

City of Redmond



Agenda Study Session

**Tuesday, September 28, 2021
7:00 PM**

**City Hall: 15670 NE 85th Street; Remote: Facebook (@CityofRedmond),
Redmond.gov/rctlive, Comcast Ch. 21, Ziplay Ch. 34, or 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*

**Redmond City Council Agendas, Meeting Notices, and Minutes are available on the City's Web
Site: <http://www.redmond.gov/CouncilMeetings>**

**FOR ASSISTANCE AT COUNCIL MEETINGS FOR THE HEARING OR VISUALLY IMPAIRED:
Please contact the City Clerk's office at (425) 556-2194 one week in advance of the meeting.**

Redmond City Council Study Session

1. Redmond 2050 Quarterly Update - Third Quarter 2021
(60 minutes)

[Agenda Memo](#)

[Attachment A: Redmond 2050 Overview](#)

[Attachment B: Housing, Economic Vitality, and
Transportation Policy Options and Alternatives](#)

[Attachment C: Community Involvement Summary -
Q2-Q3 2021](#)

[Attachment D: Presentation](#)

[Attachment E: Council Questions](#)

[Attachment F: Study Session Slides](#)

Legislative History

9/21/21

City Council

referred to the City Council

2. Facilities Strategic Plan Update
(60 minutes)

[Agenda Memo](#)

[Attachment A: Facilities Strategic Plan Recommendation
Update](#)

[Attachment B: Facilities Strategic Management Plan](#)

3. Council Talk Time
(10 minutes)



Memorandum

Date: 9/28/2021
Meeting of: City Council Study Session

File No. SS 21-075
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
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DEPARTMENT STAFF:

Planning and Community Development	Jeff Churchill	Long Range Planning Manager
Planning and Community Development	Becky Frey	Principal Planner
Planning and Community Development	Caroline Chapman	Senior Planner
Planning and Community Development	Glenn Coil	Senior Planner
Planning and Community Development	Ian Lefcourte	Planner

TITLE:

Redmond 2050 Quarterly Update - Third Quarter 2021

OVERVIEW STATEMENT:

Staff provided a quarterly update on the Redmond 2050 periodic review of the Comprehensive Plan at the City Council's September 21, 2021 business meeting. The main topics to be covered are policy options and alternatives for housing, economic vitality, and transportation.

At the Council's September 28 study session, staff will seek Council input on those topics so that staff can incorporate that direction into the first draft of updated Housing, Transportation, and Economic Vitality elements. Staff anticipates that those drafts will be published in the first quarter of 2022.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Redmond Comprehensive Plan, Redmond Transportation Master Plan, implementing functional and strategic plans, and Redmond Zoning Code.
- **Required:**

The Growth Management Act requires that Washington cities and counties periodically review and, if needed, revise their comprehensive plans and development regulations every eight years. For King County cities the periodic review must be completed by June 30, 2024, per WAC 365-196-610.

- **Council Request:**

The City Council requested quarterly reports on project milestones, staff progress, and public involvement.

- **Other Key Facts:**

Third and Fourth Quarter Activities and Initiatives

Third Quarter Activities	Fourth Quarter Activities
<ul style="list-style-type: none">• Continued community engagement on Redmond 2050 themes• Community engagement on policy options and alternatives for housing, economic vitality, and transportation• Community engagement on Overlake Plan update: equity, sustainability, and resiliency in the built environment• Preparation of Parks, Arts, Recreation, Conservation, and Culture (PARCC) Element policy considerations and policy options and alternatives• Transforming growth scenarios into complete citywide growth alternatives suitable for analysis in the draft environmental impact statement (analysis has begun)• Base-year and future-year land use data preparation for environmental analysis travel demand modeling• Base-year travel demand modeling• Future-year travel demand modeling• Development of draft transportation project recommendations• Identification of the methodologies and data sources for the Climate Vulnerability Assessment and development of a proposal for the interactive GIS tool that will be developed• Monthly CAC meetings• Monthly Planning Commission meetings	<ul style="list-style-type: none">• Preparation of first drafts of policies and regulations for housing, economic vitality, and transportation• Community engagement on PARCC policy considerations and policy options and alternatives• Continued community engagement on Overlake Plan update: equity, sustainability, and resiliency in the built environment• Continued travel demand modeling• Continued environmental analysis• Preparation of growth alternative report cards• Preparation of preliminary environmental impact statement• Community engagement on the initial outputs from the Climate Vulnerability Assessment• Continued development of draft transportation project recommendations• Monthly CAC meetings• Monthly Planning Commission meetings• Technical Advisory Committee kick-off

OUTCOMES:

The key outcome from work conducted over the last quarter is a refined understanding of community priorities related to housing, economic vitality, and transportation. During the past quarter staff identified policy topics where there were tensions between themes, values, or adopted plans. Staff then sought additional community input on how to address such tensions. The areas of tension on which staff sought feedback are listed in the table below. See Attachment B for additional details.

Housing	Economic Vitality	Transportation
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<ul style="list-style-type: none"> • Accommodating additional “missing middle housing,” as called for in the Housing Action Plan, <i>is in tension with</i> existing neighborhood plan policies that restrict such housing • Prioritizing energy efficiency and sustainability requirements <i>is in tension with</i> prioritizing lower construction costs 	<ul style="list-style-type: none"> • Strengthening protections for manufacturing land uses and jobs <i>is in tension with</i> allowing for additional flexibility in manufacturing and industrial areas 	<ul style="list-style-type: none"> • Prioritizing access to light rail <i>is in tension with</i> prioritizing low stress/high comfort facilities • Prioritizing the use of “flexible” revenue sources for system maintenance <i>is in tension with</i> prioritizing the use of “flexible” revenue sources for completing new mobility improvements
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The table below summarizes community input on these topics provided in a variety of forums over the past quarter. See Attachment C for details.

Topic	Community Input Summary
Housing: Missing Middle Housing	<ul style="list-style-type: none"> • Community acknowledges the nexus between different housing types and housing affordability and was curious about the aesthetics of different typologies. • Community sentiment is to encourage flexibility in “missing middle” housing types across the City. However, the community is almost evenly split on whether existing neighborhood-specific policies that restrict “missing middle” should be kept or removed. • From Questionnaire Comments on Missing Middle: <ul style="list-style-type: none"> ○ “I do not want to see low income housing in my neighborhood. This would lower property values and impact my ability to resell the home that I've worked hard to own. Should my tax dollar go to help someone else buy a home? No.” ○ “Allowing density is our local way to help fight climate change and increase housing affordability. Allowing the free market to develop duplexes and triplexes is one of the best ways to do this, with minimal negative impact to quality of life. I also like how Kirkland has promoted subdividing properties and building new high-quality modern housing, and I wonder why builders like Merit Homes aren't doing the same in Redmond.”

Housing: Sustainability and Affordability	<ul style="list-style-type: none"> • From the questionnaire, to date the community sentiment is to prioritize green building incentives and requirements (53%) over affordability (35%). • Many comments discussed a desire to do both sustainability and affordability in the building stock. • From Questionnaire Comments on <u>Sustainability and Affordability</u>: <ul style="list-style-type: none"> ○ “Given today’s climate issues, I believe all new building projects should utilize as much ‘green’ technologies as possible.” ○ “Being green is important, but folks working on their own carbon footprint is a drop in the bucket versus the top 100 companies on earth that make >70% of all our carbon emissions. So it's more important for us to focus on getting people housed near their work than it is to micro-focus on being green. Of course if we can also get sustainability, that's fine. But I think the housing problem is more tractable at the local level than the green problem.” ○ “Lowering housing and building emissions is paramount to our region. I don't feel that it has to be done at the exclusion of multiuse, density, affordability, and urban quality. Doing away with the car parking requirements would also help.” ○ “I think we can do both here - denser zoning, smaller footprints for each housing unit can lead to less developed land and therefore more open green space. Multiunit housing can also include green building standards and be encouraged with tax incentives.”
Economic Vitality: Manufacturing Land Uses and Jobs	<ul style="list-style-type: none"> • Community sentiment is to encourage flexibility in manufacturing areas but maintain manufacturing uses. • Preserving family wage jobs is seen as important to Redmond’s vitality, as is being flexible in a changing market. • From Questionnaire Comments: <ul style="list-style-type: none"> ○ <u>For Protections</u>: “I would prefer that Redmond allowed retail/office space to go vertical in places with great highway/transit accessibility (office parks = sprawl). And let the existing manufacture stay put. It's important to Redmond's vitality.” ○ <u>For Flexibility</u>: “Since we don't know the future, it seems smart to be flexible, and not lock ourselves into a situation that doesn't work down the road. We should prioritize manufacturing, which creates more and better paying jobs than retail, while allowing for potential changes in the future.”
Transportation: Prioritizing New Mobility Investments	<ul style="list-style-type: none"> • Community sentiment is split on what kinds of new investments to prioritize, with a plurality of questionnaire respondents preferring to give equal weight to different types of projects. • One strategy would be to lean into light rail access in the early years of the next Transportation Facilities Plan (TFP), and then focus on other investments in the later years of the TFP. Another strategy would be to prioritize different kinds of projects based on the needs of different neighborhoods. • From questionnaire comments: <ul style="list-style-type: none"> ○ <u>For high comfort/low stress facilities</u>: “Higher comfort options will encourage diverse transit strategies far more than painted bike lanes and stressful road crossings. Trust me, the extra time it takes to build these facilities will pay dividends back to the community.” ○ <u>For access to light rail</u>: “I feel like light rail is going to be key to reducing car traffic and emissions in our region, so I'm willing to make this tradeoff to kickstart it.”

Transportation: Balancing Maintenance and New Mobility Improvements	<ul style="list-style-type: none">• Community sentiment leans toward prioritizing “flexible” revenues for maintenance.• From questionnaire responses:<ul style="list-style-type: none">○ For maintenance: “What is the point of adding new infrastructure if you can’t take care of the current [infrastructure].”○ For new mobility improvements: “Redmond desperately needs to both expand and connect existing bike paths and transit options together in a safe and efficient way.”○ Other: “This is a difficult dilemma...I would say you can’t skip one in favor of the other, but instead strive for a balance of maintaining what you have while adding to the inventory.” “This trade-off seems to be a bit of a false choice - in general, we should prioritize the projects that will provide the most return on our investments in terms of achieving our vision for Redmond. Sometimes that means maintaining existing infrastructure... and sometimes that means building new multimodal infrastructure.”
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Completion of periodic review of the Comprehensive Plan, Redmond 2050, on schedule with state mandated deadlines will result in compliance with Growth Management Act requirements. Additionally, third and fourth quarter work, identified here, will contribute to ensuring updates to the Comprehensive Plan reflect the community’s vision for the future of Redmond.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

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

Previous and Current (Q3 2021)

- Redmond 2050 themes (continued)
- Housing, economic vitality, and transportation policy options and alternatives
- Overlake: equity, sustainability, and resiliency in the built environment

Planned (Q4 2021)

- PARCC policy considerations and policy options and alternatives
- Overlake: equity, sustainability, and resiliency in the built environment (continued)
- Climate Vulnerability Assessment outreach

- **Outreach Methods and Results:**

Outreach methods have included or will include:

- Press release
- Social media
- Posters & yard signs
- Emails to City eNews, Redmond 2050, and Parks & Recreation lists
- Emails to partner organizations
- Stakeholder input
- Redmond 2050 Website
- Let’s Connect questionnaires
- Hybrid and remote workshops, focus groups, and interviews
- Tabling at community events
- Translation of selected materials
- Community Advisory Committee input

- **Feedback Summary:**

See Attachment C for a summary of Q2-Q3 2021 community involvement. Summaries of specific engagement activities can be found online at [Redmond.gov/1495/Engagement-Summaries](http://www.redmond.gov/1495/Engagement-Summaries) <<http://www.redmond.gov/1495/Engagement-Summaries>>.

BUDGET IMPACT:

Total Cost:

\$4,535,222 is the total appropriation to the Community and Economic Development offer and is where most staff expenses related to Redmond 2050 are budgeted. A portion of this budget offer is for consultant contracts that the Council authorized with IBI Group for visioning (\$190,000) and BERK for State Environmental Policy Act analysis (\$290,000).

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

Budget Offer Number:

000250 - Community and Economic Development

Budget Priority:

Vibrant and Connected

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

If yes, explain:

N/A

Funding source(s):

General Fund

Budget/Funding Constraints:

N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
10/6/2020	Business Meeting	Approve
11/17/2020	Business Meeting	Receive Information
3/16/2021	Business Meeting	Receive Information
3/23/2021	Study Session	Provide Direction
6/15/2021	Business Meeting	Receive Information
6/22/2021	Study Session	Provide Direction
9/21/2021	Business Meeting	Provide Direction

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
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	None proposed at this time	N/A
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Time Constraints:

All Phase I and Phase II updates to the Comprehensive Plan must be completed no later than June 30, 2024.

ANTICIPATED RESULT IF NOT APPROVED:

Staff is not requesting action at this time.

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Memorandum

Date: 9/28/2021
Meeting of: City Council Study Session

File No. SS 21-075
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
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- **Timeline (previous or planned):**

Previous and Current (Q3 2021)

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Planned (Q4 2021)

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BUDGET IMPACT:

Total Cost:

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

Budget Offer Number:

000250 - Community and Economic Development

Budget Priority:

Vibrant and Connected

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

If yes, explain:

N/A

Funding source(s):

General Fund

Budget/Funding Constraints:

N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
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Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
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	None proposed at this time	N/A
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Time Constraints:

All Phase I and Phase II updates to the Comprehensive Plan must be completed no later than June 30, 2024.

ANTICIPATED RESULT IF NOT APPROVED:

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ATTACHMENTS:

Attachment A: Redmond 2050 Overview

Attachment B: Housing, Economic Vitality, and Transportation Policy Options and Alternatives

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Attachment F: Study Session Slides

Comprehensive Plan - Adopts Vision for the City



PHASE ONE

PHASE TWO

Continual
Support:



Community
Involvement



Environmental
Review

Functional & Strategic Plans - Defines How Vision will be Implemented



PHASE ONE

PHASE TWO

Financing & Implementation



BOTH PHASES

› REDMOND 2050

2021

Council Review Topics

1st
Quarter

- Existing Conditions
- Policy Considerations
- Growth Targets

2nd
Quarter

- Growth Scenarios



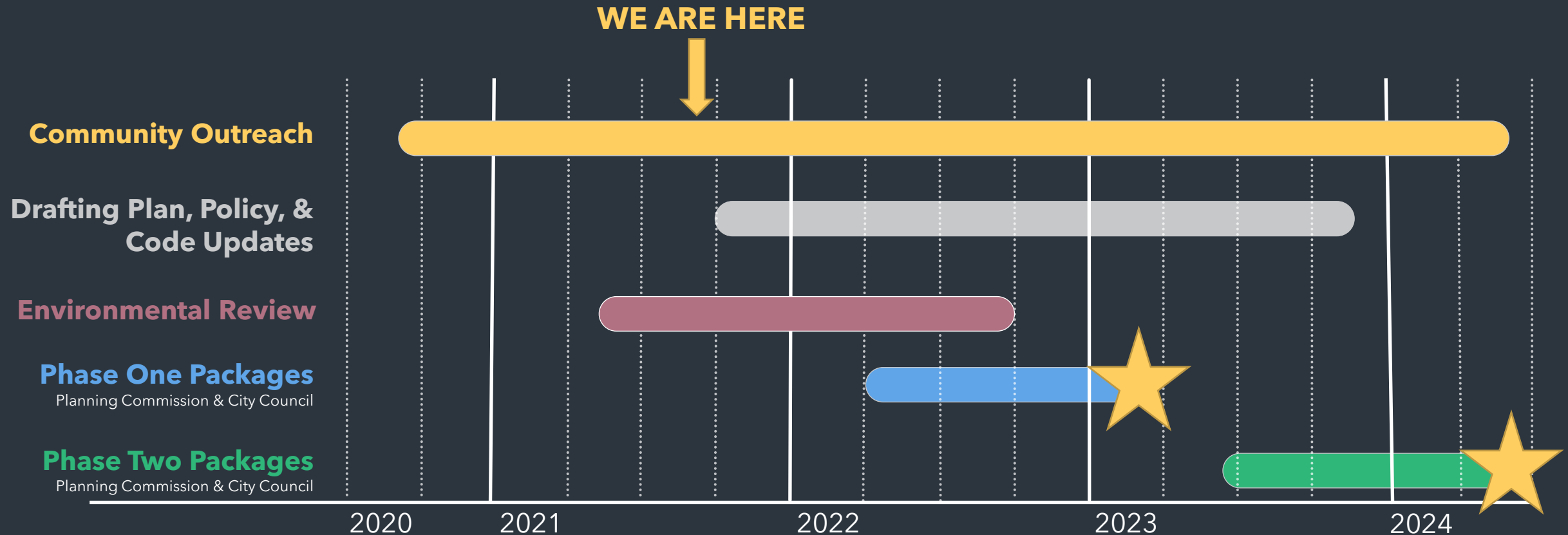
3rd
Quarter

- Policy Options and Alternatives: Housing, Economic Vitality, Transportation

4th
Quarter

- Policy Options and Alternatives: Parks, Overlake

Redmond 2050 Timeline



Phase 1 addresses critical needs, expiring programs, etc.
Plan update must be completed by June 30, 2024

Policy Options and Alternatives: Housing

POLICY CONSIDERATION: MISSION MIDDLE REGULATIONS AND HOUSING OPTIONS (H-A) 2

POLICY CONSIDERATION: ENERGY EFFICIENCY AND SUSTAINABILITY REQUIREMENTS (H-L) 4

Policy Consideration: Missing Middle Regulations and Housing Options (H-A)

Topic: Missing Middle Housing

Policy question: Prioritize Housing Action Plan actions or current neighborhood policies?

There is tension between comprehensive plan neighborhood policies and the Housing Action Plan (HAP) regarding attached housing types. Prioritizing the HAP implementation would increase regulatory uniformity and reduce regulatory barriers for missing middle housing.

History

Redmond's Housing Action Plan includes Action 3.1: Amend regulations to broaden housing options by promoting middle housing. "Missing Middle" housing types are often attached dwelling units, like duplexes or triplexes. These differ from detached single-family structures, which have no common or party walls. Attached dwelling units are subject to all land use, density, site requirements and development standards of the underlying zone except for:

1. Minimum lot sizes in some zones
2. Neighborhood restrictions

Minimum Lot Size for attached dwelling units in the R-4, R-5, R-6, and RIN zones are based on a percentage of the minimum average lot size of the underlying zone.

	2-Unit Attached	3-Unit Attached	4-Unit Attached
Percent of the minimum average lot size	150%	200%	250%

Neighborhood Restrictions create additional barriers to attached dwelling units. Not all neighborhoods have additional restrictions and not all neighborhoods have the same types of restrictions. For example, Education Hill limits requires triplexes and quadplexes to be located at least 500 feet from other triplex and quadplex lots. Density limits impact the total potential quantity of multiplexes. Bear Creek, Education Hill, and Southeast Redmond Neighborhoods limit the allowed number of triplexes and quadplexes to not exceed the allowed number of detached single-family dwelling units. Modifying density limits and underlying zoning restrictions would have the effect of allowing more homes per acre.

Trends

Low attached dwelling unit production: Attached dwelling units are allowed in all single-family urban zones. Yet, there were 11,235 single-family detached housing units compared to 132 duplex, triplex, & quadplex attached housing units in 2019. Recent multiplex housing unit production was as follows; 6 (2019), 10 (2018), 0 (2017), 22 (2016), 14 (2015), and 8 (2014).

Stakeholder Feedback

Geographic equity: Expanding housing choices allows diverse people to live in more areas.

Policy Analysis of H-A

H-A: Revise Residential Zone Regulations to Expand Housing Options			
Option	1: Remove and simplify various policy barriers to attached dwelling units, including neighborhood requirements.	2: Remove and simplify various policy barriers to attached dwelling units, excluding neighborhood requirements.	3: Retain existing policy language.
Potential Strategies	<p><u>Remove Underlying Density Restrictions</u>: Allows attached dwelling unit structures to have the same site requirements as single structures to facilitate conversions of existing homes into multiplexes.</p> <p><u>Allow attached dwelling units as an outright use in all single-family urban (R-4 to R-8) zones</u>: Removes the conditional use permit requirement. Expedites and reduces the cost of permitting.</p> <p><u>Remove Neighborhood Restrictions</u>: Streamlines regulatory framework and reduces barriers to attached dwelling units. Includes lot proximity restrictions, housing unit count maximums, density, underlying zone considerations, and more.</p>	<p><u>Remove Underlying Density Restrictions</u>: Allows attached dwelling unit structures to have the same site requirements as single structures to facilitate conversions of existing homes into multiplexes.</p> <p><u>Allow detached dwelling units as an outright use in all single-family urban zones</u>: Removes the conditional use permit requirement. Expedites and reduces the cost of permitting.</p>	No Change.
Equity and Inclusion	Expands housing choices and increases geographic equity. Increases ownership opportunities at lower prices relative to options 2 or 3.	Expands housing choices, but not in neighborhoods. Less geographic equity than option 1.	Preserves existing level of E&I.
Sustainability	More dwelling units in the neighborhoods fosters a more sustainable land use pattern. More people living in the city can reduce length of job commutes, which could reduce greenhouse gas emissions of those households.	Land use pattern is less sustainable than option 1.	Preserves existing level of sustainability.
Resiliency	Increases resiliency by improving housing security for people with less resources.	Fewer homes means that fewer households have housing security.	Preserves existing level of resiliency.
Other Considerations	Fulfills Redmond Housing Action Plan Action 3.1. Amend regulations to broaden housing options by promoting middle housing. Requires updating neighborhood policies that are incompatible.	Neighborhood policies can articulate different housing allowances and goals. This includes some barriers to housing opportunities.	Does not address stakeholder desire to expand housing choices.

Policy Consideration: Energy Efficiency and Sustainability Requirements (H-L)

Topic: Other Considerations

Policy question: Prioritize environmental performance of buildings or lower costs of construction?

There is a tension between building performance and construction cost. “Green” building incentives and requirements reduce energy use and associated greenhouse gas emissions.

History

Sustainable design and energy efficiency in the building stock is a vital component of reducing Redmond’s environmental impact. The residential sector represents 16% of all energy consumption in the United States. In 2015, the three largest categories of residential electricity use in the United States were air conditioning (17%), space heating (15%), and water heating (14%).

Trends

Energy efficiency in housing can offset net increase in energy use due to new homes: The U.S. Energy Information Administration reports that the typical U.S. household now uses more air conditioning, appliances, and consumer electronics than ever before. However, average annual site energy use per home has declined. The reasons for this decline include:

1. Improvements in building insulation and materials
2. Improved efficiencies of heating and cooling equipment, water heaters, refrigerators, lighting, and appliances
3. Population migration to regions with lower heating demand

Most new housing units in the City are multifamily structures: Green multifamily code could reduce energy use per housing units.

Green buildings can have a cost premium: Green buildings can cost more than conventional buildings. One study found the “green” cost premium to, generally, be between -0.4% (less than conventional) to 21% (more than conventional)¹.

Stakeholder Feedback

Residential energy efficiency and sustainability needs more City support: Stakeholders emphasized that the City’s environmental goals require a more proactive municipal approach to energy efficient and sustainability. Stakeholders discussed support for both incentives and regulatory requirements.

¹ Dwaikat, L.N. and Ali, K.N. (2016). Green buildings cost premium: a review of empirical evidence. Energy & Buildings, 110, 396-403. doi:10.1016/j.enbuild.2015.11.021

Policy Analysis H-L

H-L: Increase Housing Energy Efficiency and Sustainability			
Option	1: Strengthen policy support for environmentally friendly green building incentives and requirements .	2: Prioritize development cost reduction over green buildings.	3: Maintain current building performance requirements.
Equity and Inclusion	Green building techniques often create healthier spaces. Contributes to reducing environmental injustice.	Compared to option 1, could facilitate development by reducing cost barriers.	Maintains existing building performance and environmental public health impacts.
Sustainability	Directly reduces energy consumption.	Directly reduces energy consumption, but possibly not as much as option 1.	Maintains existing energy consumption.
Resiliency	Reduction in energy consumption helps balance energy grid.	Same as option 1, but to less extent. More resiliency for people through, potentially, higher housing security.	Maintains existing energy consumption and associated grid resilience.
Other Considerations	While green buildings can sometimes be less expensive than conventional construction, that is not always the case. Price premiums can occur due to higher development costs. Cost premiums may be passed onto renters/buyers or may reduce overall housing and commercial opportunities.	Incentives have varying levels of success. Requirements can be more effective in markets with strong demand for development.	
Potential Strategies	<u>Require green building standards AND increase green building incentives:</u> Combining both approaches could yield the most progress towards green building and sustainability goals. <u>Require green building standards OR increase green building incentives:</u> The same potential strategies as above, but with scope to minimize potential impacts to housing supply.	<u>Do not require more rigorous green building standards:</u> The City would not adopt any green building requirements that increase, by an increment to be determined later, the cost of housing. Note: Setting a minimum sustainability standard is in the Climate Emergency Declaration . <u>Explore green building incentives:</u> Incentives could helping offset the cost of the green building premium.	<u>No Change.</u>

Policy Considerations: Manufacturing Land Uses & Jobs (EV-G & EV-H)

Topic: Manufacturing Land Uses & Jobs

Policy question: Strengthen protections for manufacturing land uses and jobs or allow for additional flexibility in manufacturing and industrial areas?

There is a tension between protecting manufacturing land uses and jobs and increasing use flexibility in manufacturing in industrial areas, which face pressure to change and redevelop.

History

Manufacturing, particularly aerospace-related advanced manufacturing, is one of Redmond's key business clusters. Manufacturing and industrial land uses make up 6.7% of Redmond's total land use, 8.3% of jobs in Redmond, and 10% of jobs in the Puget Sound region. Manufacturing jobs declined more than other Redmond jobs sectors, at 14 percent (1,273 jobs) between 1995 and 2019.

	1995 Redmond Jobs	1995 % of total Redmond Jobs	2019 Redmond Jobs	2019 % of total Redmond jobs	Change in Jobs	% Change over time
Manufacturing	9,226	19.5%	7,953	8.3%	(1,273)	-14%
TOTAL REDMOND JOBS	47,405	100%	95,501	100%	48,096	101%

Manufacturing and industrial zoning helps keep prices for industrial land and buildings lower than land and buildings in commercial and mixed-use zones. This makes land and buildings in such zones attractive for investment speculation for non-industrial uses. In zones where manufacturing and industrial uses compete with commercial, office, and residential uses, the latter can command higher rent, making it harder for industrial businesses to be profitable or new businesses to locate there.

Trends

Manufacturing Locations: The Willows Road corridor includes light manufacturing and the Southeast Redmond area is home to manufacturing, research and development, light industry, wholesale, assembly, and distribution businesses.

Types of Manufacturing & Industrial Uses: Redmond continues to attract high tech businesses with a growing research and development and technology manufacturing base that support these businesses. Additionally, there has been a trend to see these spaces be utilized by beer and wine tasting rooms, and a desire for more boutique uses such as artisan work and sales space.

Stakeholder Feedback

Providing for flexibility: "Makers spaces"; co-working warehousing; limited retail; and 'just in time' manufacturing support small-business, tech-friendly practices, and builds resiliency. Plan for flexible spaces for office, manufacturing, and retail to be ready for changes in the market.

Living wage jobs: Manufacturing jobs are living wage, middle income jobs. From one stakeholder: "The city not only needs to maintain the accommodating zoning but also create an environment that supports manufacturing. This ripples into transportation, ease of commuting, permitted adjacent uses, environmental, etc."

Analysis

EV-G Maintain Manufacturing Land Uses & Jobs			
EV-H - Review policies for “Artisan and Craft ” businesses that blend light manufacturing and retail zones and support makers spaces.			
Option	1: Strengthen policy protections for manufacturing land uses and jobs to prevent encroachment from other development demands and pressure.	2: Allow for more use flexibility within the Manufacturing Park land use designation or change the land use designation for some areas currently designated Manufacturing Park , to allow more supporting, accessory, and complementary uses.	3. Maintain existing policies for Manufacturing and Industrial land uses.
Potential Strategies			
Potential Strategies	<ul style="list-style-type: none"> • <u>Pursue Industrial Center Designation in SE Redmond</u>: Demonstrates commitment to ongoing manufacturing and industrial land uses and makes the area more competitive for transportation funding from PSRC and King County. • <u>Limit Non-Industrial Uses</u>: Uses policies and implementing regulations, such as size restrictions for office and retail uses in certain zones; refines definitions for consistency with emerging trends & best practices; outright prohibition of certain uses & conditional uses to preserve land uses. • <u>Business Assistance for Key Industries</u>: Uses incentives such as economic development loan programs and business assistance services that target emerging industries. 	<ul style="list-style-type: none"> • <u>Adjust Manufacturing Park policies</u>: Maintains intent of these areas while allowing for additional uses that are supportive of emerging industry trends and needs of artisan or craft enterprises. • <u>Flexibility Near Transit</u>: Adds opportunities for more flexibility in manufacturing areas near frequent transit (TOD areas). • <u>Limit Non-Industrial Uses Through Regulation</u>: Uses policies and implementing regulations, such as size restrictions for office and retail uses in certain zones; refines definitions for consistency with emerging trends & best practices; outright prohibition of certain uses & conditional uses to preserve land uses. • <u>Expand Mixed Use Land Use Designations</u>: Let the market determine the best use for the lands that are currently designated for manufacturing. 	<ul style="list-style-type: none"> • <u>No Change</u>: Maintains existing policies for manufacturing and industrial land uses.
Themes Analysis			
Equity & Inclusion	<p>Better preserves legacy businesses and living-wage jobs</p> <p>Keeps price/sq foot manageable for manufacturing</p>	<p>Provides for flexibility that supports emerging, existing, small-, women-, and BIPOC-owned businesses</p> <p>Land for manufacturing uses may become less affordable as broader uses are allowed</p>	<p>Preserves existing land uses and living wage jobs as far as the market will allow</p>
Sustainability	<p>May impede redevelopment to uses favored by market forces alone</p>	<p>May support 10-minute communities</p>	

Resiliency	Provides clarity and long-term reassurance to manufacturing businesses	Flexibility can provide for unforeseen changes in the market Provides retail options to expand viability for manufacturing businesses such as pottery, small batch food, tasting rooms May move away from traditional manufacturing & industrial jobs, increasing the diversity of job types	
Other Considerations	Protection of these land uses would direct non-industrial uses to other areas of the city		

Policy Options and Alternatives: Transportation

POLICY CONSIDERATION: FUNDING PRIORITIES FOR NEW MOBILITY PROGRAMS AND PROJECTS (TR-B, TR-H, TR-L)	2
POLICY CONSIDERATION: BALANCING TRANSPORTATION INVESTMENTS (TR-E, TR-G, TR-H)	5

Policy Consideration: Funding Priorities for New Mobility Programs and Projects (TR-B, TR-H, TR-L)

Topics: Improve Travel Choices and Mobility; Orient around Light Rail

Policy question: How should Redmond prioritize new mobility investments?

There is a tension in transportation policy considerations on this topic. Different policy considerations call for prioritizing investments that:

- Improve access to light rail (TR-B)
- Complete modal networks (TR-H)
- Enhance safety, accessibility (TR-L)

Some investments could advance multiple priorities.

History

The City used the following criteria to prioritize investments when creating the 2013 Transportation Master Plan:

Basic Needs

Safety
Maintenance
Natural Environment

Vision

Centers
Neighborhood Connections
Travel Choices
Priority Corridors
Prepare for High Capacity Transit

Community Character
Mobility for People, Goods, and Services
System Integration
Leveraged Funding

The criteria used in 2013 resulted in a long-range investment plan that was, by dollar value: 55% multimodal, 24% nonmotorized, 11% preservation, 9% vehicular, and 1% transit. (The plan does not break-down investments according to strategies or priorities.) In Downtown the plan focused on completing the street grid. In Overlake it focused on connecting to light rail, transforming 152nd Ave NE in Overlake Village, and mitigating congestion. Elsewhere it focused on creating new multimodal connections and mitigating congestion.

Trends

City investments prioritized using the above criteria have contributed to the following trends (see more at Redmond.gov/TMP):

- Connectivity is improving in Downtown and Overlake
- Network completion is increasing for all modes
- Transit ridership has been steady at around 10,000 rides/day
- The number of traffic-related injuries has declined
- Pavement quality is deteriorating

Stakeholder Feedback

We have heard that community members value investments that advance any or all these priorities. When asked to rank strategies to achieve the transportation vision, questionnaire respondents ranked strategies as follows:

1. Improve travel choices and mobility (TR-H and TR-L are part of this strategy)
2. Maintain transportation infrastructure

3. Orient around light rail (TR-B is part of this strategy)
4. Enhance freight and service mobility

Policy consideration TR-L, concerning safety and accessibility, was added in response to feedback from multiple stakeholders, including multiple City Councilmembers. In addition, over half of transportation projects suggested by community members included a safety component.

We also heard that these considerations must: account for partnerships, pursue innovative financial solutions, and new technology solutions; protect vulnerable users and improve neighborhood options; support the local bus network and first/last mile solutions; and prioritize multimodal options.

Policy Analysis TR-B, TR-H, TR-L

TR-B, TR-H, TR-L: Funding Priorities for New Mobility			
Option	<u>Distribute Funding Across Priorities</u> Give equal weight to the priorities identified in policy considerations, with investments that advance multiple priorities rising to the top. (1)	<u>Target Funding to Safety and Comfort</u> Like option 1 but prioritize high-comfort/low-stress facilities (part of TR-L) even if it takes longer to achieve other priorities. (2)	<u>Target Funding to Light Rail Access</u> Like option 1 but prioritize investments that improve access to light rail (TR-B) even if it takes longer to achieve other priorities. (3)
Potential Strategies	Use policy considerations to develop project ranking criteria that have equal weights among community priorities	Like option 1, but give greater weight to criteria related to facility comfort or stress	Like option 1, but give greater weight to criteria related to improving access to light rail
Equity and Inclusion	Equity and inclusion, together with all other Redmond 2050 themes, is a proposed ranking criterion, with the objective of developing a pro-equity and inclusion investment plan.	Relative to option 1, this option is likely to result in fewer facilities completed (potentially less geographic equity), but those that are completed (e.g. protected bicycle lanes) may be attractive to a broader population in terms of age and ability.	Relative to option 1, this option prioritizes access to high-quality transit, improving equity and inclusion.
Sustainability	Sustainability, together with all other Redmond 2050 themes, is a proposed ranking criterion, with the objective of developing a pro-sustainability investment plan.	Relative to option 1, this option pulls in different directions: it is likely to result in fewer nonmotorized facilities completed because they are likely to be more costly, but those that are completed may be attractive to more users.	Relative to option 1, this option may shift mode share toward transit, improving environmental sustainability.
Resiliency	Resiliency, together with all other Redmond 2050 themes, is a proposed ranking criterion, with the objective of developing a pro-resiliency investment plan.	Similar to option 1.	Relative to option 1, this option may improve resiliency by making the light rail system easier to reach during disruptive circumstances when other modes are not available.
Safety	Safety, together with all Redmond 2050 themes, is a proposed ranking criterion, with the objective of developing a pro-safety investment plan.	Relative to option 1, this option would prioritize investments that have fewer opportunities for modal conflicts, but fewer may be completed because they are likely to be more costly.	Similar to option 1.
Other Considerations			

Policy Consideration: Balancing Transportation Investments (TR-E, TR-G, TR-H)

Topics: Maintain Transportation Infrastructure; Improve Travel Choices and Mobility

Policy question: How should Redmond balance maintaining the transportation system as it has with investing in new mobility improvements?

There is a tension in transportation policy considerations on this topic. Policy considerations call for new investments to improve mobility (several, including TR-H), while also investing in regular maintenance to preserve the system we have (TR-E, TR-G).

History

Capital program. Redmond relies on a broad mix of revenue sources to fund its transportation capital program. The 2013 Transportation Facilities Plan (TFP) is funded with the revenue sources shown in the pie chart at right. Sources earmarked for transportation, including developer contributions, impact fees, business taxes, grants, motor vehicle excise tax, and real estate excise tax, contribute the majority of TFP funding.

Operations and maintenance. Operations and maintenance activities, like pavement and sidewalk repair, rely on general fund dollars that compete with many other priorities like public safety, parks, and other general government operations.

Trends

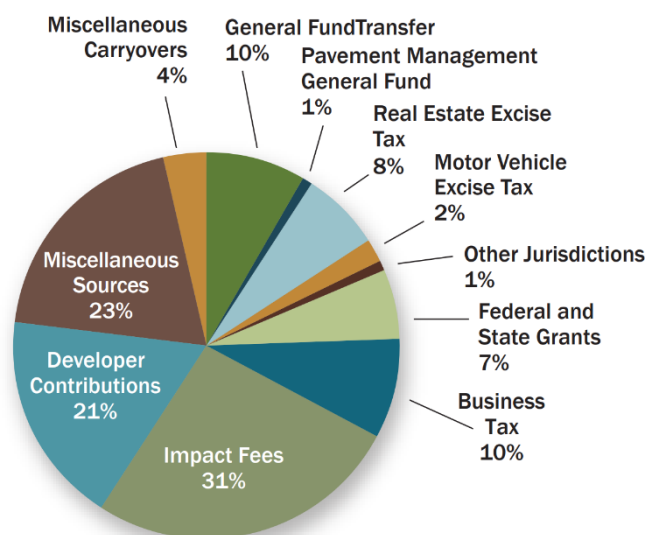
Capital program. Redmond is about 8.5 years into the 18-year, 2013-2030 TFP; that is, about 47% of the planning period has elapsed. In that time projects worth 35% of total TFP value are complete, projects worth 54% of the total TFP are in design or construction, and the remaining 11% are in planning or not started.^{1,2}

Operations and maintenance. The pavement condition index (PCI), a key indicator of system maintenance, has trended downward for nearly 20 years, dipping below the critical threshold of 70 (out of 100), beyond which repairs commonly triple or quadruple in cost.

Stakeholder Feedback

Building and maintaining a transportation system that gets people where they want to go consistently features prominently in community questionnaires. For example, as part of the Redmond 2050 Pains and Gains community questionnaire, respondents cited Redmond's clean and well-maintained infrastructure fourth among all "Gains". The top "Pain" was that traffic is increasing and the number of vehicles makes trips take longer. In the City's 2019 statistically valid phone survey, traffic ranked as the most important problem by far.

FIGURE 1 - TFP FUNDING



¹ Projects and programs removed since 2013 are not counted here.

² Based on 2013 TFP cost estimate.

Policy Analysis TR-E, TR-G, TR-H

TR-E, TR-G, TR-H: Balancing Transportation Investments		
Option	<u>System Maintenance Option</u> Prioritize use of “flexible” revenue sources for maintaining existing assets (1)	<u>System Expansion and Improvement Option</u> Prioritize use of “flexible” revenue sources for completing new mobility improvements (2)
Potential Strategies	Invest flexible revenue sources (those not earmarked for certain types of investments) into maintenance. Note that flexible sources typically in high demand <i>because</i> they are flexible.	Invest flexible revenue sources (those not earmarked for certain types of investments) into new mobility improvements. Note that flexible sources typically in high demand <i>because</i> they are flexible.
Equity and Inclusion	Benefits users of existing transportation network relative to option 2.	Benefits users of new connections relative to option 1. These connections will tend to be multimodal, positively impacting a broader economic cross section of the population.
Sustainability	<ul style="list-style-type: none"> May slow completion of new transportation infrastructure, potentially slowing growth in vehicle travel demand and associated environmental impacts. Likely to slow completion of mode-shifting projects and associated environmental benefits. Maintains economic benefits of existing infrastructure. Slower growth of system maintenance costs relative to option 2. Regular maintenance would tend to reduce the frequency of major rehabilitations and associated costs. 	<ul style="list-style-type: none"> Faster completion of new transportation infrastructure, potentially increasing growth in vehicle travel demand and associated environmental impacts Likely to accelerate completion of mode-shifting projects and associated environmental benefits. System expansions may unlock economic opportunity by providing new access. Faster growth of system maintenance costs relative to option 1.
Resiliency	<ul style="list-style-type: none"> Improves resiliency of existing infrastructure more quickly relative to option 2. Slows ability to complete projects, some of which would add redundancy and mode diversification to system. 	<ul style="list-style-type: none"> Improves resiliency of existing infrastructure more slowly relative to option 1. Speeds ability to complete projects, some of which would add redundancy and mode diversification to system.
Safety	<ul style="list-style-type: none"> Improves safety of existing infrastructure more quickly relative to option 2. Slows ability to complete projects, some of which would have safety components. 	<ul style="list-style-type: none"> Speeds ability to complete projects, some of which would have safety components.
Other Considerations	<ul style="list-style-type: none"> Some revenue sources cannot be used for maintenance or preservation (impact fees, e.g.) 	Same as option 1.

Redmond 2050 Community Involvement Summary Second and Third Quarters 2021

OVERVIEW

Community involvement was minimal in the second quarter of 2021 as staff was working internally on the next pieces to bring to the community, with engagement ramped up for the third and fourth quarters of 2021.

- In the second quarter of 2021 we had 600 visitors to our Redmond 2050 web page.
- As the IBI consulting contract winds down, staff removed the Virtual Lobby that was hosted on their site and revamped the City's Redmond 2050 project page to emphasize community engagement opportunities while still making it easy to deep dive into various topics.
- A new Redmond 2050 calendar was added to the City's web site to allow community members easy access to event and activity information.

PROJECT UPDATE VIDEO

This City recently published a Redmond 2050 update video featuring a summary of community input over the past several months, how staff are incorporating that input into Redmond 2050, and inviting continued participation in the months to come. The video is narrated by Mayor Birney, Beverly Mesa-Zendt, and Ian Lefcourte and can be viewed at <https://youtu.be/u4eRnqYqNqY>.



LET'S CONNECT: ONLINE ENAGEMENT

Policy Options & Alternatives Questionnaire

A questionnaire exploring some of the policy choices for housing, transportation, and economic vitality was live from August 2 to September 20 on the Redmond 2050 Let's Connect project page: <https://www.letsconnectredmond.com/redmond2050>. The questionnaire asks community members to identify policy preferences where two or more policy options or alternatives create tension points.

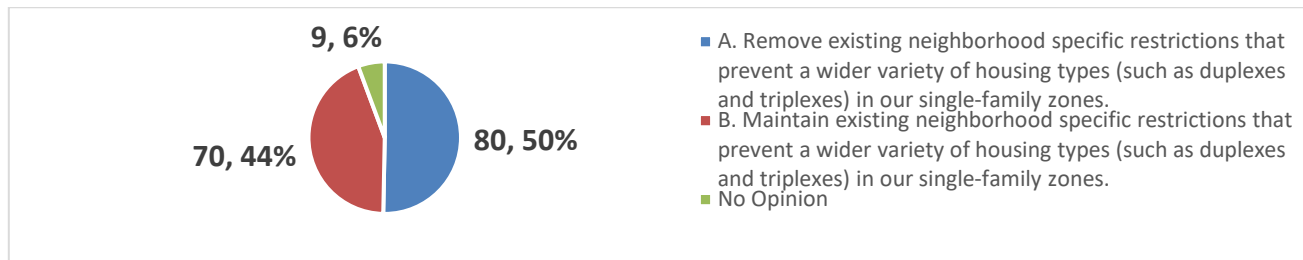


Redmond 2050 Community Engagement Summary: Q2-Q3 2021

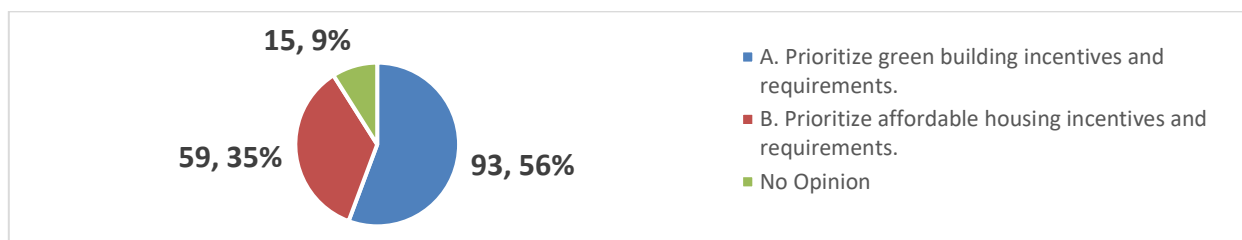
What we've heard through September 12, 2021:

HOUSING POLICY OPTIONS

Thinking about the future of housing in Redmond, which option do you prefer to increase housing choices?

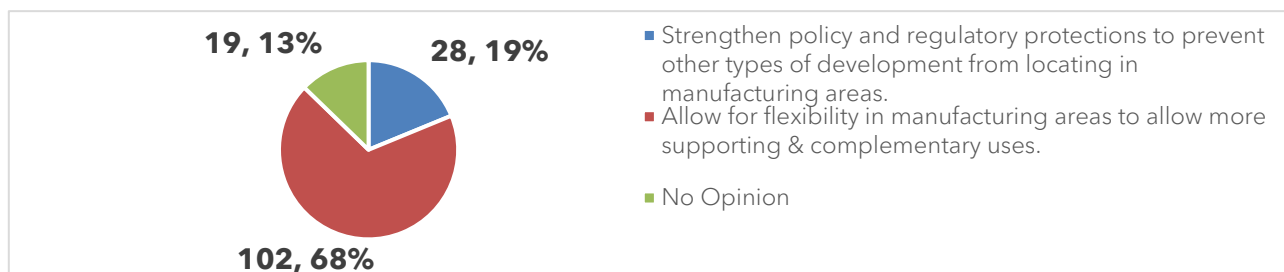


Thinking about the future of housing in Redmond, affordability and green building are both high priorities. We expect to address both through updated housing policies and regulations. However, we want to know: which is a higher priority for you?



ECONOMIC VITALITY POLICY OPTION

The city will look for ways we can support emerging industries and reduce the risk of displacing existing manufacturing uses. Thinking about how we protect and grow manufacturing in Redmond, which choice do you prefer?

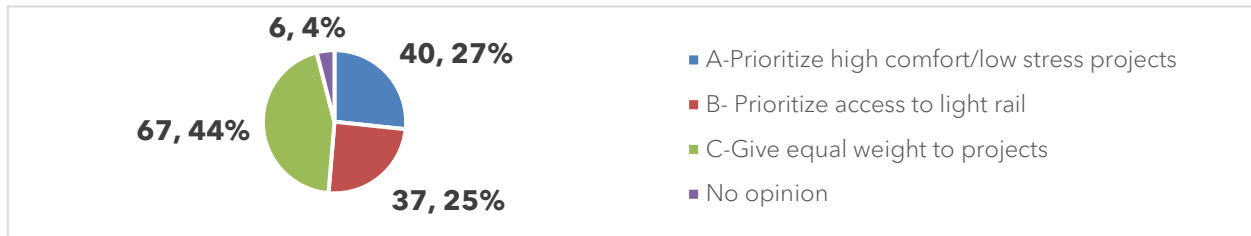


TRANSPORTATION POLICY OPTIONS

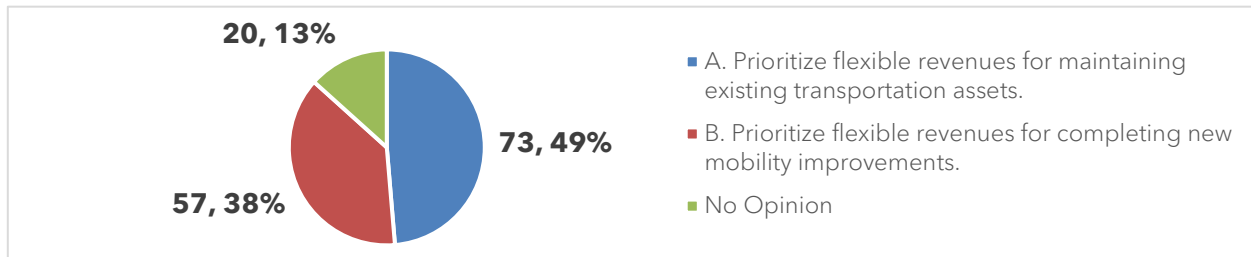
We heard from you that improving access to light rail and prioritizing high-comfort/low-stress

Redmond 2050 Community Engagement Summary: Q2-Q3 2021

facilities are both high priorities. We will address both in the Transportation Master Plan. However, we must prioritize investments given limited funding. What should we prioritize?



We heard from you that maintaining the transportation system we have and investing in new mobility improvements are both high priorities. We will address both in the Transportation Master Plan. However, we must prioritize how we use “flexible” revenues – those that can be used for both maintenance and new mobility improvements. How should we prioritize flexible revenues?



Themes Discussion Forum

We have updated the Themes discussion forum with the most recent version of the definitions (revised based on the first round of engagement feedback earlier this year). We’ve also published the statements of intent. Community members are encouraged to share their stories about what these themes mean to them in their daily lives and how they think they should be reflected in our built environment.

Favorite Places Map

We continue to receive input on the ‘Favorite Redmond Places’ mapping tool, where people can share what they love about Redmond.

STAKEHOLDER ENGAGEMENT

This summer City staff focused on outreach on policy options and alternatives for housing, economic vitality, and transportation. Staff sought Redmond 2050 Community Advisory Committee and Planning Commission input on these topics.

Redmond 2050 Community Engagement Summary: Q2-Q3 2021

Specific outreach opportunities that have occurred or are scheduled include:

- 6/24: OneRedmond Government Affairs Committee
- 8/4: Redmond Zoning Code Rewrite Office Hours
- 8/5: Design Review Board & Landmark Commission
- 8/5: City of Bellevue planning and transportation staff
- 8/7-8/8: Rockin' on the River
- 8/9: Pedestrian and Bicycle Advisory Committee
- 8/11: Eastside long-range planners (representing nine local cities)
- 8/11: Redmond Neighborhood Blog
- 8/11: Seniors Stakeholder Group
- 8/26: Environmental Sustainability Advisory Committee
- 9/2: Parks & Trails Commission
- 9/2: RYPAC
- 9/9: Arts & Culture Commission
- 9/10-9/19: Welcoming Week
- 9/12: Let's Move Redmond
- 9/13: Human Services Commission
- 9/13: Senior Advisory Committee "Men's Meeting"
- 9/16: Senior Advisory Committee
- 10/6: Library Board Meeting
- Monthly: Redmond 2050 Community Advisory Committee
- TBD: Redmond 2050 Technical Advisory Committee

Staff has also contacted the following individuals or groups to invite participation (meetings to be schedule or information conveyed electronically to group/members at their preference):

- Lake Washington & Bellevue School Districts
- OneRedmond (small business outreach)
- Rental property managers
- Homeowners associations
- Africans on the Eastside
- Consejo Counseling and Referral Service
- Together Center
- Centro Cultural Mexicano
- Fourwinds Native Ministry
- Muslim Community Resource Center
- Muslim Association of Puget Sound
- India Association of Western Washington
- Indian American Community Services
- Chinese Information and Service Center
- New Korean Community Church
- Evangelical Chinese Church
- Northlake Young Life
- Eastside for All
- Hopelink
- Community Court
- Library Board of Trustees
- Innovation Triangle Coalition
- Microsoft Employees
- Master Builders
- Redmond Kiwanis Club
- Utility providers
- Other faith-based organizations

INTERGOVERNMENTAL COORDINATION

In addition to our community, we have begun regular meetings with our neighboring cities.

- We have begun meeting every two months with Bellevue planning and transportation staff to coordinate on Overlake and transportation topics and updates.
- We reached out to Eastside planning staff and established (and are facilitating) quarterly meetings of staff from nine cities to coordinate on regional planning topics, share information and ideas, and share resources as we undergo our periodic updates and other code and policy updates based on recent legislation or regional planning objectives.

UNDERWAY AND COMING SOON

A series of workshops for community discussions on the housing, economic vitality, and transportation options & alternatives wrapped-up in late August. Outreach for the Overlake and Transit-Oriented Development (TOD) updates is underway, with a series of 'Equity in our Built Environment' workshops scheduled for August through October. Many of these events are offered as a lunch-and-learn with an evening alternative (same content), and most are hybrid events with participation in person or online. The tentative schedule for this series is:

Date	Topic
8/18	Policy options & alternatives: Transportation & Economic Vitality
8/19	Equity in our Built Environment: Equitable, Sustainable, and Resilient Transit-Oriented Development (TOD)
8/25	Policy options & alternatives: Housing options & alternatives
9/2	Overlake: Accommodating Growth in Overlake - zoning and land use changes (touch on Overlake as a Metro Center)
9/8	Equity in our Built Environment: Inclusive / Universal Design
9/30	Equity in our Built Environment: General Needs of our Community; Services & Amenities Needs (including: What do families need in taller buildings?)
10/5	Overlake: What do we want Overlake to look like? Should we formalize Overlake as an International District?
10/14	Overlake: Land uses & development standards for properties around light-rail stations

DETAILED ENGAGEMENT SUMMARIES

Detailed summary reports can be found online at www.Redmond.gov/1495/Engagement-Summaries. The following summaries are enclosed on the following pages:

- Housing Policy Input Summary
- Economic Policy Input Summary

Redmond 2050 Community Engagement Summary: Q2-Q3 2021

- Transportation Policy Input Summary
- Overlake Workshops Input Summary
- Equity in Our Built Environment Workshops Summary

> REDMOND 2050

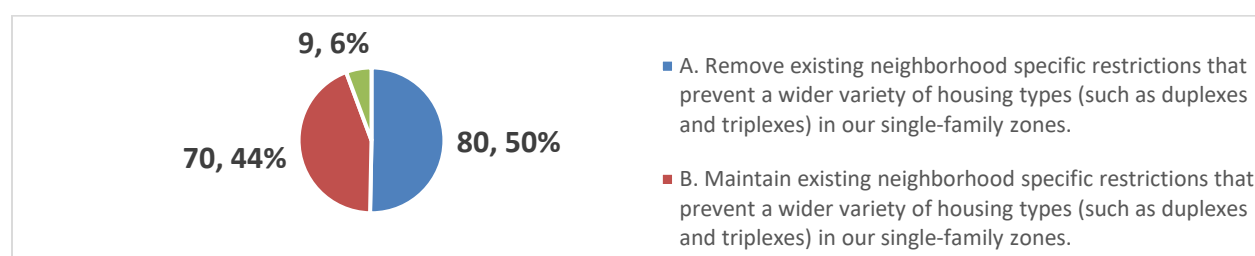
Housing Policy Options & Alternatives

Summer 2021 Feedback

Summary below includes feedback received through Sunday, September 12, 2021, from:

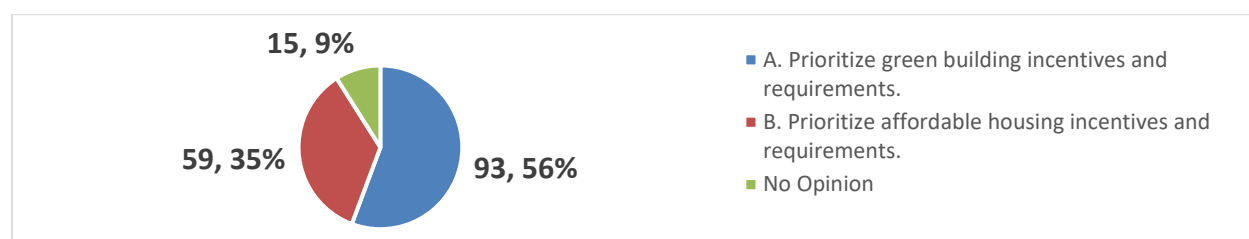
- Redmond 2050 Let's Connect questionnaire
- Community Workshop participants
- Redmond 2050 CAC
- Senior Men's Group
- Planning Commission
- Environmental Sustainability Advisory Committee
- RYPAC

Thinking about the future of housing in Redmond, which option do you prefer to increase housing choices?



In a follow-up question that explained the trade-off based on their choice, all but 1 respondent maintained their original choice.

Thinking about the future of housing in Redmond, affordability and green building are both high priorities. We expect to address both through updated housing policies and regulations. However, we want to know: which is a higher priority for you?



In a follow-up question that explained the trade-off based on their choice, all but 3 respondents maintained their original choice.

8/25/21 COMMUNITY WORKSHOP

[WATCH RECORDING](#)

Questions:

- Do HOA restrictions/covenants apply to this issue?
 - a. *Staff answer: no, so no changes in HOA developments*
- Both are important – it is a hard choice.
- Will there be incentives for retrofitting existing housing stock to be more green in addition to new buildings?
- Consider that affordability is a “green” option. Density reduces emissions, increases green spaces.
- Consider lifetime cost premium (or reduction) of “green” building – both up-front and maintenance.
- How much opportunity is there for City to provide outside leverage/assistance for developers to provide green? (grants etc., so cost is not fully on developers)
- Voted for Green priority; energy incentives to reduce energy bills, adds to overall affordability, not just rent/mortgage.
- I like the focus on cost/benefit. May be more cost upfront, but is there the ability to see the long-term cost benefit instead of the either/or? Right now, green building is cost restrictive and widens the gap of affordability.
- Thanks for exploring!

Discussion:

- Use Design Review Board (DRB) to enhance green building, aesthetics
- Electric-only houses (ranges, heating, water etc.) vs natural gas?
- Transportation system need to be integrated into affordability/“green-ability” conversation
- Affordable housing definition - 80% of “area median income” (AMI) is still high in high-income Redmond, consider looking at 30-40% AMI
- Consider tension between increasing tree canopy and achieving ten-minute walkshed/cities
- Does the 2050 plan address adding electric car charging at existing apartment buildings?
- Is there any discussion to annex more land into Redmond to specifically build affordable housing? There are some large parcels along the east boundary of the city that seem like an obvious site for development. They are in King County and zoned rural.
- Knowing that street parking reduces visibility of bikes and pedestrians, how do cities resolve issues with parking when removing existing neighborhood restrictions, given the potential for duplexes, townhouses in neighborhoods. In other words, where will everyone park?

Redmond 2050 Community Advisory Committee

- Neighborhood Restrictions on Attached Dwelling Units ("middle housing")
- Would there be legal challenges related to density or zoning changes?
 - Staff response: all options under consideration are within accepted bounds
- R-4 to R-8 are already "more dense" - options 1 (eliminate neighborhood restrictions) or 2 (maintain neighborhood restrictions) probably would not change much; would expect lawsuits if we expanded to R-1
- Missing middle belongs in neighborhoods; mid-rise belongs Downtown. Do we have any data from Minneapolis, etc., on encouraging missing middle?
 - Staff response: Unsure of Minneapolis. However, when Portland opened-up ADU's, it was modest uptick in ADU production. Gradually increased as more policy, program, and regulatory changes were implemented.
- If we change neighborhood regulations, would we need to go through entire neighborhood planning process again?
- Staff response: we would only amend neighborhood plans/regulations to the extent necessary to eliminate conflict with citywide housing policy
- How do these policy options tie in with growth models?
 - Staff response: the growth model scenarios consider that some of the housing unit predictions will come from an increase in building typology allowances in the neighborhoods.
- Preference for option 1; likely would happen slowly over time. Look at Capitol Hill - lots of mixing that look fine together. Will the other options create any significant amount of housing units?
- Each neighborhood plan was specific to its neighborhood, taking into account local preferences, geography. Perhaps option 2 would be a good compromise - keeps desires of neighborhood but works toward achieving housing goals. Soft preference for option 2 because R4-R8 zones are already somewhat dense
- What about parking restrictions for multiplex DU's? Not much parking in neighborhoods now. How would parking be addressed?

Topic: Energy Efficiency and Sustainability or Affordability

- Would like additional data to determine where is the threshold beyond which energy efficiency/sustainability improvements are not worth the additional cost?
- Interested to know the exact trade-off between energy efficiency and affordability.
 - Staff response: Challenging to get a single answer because there are so many different building practices and technologies. In addition, building practices and technologies are constantly changing.
- Affordability is a higher priority, so he leans toward option 2 (prioritize affordability)
- People make choices based on cost. Sometimes the payback period for a green benefit is a long time. It's a potential criterion to consider
- Option 1 (prioritize energy efficiency/sustainability) - strong requirements, especially for new mixed-use buildings. Energy efficiency are things that people don't see that have big impact over time. We need to get developers thinking in terms of energy efficiency and then make budget decisions about things that are easy to replace

- Requirements should be universal; there are often options that are green that people don't even think about. Lead people down the right path.
- Apartments are built as cheap as possible, especially heating because developers don't pay the energy bills. For middle housing, green requirements keep the price point moving up, harming affordability. Leans toward encouragement and incentives to try to get both green and affordability.

Senior Men's Group Meeting

- Support for more attached dwelling housing options across neighborhoods by removing neighborhood-specific restrictions.
 - Curiosity around what is required by the city/county/state compared to what HOAs require.
 - One participant liked HOA restrictions because it controlled how the aesthetics look.
 - One participant was interested in developing a Mother-In-Law unit (aka accessory dwelling unit).
- Participants interested in seeing condos developed in Redmond.
 - Participants expressed admiration for the gorgeous downtown condos in Kirkland and condensed housing developments in Totem Lake and Woodinville.
- Interest in expanding opportunities around light rail. Noted that other communities like Kirkland don't have local Sound Transit stations.

Planning Commission

- Green Building and Affordability
 - Both are City priorities.
 - Interested in return on investment and tradeoffs of green building technologies and the ultimate housing affordability
 - Interested in smaller housing sizes; accomplishes affordability and sustainability.
 - Recognize that NYC is a green city precisely because of the density.
 - Policy direction is to ensure the baseline green building codes are as progressive as they can be within reason for the existing and desired building types and uses.
 - Explore ways to "greenify" retail and commercial.
- Missing Middle Neighborhood Restrictions
 - Concerns about cars & parking related to missing middle.
 - Would smaller green missing middle buildings be built back-to-back? Would transit serve these areas? Need to minimize car use.
 - What have other communities looked like after allowing more missing middle building typologies?
 - Older neighborhoods have outdated restrictions.

- Recognize that intensifying density might upset HOAs.
- Need to balance missing middle typologies with City goal of 40% urban canopy cover.
- Discussion about where citywide housing policy ends and neighborhood planning begins.
- Explore methods to plan for density and share those approaches out.
- Missing middle is important to fulfill Equity and Inclusion goals and themes.
- In outreach, need to emphasize difference between attached dwelling unit types (like duplexes) and accessory dwelling units.
- Review Master Builders Toolkit
 - Fee simple townhomes
 - Importance of equity and inclusion related to TOD and harmonizing density.
- Ask school districts what they think is best to help absorb population growth.

Environmental Sustainability Advisory Committee

- How are high-density buildings and mass transit coordinated with housing?
- Is this an either-or? I think some areas of Redmond should be left intact while in other we should have less restrictions.
- Would like Planning staff to come back and provide additional information on sustainability and affordable housing

Redmond Youth Partnership Advisory Committee

Affordable housing and sustainability discussion

- Prioritize Affordable Housing:
 - As rents get more expensive it's harder for new people to be homeowners and have access to good school districts, don't want to worsen economic problems
 - Affordability a big issue and concern, like the work on turning hotel into housing especially during COVID when need extra help
- Prioritize Green Building
 - Carbon footprint increasingly incompatible with lifestyle, if we can slow the rise of temperatures that would be important. But how do we balance the needs of future?
 - With all the new developments new trees are being cut down, we need to think 20 years in the future and so still sustainable

> REDMOND 2050

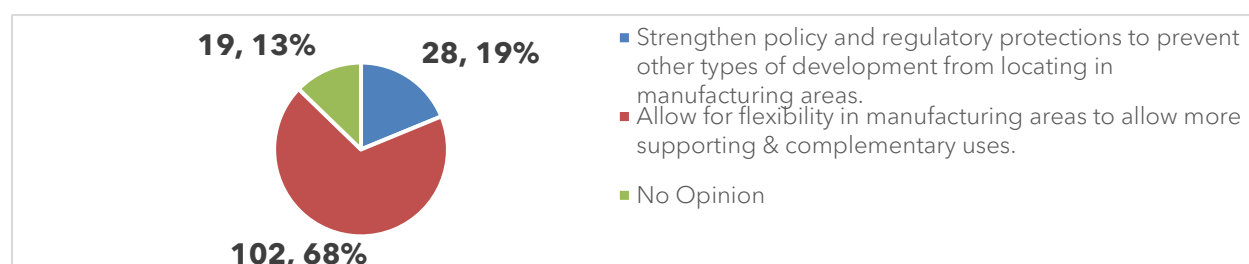
Economic Vitality Policy Options & Alternatives

Summer 2021 Feedback

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- Redmond 2050 Let's Connect questionnaire
- Community Workshop participants
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- Planning Commission
- OneRedmond Government Affairs Committee

The city will look for ways we can support emerging industries and reduce the risk of displacing existing manufacturing uses. Thinking about how we protect and grow manufacturing in Redmond, which choice do you prefer?



8/18/2021 COMMUNITY WORKSHOP

[WATCH RECORDING](#)

- Manufacturing doesn't need to be an either-or competition
- Look at where there is a lot of manufacturing now that we want to protect or where new manufacturing is going. If it's already leaving can we strengthen that flexibility to meet other goals

Redmond 2050 Community Advisory Committee

- Auto shops, gyms are mostly in industrial areas. Are they considered "industrial" or "commercial" from the county's point of view?
- These are not considered industrial or manufacturing land uses (but may be allowed by the zoning code). They would not count towards the baseline percent of jobs in these categories.

- If we don't preserve industrial zoning, Amazon might decide to locate in an area that the city would not prefer it to locate (Seattle example cited). Important to have industrial land available at a lower cost so those uses don't locate in places like centers.
- Ambivalent because 1) not an expert, and 2) Redmond will never become a huge manufacturing center because of geography. Therefore, restricting manufacturing land for just that will always result in pressure to change. Advantage to have a much broader economic base is land can have broader set of uses. Leaning toward option 2 (flexibility to allow more complementary uses).
- We have a lot of manufacturing in office-style buildings, so it won't look like industrial Seattle. Could have manufacturing that looks like office (Aerojet). Interested in flexibility as industry changes over time. Not looking to add Duwamish-style industrial in Redmond.
- Limit manufacturing to a certain size, to encourage smaller/artisan spaces?
- If we allow more flexibility, worried about service-oriented businesses taking over. Also recalled first home in Redmond, where neighbors worked in manufacturing. There is value in keeping those jobs around.
- Don't want to push any businesses out. The ones that have more workers or activity seem to make more sense (from a space efficiency standpoint). Makes sense to figure out where the "no" is. Keeping land available for MP/I means limiting other uses.
- Weren't we talking about Willows/90th for housing growth? How would it all fit?
 - Staff response: perhaps housing with light manufacturing in that area and pursue industrial designation for SE Redmond (as in option 1). How we want to grow in this area is still being evaluated.

Planning Commission

- What types of policies would be included in an industrial growth center? What are the benefits for the city?
- Can we have and encourage artisan and craft businesses if we go forward with an industrial growth center or does it need to be heavier industrial?
- Flexibility will be important for the future of tech, potentially also allowing shared spaces
- Stakeholder outreach should include both light and heavy manufacturing
- Want to pursue policies to support smaller, BIPOC businesses and ensure there is space for business that is affordable
- On flexibility: if we allow more retail/sales or larger footprint in MP areas, make sure there is still a good balance between selling and making.

OneRedmond Government Affairs

- Concern about displacement in Marymoor Village resulting from 2017 rezone.
- Manufacturing in Redmond is moving to Arlington, other places in Snohomish County
- Land banking for light industrial and affordable housing?
- Looking nationwide for models like that and other out-of-the-box ideas

> REDMOND 2050

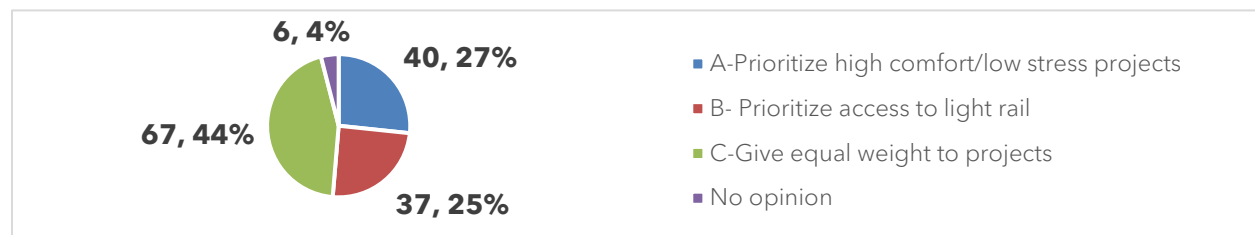
Transportation Policy Options & Alternatives

Summer 2021 Feedback

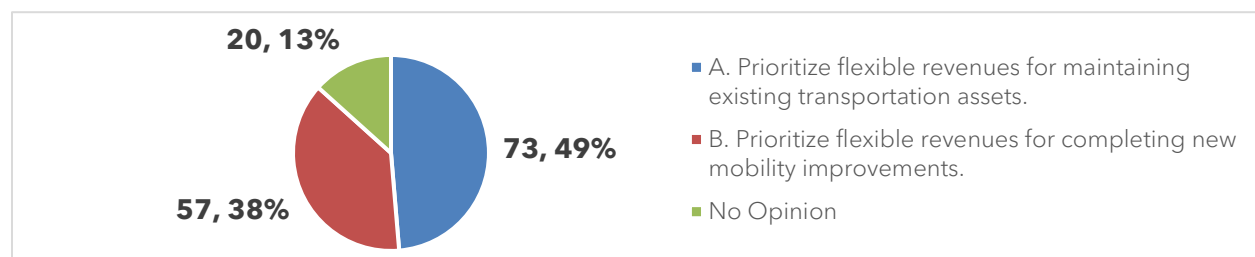
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- RYPAC
- Pedestrian and Bicycle Advisory Committee

We heard from you that improving access to light rail and prioritizing high-comfort/low-stress facilities are both high priorities. We will address both in the Transportation Master Plan. However, we must prioritize investments given limited funding. What should we prioritize?



We heard from you that maintaining the transportation system we have and investing in new mobility improvements are both high priorities. We will address both in the Transportation Master Plan. However, we must prioritize how we use "flexible" revenues – those that can be used for both maintenance and new mobility improvements. How should we prioritize flexible revenues?



8/18/21 COMMUNITY WORKSHOP

[WATCH RECORDING](#)

Prioritizing new mobility investments:

- Light rail provides access to Seattle and access to jobs in Redmond
- Inclusion also means getting people to rail with sidewalks, curb ramps, signage
- Prioritizing based on geographic need could make sense, based on need of that part of community
- Bike lanes have lower costs long term
- High comfort - better for seniors
- I like the idea of innovations of flexibility
- Flexibility

Balancing maintenance and new mobility improvements:

- Can there be a both-and? Maintain what is critical and open-up new mobility improvements
- Is maintaining enough considering growth?
- High comfort/access to light rail
- I like maintenance
- I like being able to improve if you have to do the work anyway
- Do both at once: maintenance incorporates improvements for safety and things that are challenging for all users.
- High Comfort is lower cost over the lifetime of the facility

Open questions/comments

- Don't be like Bothell - design not good for seniors
- Tree issues, canopy - seniors issue
- Make upgrades when maintaining infrastructure
- Prioritize: Low cost and high impact improvements
- What other voices would be useful?

Redmond 2050 Community Advisory Committee

New Project and Program Priorities

- **Some distribution** among the priorities seems important, but **leaning into light rail** access would be important in the early years, so communities can build themselves around that mode of transport. If it is difficult to access, light rail might not be as well used.
- **High comfort/low stress** should be prioritized. This committee member experienced suddenly arriving at a place where there was no bike lane, and even his experienced cyclist friends would not use the road – they used the sidewalk instead. How many more people avoid using bicycles because they don't feel safe? Comfort is important.
- Similar thoughts re: **leaning into light rail**. Thinking of the TOD presentation, we need to be as all-in as we can to drive access to light rail.

- High comfort/low stress is not clear – need a better term. **Accessing light rail is more than about just light rail**, it's about all the amenities around light rail.
- We need one question: **where are people going?** How far? Are we targeting light rail or surface traffic in cars? We have population centers outside of the TOD walksheds, so we need a more specific target to focus on. Where is growth going to go? What will happen in next five years with commute patterns?
- Seeing trend toward roads incorporating bicycle lanes (e.g. Bel-Red Road). Even if we target access to light rail, improvements in bike lanes won't stop happening. If you focus on light rail, all other things will orient around that. His preference is prioritizing **access to light rail**.
- **"More facilities attractive to all ages, abilities"** belongs in the option 3 (access to light rail) as well.
- **Long-term, prefer prioritizing access to light rail.** Used to commute to Westlake. Childcare centers are difficult to site in dense areas due to lack of loading zones, e.g. And they can only be on ground floor, further limiting options. An **equitable TOD** issue.
- Need **transit frequency** to make it attractive, especially for people on schedules. Transfers and waiting are inconvenient.
- Went to a Mariners game but missed the last bus. **Transit must be frequent and dependable. Comfort and stress also applies to buses** and its convenience.
- Transit, or the means of getting to it, must be frequent to be useful.

Balancing Transportation Investments

- Just considering flexible dollars, would lean toward prioritizing investment in **maintenance** because there are other sources available for new projects.
- *Discussion to be continued to next meeting.*
- It is important to **maintain older infrastructure**
- Need to consider the **environmental impacts** and benefits of new improvements
- Maintenance is a big issue in Seattle – poor maintenance causes **accessibility issues**
- When does City consider making an improvement instead of maintaining the existing facility?
- Maintaining the system advances **equity**: if a person's first option is not available, a well-maintained system will allow people across the economic spectrum to use other options (bike, transit, e.g.)
- New mobility improvements seem like a given, so our focus should be on maintenance
- System needs to be maintained so that it is **functional** at minimum.
- It's often more popular to build new infrastructure because it is easy to point to, whereas maintenance is not sexy.
- Maintaining infrastructure is often a **good investment**.
- New mobility improvements add to the overall amount of maintenance required.
- **What is the minimum acceptable level of maintenance?** At minimum it should appear to be taken care of.

- Example of good regular maintenance: Grass Lawn Park artificial turf surfaces are replaced every few years to keep them functional and safe for users.

Planning Commission

New Project and Program Priorities

- How do people in Redmond travel?
- Project management - quick build
- Weight equally - doesn't want to go to either extreme
- What might future needs become? Need to consider all priorities equally given that we don't know what future holds.
- What is the implementation strategy?
- What modes will people use in the future? What modes do we want them to use? How do we build a less car-centric city. First choice says "status quo" to her, but we need to do things differently.
- Where would increasing transit frequency or service footprint fit? Bus routes don't run frequently enough today.
- High comfort/low stress - yes, fewer, but put them in high leverage situations.
- How do transit agencies be responsive

Balancing Transportation Investments

- If light rail is opportunity to become a less car-centric city, then we should focus on getting people to light rail. Even so, it remains important to keep existing roads safe. When we add new infrastructure, we should focus on those projects that induce mode shift. We should be looking at ways to make it user friendly to change behavior.
- What is the relationship between travel speeds and impacts to pavement?
- We don't ignore what we need to do to keep things operational.
- What would it take for you to give up your car?
- Where are there suburbs where public transportation?
- Can we talk with Microsoft about the Connector and ask them what works about their system? What makes a difference for those who are car reliant?

Redmond Youth Partnership Advisory Committee

- New Project and Program Priorities
 - Prioritize High Comfort Facilities:
 - Better for environment
 - Scary to ride bike close to cars
 - Where would it go? Where would you prioritize putting these types of facilities?
 - Good for short distances and for those that need public transportation should be prioritized.
 - Prioritize Access to Light Rail

- Seems more doable, more geographic equity, get funding for a project that big. Start getting more people to change to light rail over car seems more likely.
- How to improve access to light rail for seniors and people who need it more?
- Prioritizing light rail improves equity, more people who are able to access it reduces carbon footprint.

Pedestrian and Bicycle Advisory Committee

1. FEEDBACK ON TRANSPORTATION: NEW PROJECT AND PROGRAM PRIORITIES

- **Priorities may differ by Redmond neighborhood.** PBAC observed that neighborhoods might have different priorities, based on needs, existing infrastructure, and proximity to light rail and local destinations (e.g. Education Hill vs. SE Redmond). PBAC suggested reviewing neighborhood plans; applying criteria by neighborhood.
- **It can be hard to imagine a post-Link Redmond.** PBAC set a high priority on #3/Access to Light Rail, given station openings in 2023/2024. Staff reminded PBAC that light rail arrives in the near-term and much planning has already been accomplished; meanwhile, the TMP sets priorities for the long-term and can reflect new future priorities. PBAC considered setting near-term priorities (e.g. fine-tune Overlake access, which is already underway) and long-term priorities (e.g. focus on Marymoor access, which is not), but still focused primarily on #3.

2. FEEDBACK ON TRANSPORTATION: BALANCING TRANSPORTATION INVESTMENTS

- **Do focus on light rail.** Invest in new mobility options to bring new people to light rail.
- **Do follow the money.** Maintenance has a funding source, but new mobility programs don't, so invest in new mobility programs.
- **Do prepare for the unexpected** (i.e. be resilient): The opening of light rail is bound to bring with it new problems, needs, and things we realize we should have done - we need to be ready for that eventuality (even if it requires more spending).
- **Don't ignore neighborhoods.** Neighborhoods are suffering and need maintenance investments in sidewalks and other infrastructure.
- **Don't invest only in new options - maintain what we have now.** Balance investments between new and existing needs. Also, recognize that developer investments in Marymoor infrastructure now becomes the City's long-term maintenance obligation tomorrow.

Overlake Workshop Series

SUMMER/FALL 2021

Date	Topic
9/2	Overlake: Accommodating Growth in Overlake - zoning and land use changes (touch on Overlake as a Metro Center)
9/16	Overlake: What do we want Overlake to look like? Should we formalize Overlake as an International District?
10/14	Overlake: Land uses & development standards for properties around light-rail stations

DRAFT Summary through 9/12/21; additional notes added after each workshop.

9/2 WORKSHOP

Accommodating Growth in Overlake

[VIEW RECORDING](#)

As Overlake starts to redevelop, what do we want to preserve that is there today?

- Seeking a place to retire in Overlake
- Overlake's affordability (relative) and diversity
- Small businesses
- Diversity of services.
- Transportation options.
- Trees, trails, walkability, bike trails
- Mix of uses and connectivity
- Specialty/Ethnic businesses & restaurants
- The great food! (small retail spaces)
- Jobs
- Only what vulnerable, BIPOC, and historically underserved stakeholders want to preserve. Replace all else.
- Environment
- Small businesses
- Small and unique businesses
- Diversity
- Partner with KCLS for a satellite library
- Diversity
- Diversity

- Available Parking
- Wildlife habitat and diversity
- Ability to have growth react to market demand
- Maintain small businesses
- Wetlands
- Areas with a critical recharging effect on aquifers used for potable water
- Fish and wildlife habitat conservation areas
- Frequently flooded areas
- Geologically hazardous areas
- Office FAR allocation/sizing that can capitalize on transit.
- Diversity, ethnic restaurants

What services & amenities do we need to add?

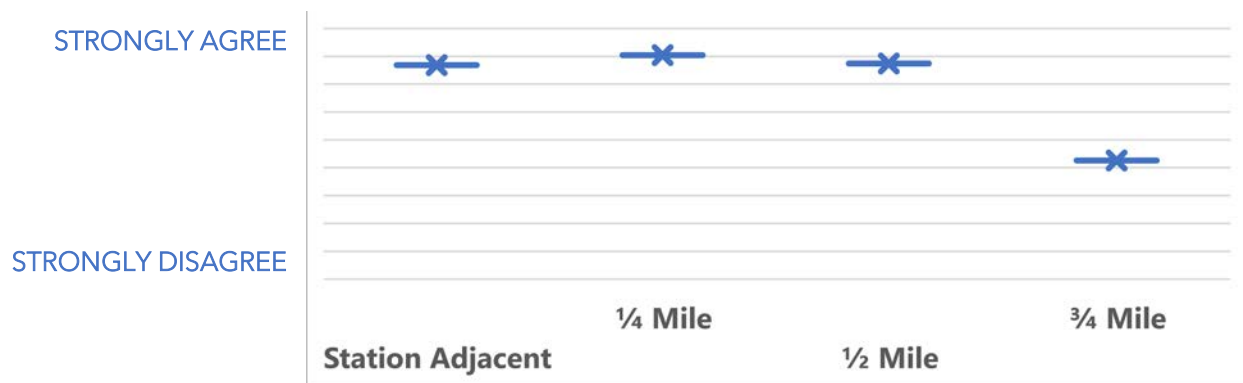
- More green spaces
- More street trees
- Transit oriented food and service options. An all-season community center.
- Entertainment, places to gather
- Farmers market or something like it.
- Accessible sidewalks/walkways to businesses to safely cross large streets (enough time) and across parking lots
- True feel of a village - mix of retail, office
- Clearer distinction between Bellevue and Redmond city limits. Confusing!
- Safe bike lanes
- Public easement through Microsoft campus?
- Community space
- Partner with KCLS for a satellite library
- Top-tier multimodal transportation network. Especially bike paths and greenways that create a best in class human-scale experience.
- More walkable areas
- Lighting
- Grocery stores within walking distance
- Mixed-use mandatory. Taaaaaall buildings with flexible use.
- More bike lanes
- Mixed-use development
- Health care
- Taller buildings
- Green space
- Ball courts, pickle ball
- Replace drive-through communities with transit-oriented development
- Trees
- Places to sit outside
- Mini city hall
- Indoor and outdoor community gathering spaces
- A park like Downtown Park or smaller
- Ways to get places without driving

Are there any land uses we need to add or re-evaluate? (uses allowed/not allowed, sizing limits, etc.)

- Make sure there are still small retail spaces available for local businesses
- Less complex layering of density policies to permit creative solutions.
- More height and bulk in buildings will be required for density.
- Promote small retail spaces, incentives for keeping original tenants in new development
- Houses near office
- Sports arena
- Transition of land uses and built forms on the periphery of Overlake

- Allowances for cafe sidewalk seating, parklets
- More ways to make the street feel vibrant and active-protected bike lanes, street cafes, wide sidewalks etc
- Reduced parking minimums
- 10-16 story buildings don't always pencil, thoughts on going to 24 on certain sites?
- As cultural opportunities are pursued make sure multi-use gathering space for rainy days is incorporated.
- Flex spaces
- Make mixed-use mandatory
- Mandatory mixed-use. TaaaaaIIII buildings with flexible uses.
- Already have a jobs housing imbalance. Need housing.
- Share work space venues that can provide for office, light manufacturing, etc.
- If add more office make sure to add many more residents - exceed targets
- Don't forget community gardens, rooftop gardens, and perhaps a mini-farmers market/food truck space.
- Parks
- Retail is largely concentrated around 152nd Ave NE and the 148th Ave NE-NE 24th St area in Bellevue - we need retail to be dispersed throughout Overlake.
- Developing office is difficult now b/c of use designations. Lots of prescriptions like residential minimums for developments - makes it harder to be creative.
- Remove mandates related to particular mixes. Let market figure it out.
- More transit parking - what we have will run out.

Where will growth go? How close to the stations should we focus growth?



- 1/4 mile - places to walk to, and not just around the noise of the light rail.
- Medium height building with trees provides good quality of life - high rises are different: echoes, noisy, not safe for kids, no place to walk dogs, no grass.

What are you looking forward to in Overlake?

- Light rail access
- Walkability
- Bike trail connection
- Light rail
- No traffic (LOL)
- Improved traffic management, more walkability
- The international theme

- PARKS
- TALL buildings. Bike/ped connections. Public Art. Public Spaces. Vibrant urban space for children to grow and thrive. Dog Parks. Happy individuals and families :)
- Interconnected small parks
- Exceeding Sound Transit's OVS ridership projections
- Green spaces
- Safe walking
- A performance center
- Intensive office and residential uses that will attract complementary retail and non-residential uses
- Continued presence of strip malls
- Having flexible zoning that can react to market demand.
- Having flexible zoning that can react to the market demands
- Pedestrian paths/sidewalks for walking (exercise, shopping, etc.)

What are your concerns about growth in Overlake?

- Nimby-ists
- A period of time when traffic is overpowering
- Loss of the small businesses from Redmond
- Urban Canyon design -> negative impacts. Same ole' boring buildings with those gross exterior paneling. Concerns about car-centric design.
- Test
- Crime
- More traffic on 24th
- Loss of local businesses
- Continued reliance on strip malls
- Crime
- Light rail capacity to accommodate growth
- Towering buildings that feel imposing
- Losing trees
- Not pushing people/business out
- Losing the small retail
- Traffic
- Not having green space
- Conflict between high traffic and comfortable/safe spaces
- Continued highway noise
- Dense environments often draw crime and homelessness. These conflict from healthy community.
- Traffic
- Crime.

What other questions should we explore as we look at development and redevelopment in Overlake?

- Open space/green space network.

Questions from the Audience:

- Are you considering a FAR minimum to encourage higher density?
- 10 and 16 story buildings don't always pencil, are you considering going to 24 on select sites?

- With the new light rail station(s) in the neighborhood, will there be policy/incentives to encourage taking public transportation rather than driving private cars?
- What green building incentives are you considering?

Equity in Our Built Environment Workshop Series

SUMMER/FALL 2021

Date	Topic
8/19	Equitable, Sustainable, and Resilient Transit-Oriented Development (TOD)
9/8	Introduction to Inclusive / Universal Design
9/30	General Needs of our Community; Services & Amenities Needs (including: What do families need in taller buildings?)

DRAFT Summary through 9/12/21; additional notes added after each workshop.

8/19 WORKSHOP

Equitable, Sustainable, and Resilient Transit-Oriented Development (TOD)

[VIEW RECORDING](#)

What aspects of our built environment can exclude segments of our community?

- Missing sidewalks
- Lack of ADA ramps
- Broken sidewalks
- Lack of wide sidewalks
- Block size and widths
- Guidelines and tracks along sidewalks
- Lack of transit access
- Long blocks
- Lack of appropriate signage
- No wheelchair ramps. Signals that have no sound component.
- Lack of pedestrian crossings
- Stairs/steps at store fronts
- Building for cars
- Choices for children, tweens, and teens
- Services far from homes
- Nature for heart and mind health
- Lack of safe bike lanes

- Short pedestrian traffic crossings
- Most of our new businesses cater to mostly upper-class residents
- A wall
- Wide roads with high speed limits, poorly maintained sidewalks with inadequate lighting, lack of bus/train services
- No curb breaks on sidewalks
- Bike ramps with stairs
- Wide roads
- Lots of park amenities far from the transit stops
- Signage that doesn't include other languages
- Single-family low-density development
- A ditch
- Bushes/trees blocking sidewalks
- Lack of braille signage, or auditory aids
- Senior Center - lack of options/alternatives, hard to get to Marymoor, esp for those who walk/don't drive

What does an equitable transit-oriented development (e-TOD) look like?

- Homes for families of all sizes
- Affordable to all ranges of incomes.
- 80% of household median income in Redmond is still 80k+
- Acknowledging the occupied lands that we are building on.
- Parks & open space for all ages/abilities to serve TOD
- Diverse culturally and economically
- Mixed-use, mixed-income, mixed-tenure housing
- Ensures that residents have access to fresh air from their unit (large window or balcony), quiet and passive spaces, and fun/recreational spaces.
- Public access
- Places within the development to gather in a communal sense
- Easy access to shopping and healthcare.
- Neighborhood schools for TOD neighborhoods
- Affordable
- Wide sidewalks/plazas
- Access to community spaces and access for charging phones...etc.
- Public space
- Accessible for seniors
- Happy people
- Far fewer miles driven by gasoline (maybe more miles by electric car or bicycle)
- More people walking and less cars.
- Happy people
- Mixed-income community
- "Family" could/should include pets
- +1 on pets as family and consideration of their needs in TOD is needed
- Accessible low stress mobility - protected bike lanes and comfortable sidewalks
- Most amenities should be within walking distance, but that includes things that people need on a daily basis. Groceries. Gardening.
- Walking and bike access to parks, grocery stores, drugstores, wheelchair accessible retail and recreation
- Bike charging stations
- There is a lack of affordable middle-income housing, esp for seniors, lived here for 40 years, can't afford new place, & too much income/wealth to qualify for low-income housing

What outcomes would we see if we have effectively built e-TOD?

- People rate their quality of life as high
- There are people of all ages and abilities enjoying the area (visiting parks, shops, etc)
- Residents rate their quality of life as high: happy, healthy, and feeling part of the neighborhood
- Diversity!
- Reduction in traffic
- Reduction in poverty
- Quality of housing
- People wanting to move here, and also people staying for throughout different periods of their life.
- A vibrant and happy community where everyone feels like they belong.
- Fun, vibrant 24 hour neighborhood
- % of trips using transit increasing
- Many from the community utilizing freely, safely, building the community.
- Wider community is represented in the TOD area
- Reduced average vehicle miles traveled
- Fewer miles driven by gasoline (maybe more by electric car or bike)
- Climate change averted!
- Happy people
- Diverse neighborhood
- Acknowledge the original inhabitants of the land... Coastal Salish people with art, education from Indigenous artists.
- Would love to have a local indigenous food movement like that of The Sioux Chef, but I can dream 😊
- I myself am not religious, but I think that people would like to be able to be walking distance from a place of worship
- +1 ...great idea! (walking distance to worship)
- Lack of parking at Stations, but accessibility for those close by - due to hills, disabilities, age, difficulty walking, crossing roads, no bus stops etc

What sustainability features/options would you like to see emphasized in TOD around our light rail stations?

- Energy Efficient Buildings
- Tree Canopy
- Green Infrastructure
- Walk/Bike/Transit Alternatives to Cars
- Bioswales
- Green Roofs and Green Walls
- Reflective Roofs
- Gray Water Systems
- Bird-Friendly Windows and Structures
- Noise Mitigation
- Video and Audio Signage
- Shaded Areas
- Nature
- LEED Certified Buildings
- Electric Vehicle Charging Stations
- Electric Bike Charging Stations
- Solar Panels on Roofs
- High-Density Development
- Net Zero Carbon Emissions
- No Cars / A Car-Free Community
- HVAC units need to be resilient to temperatures of 125 degrees
- We need to look both at new buildings but also existing ones
- All new buildings should be ready for electric cars
- My HOA makes it impossible to put up solar panels on my townhouse
- Window blinds that are solar panels, they are up and coming right now

What should we focus on when we look at resiliency options?

- Walkable Services
- Climate Resiliency
- Economic Resiliency
- Futureproofing the Built Environment
- Renewable Energy (Generation)
- Storage for Emergency Provisions
- Permeable Sidewalks
- Earthquake-proofing
- Urban Forest, Trees, Tree Canopy, and Reducing the Urban Heat Island
- Havens from Smoke and Hazardous Air Quality
- Community Centers
- Multimodal Emergency Evacuations; Car-Free Evacuations

What other questions should we explore as we develop new policies and standards for TOD in Redmond?

- How do we better include diverse input?
- How to address parking for residents of TOD areas and those coming to take transit.
- Should taller buildings include rooftop design (like Atlanta)? Should they plan for solar access at the street level and for adjacent properties?
- Remember critical areas
- How much have we leaned on Microsoft? They (well, we, I work for MSFT) pledged to remove the entire historical carbon footprint of the company, and our city is definitely part of that footprint. (wondering how much we can lean on them for grants and subsidizing the sustainability features of new buildings and old building retrofits)
- Would still love to see the connected rooftops and make them into public space 😊

9/8 WORKSHOP

Introduction to Inclusive / Universal Design

[VIEW RECORDING](#)

Please note there were some technical difficulties during the workshop.

What aspects of our built environment can exclude segments of our community?

- Locked gates
- Fences
- Narrow sidewalks
- Uneven / lifted sidewalks
- Steep stairs/sidewalks
- Lack of sidewalks
- High-speed roads
- Car-centric design
- Areas not designed for women

What Universal Design Features would you use or like to see in Redmond?

- Changing tables in all restrooms
- Voice activated drinking fountains
- Frequently circulating shuttle around Redmond

What universal design features do you have experience working with?

- Sidewalk bumps/design a great thing to do, looks good
Helps with wayfinding too, for all users
- Signage – contrast and size – sometimes our signs are fairly small with small print and are hard for people to see/read

Are there any areas/features in our community (built environment) that need to be revisited to be more inclusive/universal?

- Gender neutral bathrooms
- Marymoor Park is largely car-centric and needs to be more walker friendly

Other Discussion/Questions:

- Could you talk about the timeline for Redmond 2050? Is this a 5-year process or when do we think we'll be done with this process?
 - Phase 1 (which includes housing, economic vitality, transportation, parks, and Overlake) will be done towards the end of the first quarter of 2023.
 - Phase 2 (human services, capital facilities, etc.) will be done by mid-2024
 - More information about phasing and timelines are online at www.redmond.gov/Redmond2050

REDMOND »»» 2050

Quarterly Update Policy Options & Alternatives

.....
September 21, 2021



Agenda

- **What are policy options and alternatives?**
- **Community input received**
- **Council questions, interests for 9/28 study session**

Objective:

Lay foundation for Council input on policy options and alternatives at next week's study session

Comprehensive Plan - Adopts Vision for the City



PHASE ONE

PHASE TWO

Continual Support:



Community Involvement



Environmental Review

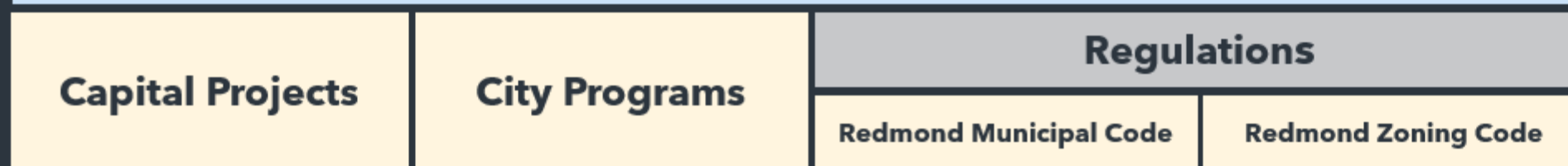
Functional & Strategic Plans - Defines How Vision will be Implemented



PHASE ONE

PHASE TWO

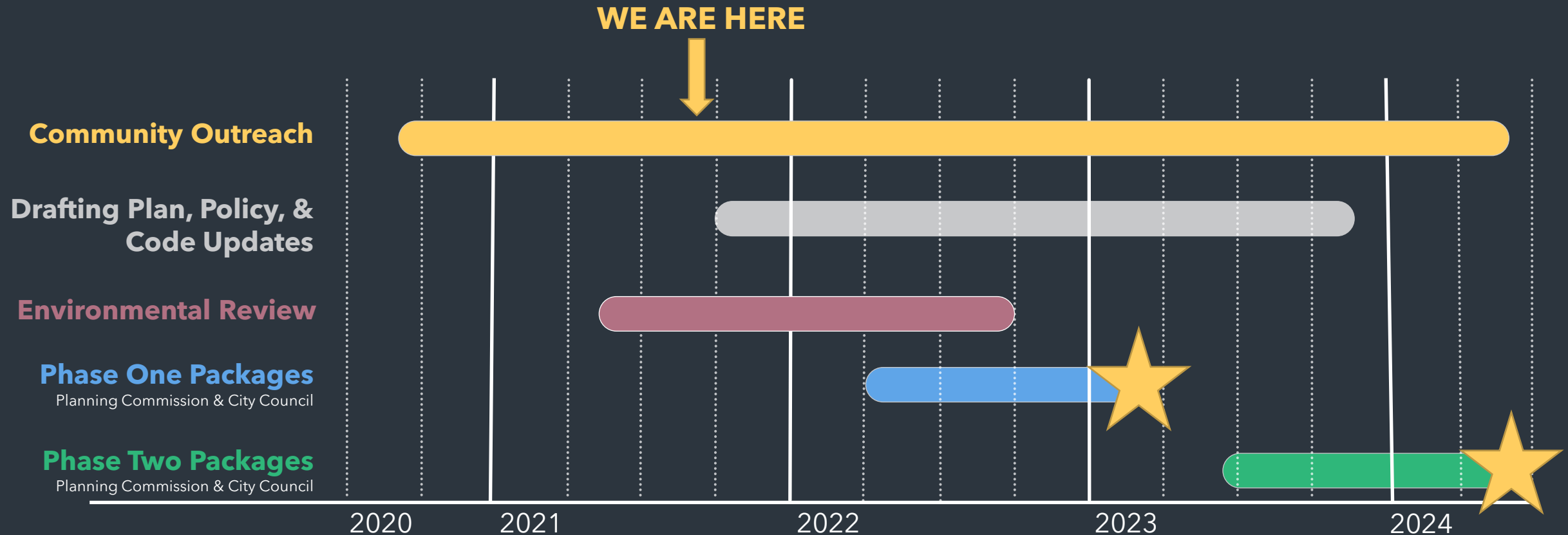
Financing & Implementation



BOTH PHASES

REDMOND
2050

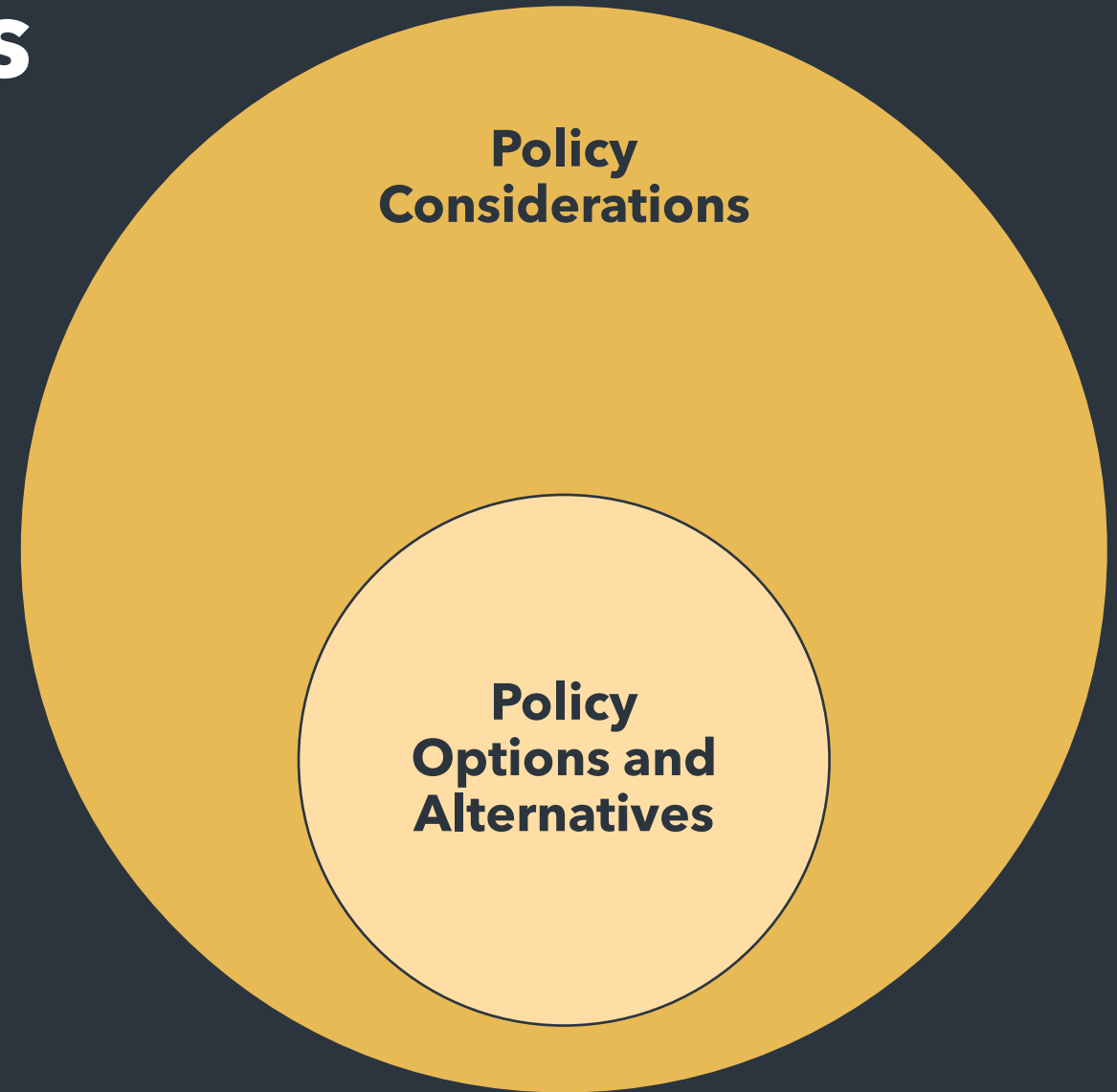
Redmond 2050 Timeline



Phase 1 addresses critical needs, expiring programs, etc.
Plan update must be completed by June 30, 2024

Policy Considerations

- Input from community
- Update outdated policies
- Regional and county requirements
- **Options and alternatives** are a subset of all policy considerations, where **themes, values, or adopted policies are in tension**
- **Which options/alternatives are best for Redmond?**



There **is** a policy option if:

Tension between themes, values, or plans



vs.



Different strategies produce **different outcomes**

S1► O1

S2► O2

There **is no** policy option if:

Required by County/Region/State



King County



Puget Sound Regional Council



Only one strategy exists

Different strategies produce **similar outcomes**

S1► O1

S2► O1

Housing: Missing Middle, e.g., Duplex, Triplex, Fourplex



Remove policy and regulatory barriers in all neighborhoods



Allow, but retain some restrictions in single-family neighborhoods.

Housing: Sustainability and Affordability

A



**Prioritize green
building incentives and
requirements**

B



**Prioritize affordability
incentives and
requirements**

Economic Vitality: **Manufacturing Land Uses & Jobs**

A



Strengthen policy & regulatory protections for manufacturing

B



Allow for more flexibility to support complementary uses

Transportation: New Project and Program Priorities

A



**Prioritize low
stress/high
comfort
facilities**

B



**Prioritize
access to light
rail**

C



**Give equal
weight to
projects**

Transportation: **Balancing Transportation Investments**



**Prioritize flexible
revenues for
maintenance**



**Prioritize flexible
revenues for new
mobility improvements**

Next Steps

Tonight

Council questions, interests for 9/28 study session

Next week

Council input: Housing, Economic Vitality, Transportation policy options and alternatives

Next quarter

Options and alternatives: Parks, Overlake

Early 2022

First draft policies and regulations published



Thank You

.....



Appendix

Equitable, Sustainable, and Resilient Transit-
Oriented Development



What does equity & inclusion mean to our **built environment**?

- What are our community needs (especially historically marginalized and/or under-represented groups)?
- What policy and regulatory changes we should be making (revision or new policies/services)?

Transit-Oriented Development (TOD) near our light rail stations



Equitable TOD

- Within the context of the growth anticipated and the growth scenarios that are being reviewed, what does eTOD look like physically, and what development standards, performance metrics, services/amenities, etc. are needed?

Sustainable & Resilient TOD

- Will be using Sustainability & Resilience “lenses” for policies
- Working with Sustainability Advisory Committee and other stakeholders
- Climate change impacts

Hybrid and Virtual Workshops

DATE	DESCRIPTION
Wed, Aug 18	<i>Policy Options & Alternatives</i> Transportation & Economic Vitality policy updates
Thurs, Aug 19	<i>Equity in Our Built Environment / Overlake</i> Equitable, Sustainable, and Resilient Transit-Oriented Development (TOD)
Wed, Aug 25	<i>Policy Options & Alternatives</i> Housing policy updates
Thurs, Sept 2	<i>Overlake Neighborhood Updates</i> Accommodating Growth in Overlake - zoning and land use changes
Wed, Sept 8	<i>Equity in Our Built Environment / Overlake</i> Inclusive / Universal Design principles
Thurs, Sept 30	<i>Equity in Our Built Environment / Overlake</i> What's missing? Identifying the land use, services & amenities needs of our community
Tues, Oct 5	<i>Overlake Neighborhood Updates</i> Updating the vision for Overlake. (Includes a discussion of what do we want Overlake to look like and if we should formalize Overlake as an International District.)
Thurs, Oct 14	<i>Overlake Neighborhood Updates</i> Land uses & development standards for properties around light-rail stations

Attachment E: Council Questions about Policy Options & Alternatives

September 28, 2021

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

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

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

REDMOND »»» 2050

Quarterly Update Policy Options & Alternatives

.....
September 28, 2021 Study Session



Agenda

- Recap Engagement
- Summarize what we heard from Council on 9/21
- Hear Council input to inform policy drafting

Objective:

Hear Council input on policy options and alternatives to guide creation of the draft Comprehensive Plan updates.

Engagement Recap



Q4-Q1
2020-2021

Policy Considerations & Existing Conditions Developed

Visioning work
Boards & Commissions
Focus groups



Q2 & Q3
2021

Options & Alternatives Feedback
Questionnaire

Stakeholder Outreach
Community Workshops
Staff Core Team Meetings



Q4-Q1
2021-2022

Draft Transportation, Housing, Economic Vitality Element Policies

Comp Plan policies guide the high-level vision for the city, that are then implemented through functional plans, programs, projects, and regulations.

Council Review of Policy Considerations

Existing Conditions Review
Discussion on policy considerations to be added



March 16 & 23
2021



September 21 & 28
2021

Council Feedback on Policy Options

Provide guidance on the policy direction for Options and Alternatives

What Staff Heard on 9/21

- Process: questions and concern about framing as dichotomy
- Informational questions: documented in packet
- Early interest statements, policy direction

Example:

"Design and build infrastructure that is resilient and can be efficiently maintained."

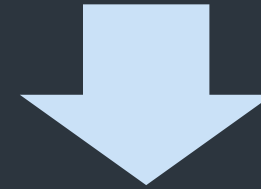
Comprehensive Plan
Adopts Vision for the City



Example:

Street design and construction standards adopted in the Transportation Master Plan

Functional & Strategic Plans
Defines How Vision will be Implemented



Example:

CIP project scopes and budgets that reflect street design and construction standards

Financing & Implementation
Projects, Programs, Municipal Code, Zoning Code

Housing



What advances the vision for a green and inclusive community?

We heard: vigorously pursue both

Transportation



What advances the vision for well-maintained infrastructure that connects people to opportunity?

We heard: develop policy and investment strategy that allow City to pursue both

Housing



What advances the vision for housing choices?

Keep, reduce, or remove neighborhood restrictions on missing middle housing?

Transportation



What advances the vision for equitable, inclusive, sustainable, and resilient mobility?

Continue focus on completing access to light rail, increase focus on high comfort/low stress connections outside the centers, or both?

Economic Vitality



What advances the vision for a diverse economic base that includes manufacturing?

Support and preserve what we have, introduce additional flexibility, or some of both?

Appendix

Housing: Missing Middle, e.g., Duplex, Triplex, Fourplex



Remove policy and regulatory barriers in all neighborhoods



Allow, but retain some restrictions in single-family neighborhoods.

Housing: Sustainability and Affordability

A



**Prioritize green
building incentives and
requirements**

B



**Prioritize affordability
incentives and
requirements**

Economic Vitality: **Manufacturing Land Uses & Jobs**

A



Strengthen policy & regulatory protections for manufacturing

B



Allow for more flexibility to support complementary uses

Transportation: New Project and Program Priorities

A



**Prioritize low
stress/high
comfort
facilities**

B



**Prioritize
access to light
rail**

C



**Give equal
weight to
projects**

Transportation: **Balancing Transportation Investments**



**Prioritize flexible
revenues for
maintenance**



**Prioritize flexible
revenues for new
mobility improvements**



Memorandum

Date: 9/28/2021
Meeting of: City Council Study Session

File No. SS 21-073
Type: Study Session

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

Parks	Carrie Hite	425-556-2326
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DEPARTMENT STAFF:

Parks	Lee Ann Skipton	Facilities Manager
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TITLE:

Facilities Strategic Plan Update

OVERVIEW STATEMENT:

On January 15, 2019 City Council approved the Facilities Strategic Management Plan. This Plan provides a comprehensive analysis of facility needs and prioritized list of improvements. Staff will brief City Council on the progress to date in implementing this Plan, as we are in the second year of Plan implementation.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Facilities Strategic Management Plan, PARCC Plan 2017, CIS/CIP
- **Required:**
N/A
- **Council Request:**
Update requested from City Council
- **Other Key Facts:**
N/A

OUTCOMES:

The Facilities Strategic Management Plan guides projects, planning, and budgeting for critical work and large scope projects across the city since its adoption in 2019. The plan addresses facilities maintenance and operation, financial

investments, and capital planning and identifies future planning needs and gaps for the city.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
2016 - 2021 robust community engagement in facility planning
- **Outreach Methods and Results:**
Public meetings, surveys, virtual open houses, and community feedback
- **Feedback Summary:**
N/A

BUDGET IMPACT:

Total Cost:
N/A

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

Budget Offer Number:
N/A

Budget Priority:
Vibrant and Connected, CIP

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

If yes, explain:
N/A

Funding source(s):
General Fund, CIP

Budget/Funding Constraints:
N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
1/15/2019	Business Meeting	Approve

Proposed Upcoming Contact(s)

Date: 9/28/2021
Meeting of: City Council Study Session

File No. SS 21-073
Type: Study Session

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

Time Constraints:

N/A

ANTICIPATED RESULT IF NOT APPROVED:

N/A

ATTACHMENTS:

Attachment A: Facilities Strategic Plan Recommendation Update

Attachment B: Facilities Strategic Management Plan



Memorandum

Date: 9/28/2021
Meeting of: City Council Study Session

File No. SS 21-073
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FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

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Budget/Funding Constraints:
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☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
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Proposed Upcoming Contact(s)

Date: 9/28/2021
Meeting of: City Council Study Session

File No. SS 21-073
Type: Study Session

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

Time Constraints:

N/A

ANTICIPATED RESULT IF NOT APPROVED:

N/A

ATTACHMENTS:

Attachment A: Facilities Strategic Plan Recommendation Update

Attachment B: Facilities Strategic Management Plan



Facilities Strategic Management Plan Update

September 28, 2021

Lee Ann Skipton, Facilities Manager



Redmond
WASHINGTON 101

Guiding Principles

- Welcoming, safe & healthy
- Sustainable & efficient
- Flexible, designed for the future
- Achievable



Facilities Strategic Plan Recommendations



Maintenance
and Operations



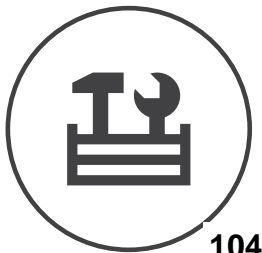
Financial
Investments



MOC
Master Plan

Maintenance and Operations Recommendations

- Add facility staff resources
- Align service with customer expectations
- Implement improved standardized operating procedures
- Install a citywide building automation system



Maintenance and Operations

Add Maintenance Staff Resources

Accomplishments:

- Hired a Facilities Manager

Planned work:

- City Hall management

Future work:

- Add project management staff

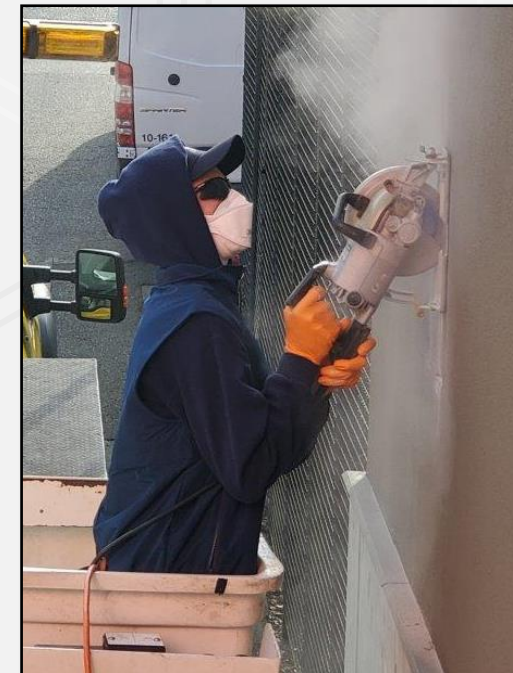
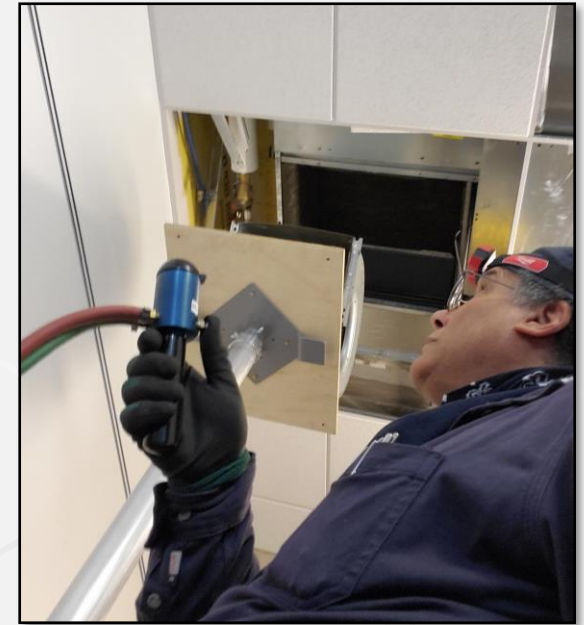
Align Service with Customer Expectations

Accomplishments:

- QAlert request system

Planned work:

- Janitorial contract revision



Maintenance and Operations

Implement Improved Standardized Operating Procedures

Accomplishments:

- HVAC controls and safety equipment

Planned work:

- Equipment and construction standards

Install a Citywide Building Automation System

Accomplishments:

- Pool, RCCMV

Planned work:

- Expand system city-wide
- Improved remote access



Financial Investments

- Fund facilities maintenance and repair
- Maximize preserve city buildings (small cap) fund
- Prioritized CIP and CIS project lists



Financial Investments

Fund Facilities Maintenance and Repair

Accomplishments:

- Facilities Manager
- Increased maintenance funding
- ADA Transition Plan

Planned work:

- Update FCA and FSP



Maximize Preserve City Buildings (Small Cap) Fund

Accomplishments:

- Water heater (FS18, FS17, FS12)
- Building automation (RCCMV)
- HVAC (FS16, Park Ops)
- Fire alarm panel (FS12, FS16)

Planned work:

- HVAC (MOC 1)
- Building automation

Financial Investments

Prioritized CIP Projects (Shovel-ready)

- Redmond Pool
- Public Safety Building II
- Senior Center
(Redmond Senior & Community Center)
- Fire Stations Seismic Retrofits (14, 18)



Financial Investments

Prioritized CIS Projects

- Fire Station 11 and 12 replacement
- MOC recapitalization and acquisition
- Fire Station 13 replacement (FD34)



MOC Master Plan

- Identify and implement operational efficiencies
- Address urgent maintenance items
- Complete Master Plan



MOC Master Plan

Identify and Implement Operational Efficiencies

Accomplishments:

- Efficiencies workshop
- MOC site operations coordination

Planned work:

- Vegetation management
- Shared equipment management

Address Urgent Maintenance Items

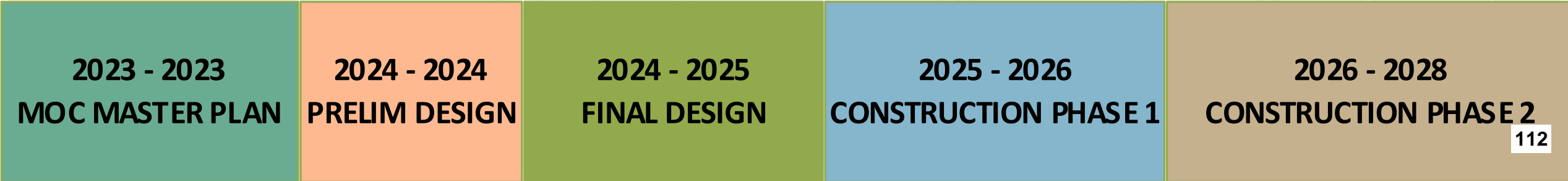
Accomplishments:

- HVAC replacement
- MOC 1 critical work

Planned work:

- MOC Master Plan

MOC Master Plan Timeline



Thank you

Any Questions?

Lee Ann Skipton, Facilities Manager

Carrie Hite, Parks and Recreation Director





City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 9/28/2021

Meeting of: City Council Study Session

File No. SS 21-074

Type: Study Session

Council Talk Time