Attachment D: Environmental Analysis of Planning Scenarios

Scenarios Considered

Staff developed three scenarios for consideration and further analysis of potential environmental impacts. The scenarios are identified as follows:

1. Scenario 1: This scenario assumes that the Marymoor subarea planning initiatives and local center designation do not move forward. Existing policies and zoning regulations would remain as-is and continue to guide the form and character of the subarea much as they have to date. This scenario would be contrary to the adopted neighborhood plan and policies.

2. Scenario 2: **This scenario is the preferred action**. Within the framework of the planning initiatives identified above, a land use transition strategy is implemented in conjunction with an infrastructure plan to support planned growth, and zoning regulations are adopted to execute the vision and policies of the neighborhood plan. The local center designation and policies are adopted in conjunction with the above initiatives.

3. Scenario 3: Similar to Scenario 2, Scenario 3 is developed within the framework of the planning initiatives directed by the City Council, but would include zoning regulations that allow for higher intensity growth on-par with the development intensity allowed within Redmond's two urban centers of Downtown and Overlake. The local center designation and policies would be adopted in conjunction with this scenario, although the scale of allowable growth would be on par with the scale of Redmond's urban centers.

Each of the three scenarios above has been further analyzed for potential impacts related to the topics below.

Transportation

Scenario 1: No change to current transportation assumptions would occur. The SE Redmond Neighborhood Plan Update in 2014 included traffic modeling for project growth to 2030. The existing transportation network within the Marymoor Subarea caters primarily to cars and lacks many of the amenities for other modes of transportation (i.e. pedestrians, bicyclists), and lacks adequate circulation for an urban setting.

Scenario 2: The preferred action anticipates additional growth within the subarea, and would establish a multimodal transportation network in the subarea to accommodate the anticipated growth and improve circulation for all modes of transportation. The circulation framework would support the neighborhood plan policies and would accommodate future land use conditions based on 2030 traffic projections including the planned light rail station and associated 1,400 stall parking garage. Increased development intensity would likely put additional pressure on arterials surrounding the subarea such as Redmond Way and East Lake Sammamish Parkway NE. The City intends to explore measures to mitigate the impacts of traffic growth on those arterials in 2017 as a follow-up to the infrastructure planning work completed in 2016.

Scenario 3: The additional growth anticipated in Scenario 3 would be greater than Scenario 2, but would be developed on the same multimodal transportation network as considered in Scenario 2. While the intensity of growth would be greater, the internal transportation network would be expected to accommodate the growth. As above, the City intends to study measures to mitigate impacts of traffic growth on surrounding arterials in 2017.

Parking

Scenario 1: No change to existing policy or regulation. The current parking within the Marymoor Subarea will continue to exist as-is. New development activities will be subject to existing adopted parking requirements.

Scenario 2: Parking requirements will vary depending on land use and will set out a minimum and maximum parking stall requirement as in other zones, with flexibility as allowed by current zoning regulations. Parking requirements in mixed-use zones are generally intended to support a walkable urban neighborhood supportive of all modes of transportation. The parking requirements would support the local center designation by minimizing the potential of excess parking and maximizing the efficient use of land within the Marymoor Subarea.

Scenario 3: Parking requirements would be the same as in Scenario 2. However, greater intensity growth would result in a commensurate demand and development of parking.

An option studied for Scenarios 2 and 3 and that is under consideration as part of the preferred action would rely on anticipated parking demand to determine required minimum parking, rather than a set minimum parking ratio. Over time this option is expected to reduce the number of off-street parking spaces provided as transportation options improve and more destinations can be reached by other modes of transportation.

Trees

Scenario 1: Existing tree protection regulations would apply and strive toward retaining stands of trees and significant trees. Where trees are removed, replacement trees are provided.

Scenario 2: Tree retention and replacement standards would be the same as in scenario 1.

Scenario 3: Tree retention and replacement standards would be the same as in scenario 1.

An option studied for Scenarios 2 and 3 would link tree retention and replacement requirements to long-term canopy coverage targets, with an emphasis on increasing tree canopy coverage instead of planting a set number of trees. Benefits to habitat, stormwater infiltration, heating and cooling of adjacent buildings and sidewalks, among other environmental benefits would be anticipated with implementation of these standards. This option is part of the preferred action.

Affordable Housing

Scenario 1: The majority of the current zoning within the Marymoor Subarea and proposed local center designation boundaries is Manufacturing Park (MP), which does not allow residential development. There are however two areas with current zoning (GC, MDD3) which do allow multifamily development. Affordable housing is required in 10 percent of all new multifamily dwelling units within the GC and

MDD3 zones. Affordable units are required to be designated at 80 percent of Area Median Income (AMI).

Scenario 2: The preferred action would require the development of affordable housing in new residential developments with the exception of the MDD3 Zone as follows: 1) All new rental housing development in developments of 10 units or greater would require 10 percent of the units at 50 percent AMI, and may utilize the Multifamily Tax Exemption for eight years authorized in RCW 84.14. 2) If using the Multifamily Tax Exemption for 12 years authorized in RCW 84.14, all new rental housing development in developments of 10 units or greater would require 10 percent of the units at 60 percent AMI and an additional 10 percent of the units at 80 percent AMI. 3) All new ownership housing developments of 10 units or greater would require 10 percent of the units at 70 percent AMI. 4) In the MDD3 Zone, all new residential development, both ownership and rental housing in developments of 10 units or greater will require 10 percent of the units at 80 percent AMI.

Housing affordability within the Marymoor subarea, and the City overall, would increase with the addition of more affordable units and the availability of units at lower affordability levels. More affordable housing would support the local center designation by providing housing available at a range of affordability levels.

Scenario 3: Affordable housing requirements would be the same as in Scenario 2. However, greater intensity of growth would result in a commensurate development of affordable housing and would be supportive of the local center designation.

Utilities

Scenario 1: Existing utilities (stormwater, sewer, water) would continue to serve the Marymoor Subarea. A significant change in the demand for utility services would not be anticipated other than potential development that could occur under current regulations.

Scenario 2: The Marymoor Subarea Infrastructure Planning Report assesses existing utilities and the improvements which would likely be required to accommodate future growth associated with Scenario 2. The area is ideal for stormwater infiltration and would be the primary method of stormwater management for both public improvements (e.g. streets and sidewalks) as well as private development. Stormwater infiltration would occur using a combination of bioretention systems such as swales, planters, Filterra systems, and green roofs.

Sewer lines would be constructed within the proposed street network so that every parcel within the subarea has adequate access to sanitary sewers. One new pump station would be anticipated to convey sewage to an existing force main which eventually connects to the regional sewer system.

Water lines would be constructed within the proposed street network. Twelve-inch water lines will be required due to commercial area fire flow design requirements. The areas of new 12-inch water lines would supplement the existing 12-inch water lines throughout the subarea.

The anticipated growth within the Marymoor Subarea could be accommodated, provided the utility infrastructure is constructed in conjunction with new developments. Upgrading of existing utility infrastructure, or the construction of new infrastructure in already developed areas, would be supportive of the local centers policy.

Scenario 3: Necessary utility improvements to accommodate growth would be similar to Scenario 2. The utility demand for water and sewer could be greater for Scenario 3 than in Scenario 2, but the capacity would be adequate provided the improvements are constructed in conjunction with demand. Stormwater would continue to be addressed through infiltration. Upgrading of existing utility infrastructure, or the construction of new infrastructure in already developed areas, would be supportive of the local centers policy.

Public Services (e.g. Police, Fire)

Scenario 1: No change over current conditions would be anticipated. There could be additional demand for services if and when new development or land uses occur.

Scenario 2: Demand for services would increase as more multifamily housing and employment opportunities increase.

Scenario 3: Scenario 3 would be similar to Scenario 2, only with a proportional increase in demand for services based on the intensity of growth anticipated.

Schools

Scenario 1: The Marymoor Subarea is served by the Lake Washington School District (LWSD). Residential growth within the subarea is not anticipated to be significant, and as a result student generation for the school district would be minimal.

Scenario 2: An increase in multifamily residential development would occur, thereby increasing the number of potential students being served by the school district. The LWSD 2016 Six-Year Capital Facilities Plan notes the student generation rate is 0.102 students per multifamily development unit. Scenario two anticipates approximately 900 additional dwelling units through 2030, resulting in approximately 92 new K-12 students.

Scenario 3: A greater number of new multifamily dwellings would occur, thus creating a corresponding growth in the number of students living within the Marymoor Subarea. Scenario three anticipates approximately 1,822 dwelling units through 2030, resulting in approximately 186 new K-12 students.

Historic and Cultural Resources

Scenario 1: A historic and cultural resources survey and consultation with affected Tribes would be required in instances where ground disturbance or demolition of historic structures are proposed. Federal, state, and local regulations regarding historic and cultural resources would apply.

Scenario 2: The need for a historic and cultural resources survey and consultation with affected Tribes would still exist should the preferred action move forward.

Scenario 3: This scenario would be anticipated to be the same as Scenarios 1 and 2.

Parks and Recreation

Scenario 1: No change over current conditions would be anticipated. The Marymoor Subarea is adjacent to Marymoor Park and has some connections to the surrounding multipurpose regional trail network.

Scenario 2: The anticipated growth in Scenario 2 would result in a greater demand for parks and recreational opportunities. With the implementation of the Marymoor Subarea Infrastructure Planning

Report, new growth and development would strengthen the connection of the subarea to both Marymoor Park and the regional trail network. The draft zoning regulations identify two locations where neighborhood parks (approximately one acre in size) and a plaza (approximately one acre) could be developed as zoning incentives, and as a result would serve the emerging communities around them.

Scenario 3: Just as in Scenario 2, the new growth and development which would occur in Scenario 3 would strengthen the connection of the Marymoor Subarea to both Marymoor Park and the regional trail network. The higher intensity growth could result in a greater demand for park and recreation opportunities. The plans for creation of two neighborhood parks and a plaza (as zoning incentives), in addition to the area's proximity to Marymoor Park and regional trails, should adequately serve the demand.