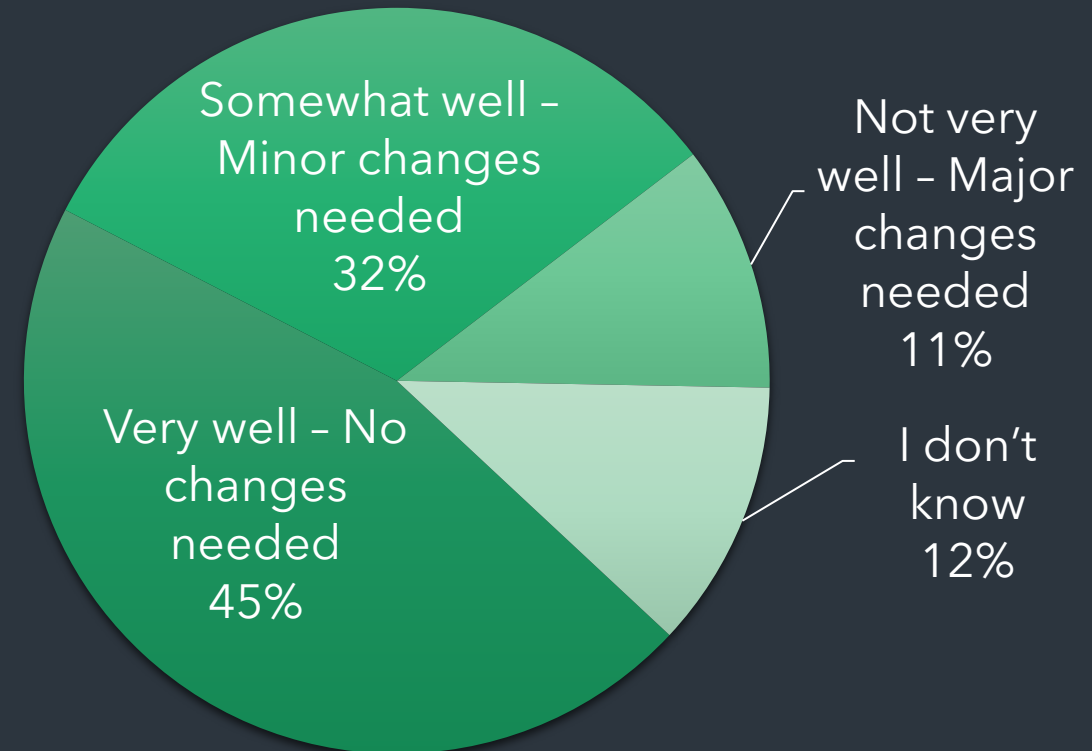
TMP Strategies

- #1 Improve travel choices and mobility
- #2 Maintain transportation infrastructure
- #3 Orient around light rail
- #4 Enhance freight and service mobility

TMP Update should address:

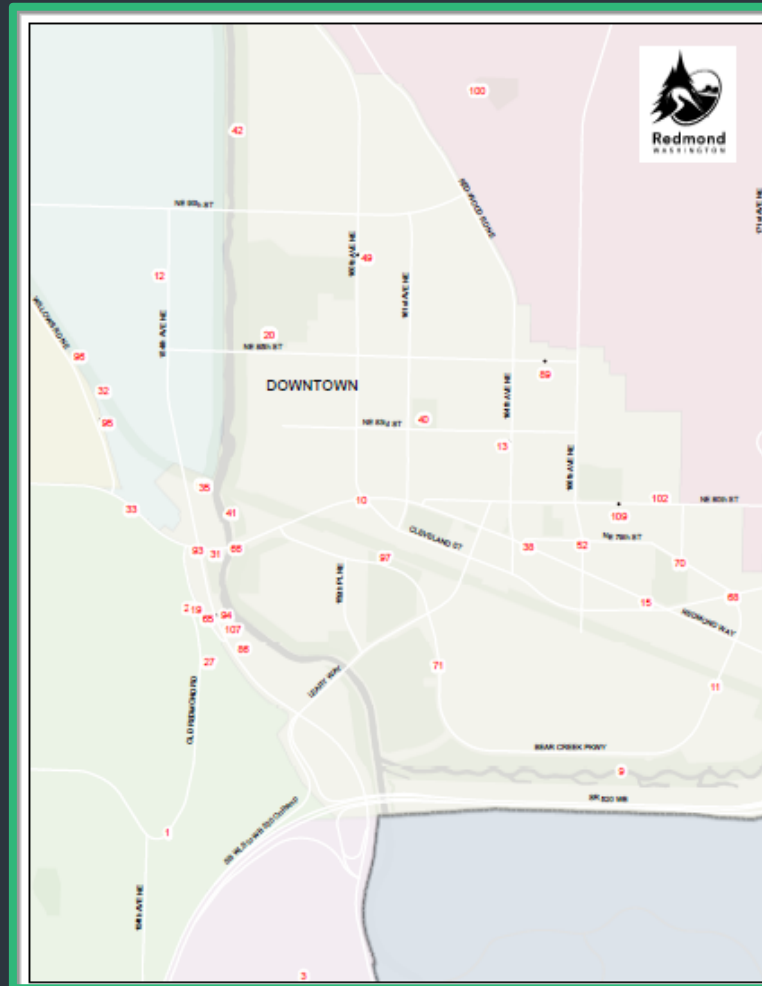
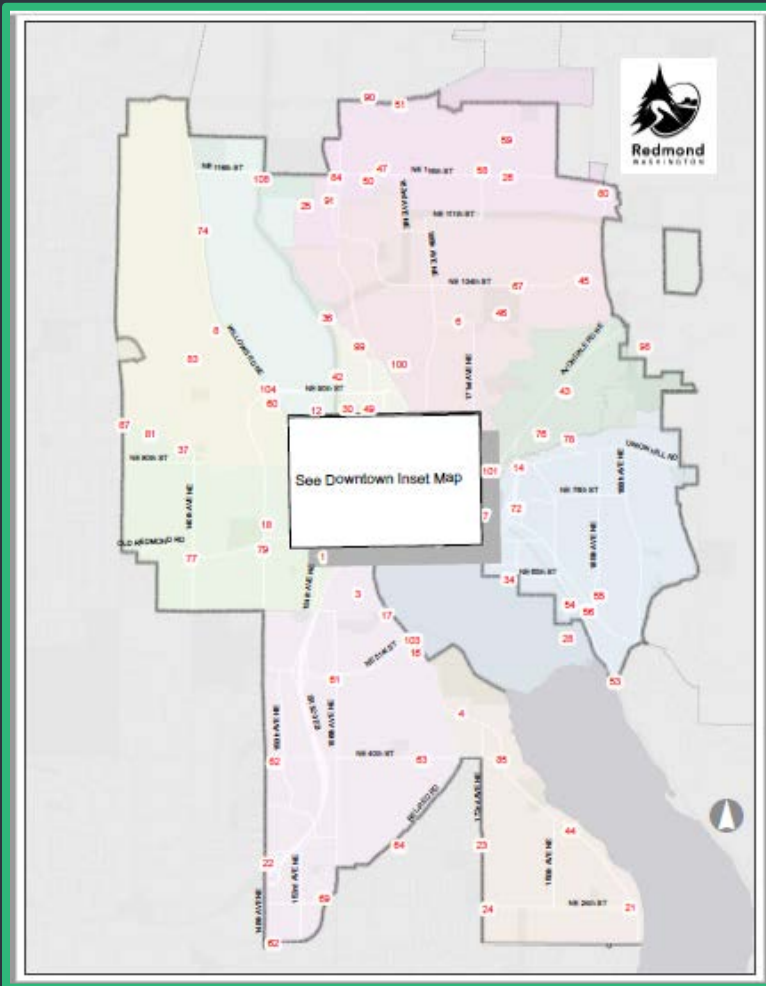
- Traffic congestion and car capacity
- Improving mobility
- Emphasizing public transit, other modes
- Safety

How well do these **strategies** support Redmond's vision?



Project Ideas

Where can the City improve transportation?



| Type* | # of Ideas |
|---------------|------------|
| Safety | 59 |
| Trail | 43 |
| Sidewalk | 42 |
| Bicycle | 39 |
| Accessibility | 26 |
| Roadway | 14 |
| Environmental | 12 |
| Transit | 9 |
| Technology | 5 |
| Other | 3 |
| Freight | 1 |
| Maintenance | 1 |
| Parking | 1 |

107 ideas

* Some ideas fit into multiple project types.



City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 2/9/2021

Meeting of: City Council Study Session

File No. SS 21-012

Type: Study Session

Council Talk Time