

Source	Topic	Comment	Status	Edit Made
Other Stakeholder		[Various grammar/spelling/structure edits]	Added with Adjustment	Spelling, grammar addressed. Some structural changes as well.
Other Stakeholder		Introduction: There are a couple of redundant sentences in the paragraph on median household income (p. 5)	Added to Document	Redundancies eliminated.
Other Stakeholder	Additional Information	It doesn't include an Environmental Profile with information like the number of square miles in Redmond, the number of trees etc. -Adding statistics about the current state of the environment (like the report has for Community Profile) would be helpful. Again, from the perspective of equity, it would be interesting to see:	Included in Draft 1.0	Attachment B, Natural Resources Existing Conditions, contains an environmental profile of Redmond, including information on tree canopy.
OneRedmond	Additional Information	Household income by ethnicity Household income by age	Parking Lot - Will revisit	Originally from Economic Vitality
Core Team	State and Regional Planning Context	Provide background on GMA, VISION 2050 and Countywide Planning Policies here, once, so that it does not need to be repeated in each chapter.	Added to Document	Incorporated in State and Regional Planning Context section

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Core Team	General	Cluster similar zoning uses together	Parking Lot - Will revisit	None, this is a suggestion for structure of policies in Land Use Element
Core Team	Policy Consideration	Neighborhood Commercial is vital for generating density, providing neighborhood amenities, creating diverse job types, and allowing smaller businesses to thrive	Added with Adjustment	N-BC-21 Consider allowing neighborhood commercial zoning in additional locations. This policy provides a list of criteria for considering neighborhood commercial zoning designations within the Bear Creek neighborhoods. This may be revised to meet corridor planning goals for allocated growth targets.
Planning Commission	Policy Consideration	More zones with NC1/NC2 designation: This will allow for smaller commercial stores that support neighborhoods, encouraging small businesses. This could also have an optional multifamily housing component and incentives for open urban spaces like a plaza or small park. If there are many such zones, parking can be limited as the areas would be walkable.	Already Addressed (previous comment)	N-BC-21 Consider allowing neighborhood commercial zoning in additional locations. This policy provides a list of criteria for considering neighborhood commercial zoning designations within the Bear Creek neighborhoods. This may be revised to meet corridor planning goals for allocated growth targets.
Core Team	Policy Consideration	Manufacturing: Loosen regulations on manufacturing parks to allow some types of office	Added with Adjustment	Added comment to "Policy Considerations"
Core Team	Additional Information	Many policies are compromised by nuances in code	Parking Lot - Will revisit	None: revisit later in process.
Core Team	Policy Consideration	Promote and protect small, non-profit, and cultural organizations in the local and legacy business focus.	Added with Adjustment	Added comment to "Policy Considerations" section. Editor Note: Seems like this would be more appropriate in Economic Vitality?
Core Team	Policy Consideration	Need to create a hierarchy of priorities in uses	Parking Lot - Will revisit	None: too specific for Existing Conditions Report.

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Core Team	Policy Consideration	Expand adaptive uses of residential buildings to facilitate conversions to commercial spaces	Added with Adjustment	N-BC-21 Consider allowing neighborhood commercial zoning in additional locations. This policy provides a list of criteria for considering neighborhood commercial zoning designations within the Bear Creek neighborhoods. This may be revised to meet corridor planning goals for allocated growth targets or to allow Neighborhood Commercial uses to be established as long as certain criteria in the zone are met. Consider expansion of adaptive uses of residential buildings to expand commercial spaces and flexibility in home-based businesses.
Core Team		Land use needs to reflect City goals for distributional equity	Added with Adjustment	Added to policy considerations.
Core Team	Policy Consideration	Create policy to resolve incongruency between intent statement and use tables.	Parking Lot - Will revisit	None: too specific for Existing Conditions Report.
Core Team		Rolling up of the uses in the zoning code. OFFICE and not excluding certain companies	Added with Adjustment	Added to policy considerations with adjustment.
Core Team		Reiterate diversity of housing- questions on directing the growth to overlake, not a clear mandate to put everything in our urban centers and distributional equity. Not a "Tale of two tenures".	Already Addresses (previous comment)	Addressed in Housing ECR
Planning Commission	Policy Consideration	Changing land-use designations for strip malls: Encouraging small commercial enterprises with independent access, bare-bone structures that increase flexibility and diversity. Reducing parking requirements and increase heights to allow for multifamily residential above.	Already Addressed (previous comment)	Added to policy considerations.
Planning Commission	Policy Consideration	More mixed-use zones across the cities: Just like Downtown and Overlake have more mixed-use zones, encouraging mixed-use across the city with lower density, especially along arterials will allow for a city that is growing uniformly and flexibly.	Added with Adjustment	Allow for additional areas of mixed-use zoning near employment and residential areas or along arterials. Mixed use areas may support city goals of a 10 minute city, additional housing, and small commercial areas. Redevelopment of single use areas and low rise commercial into mixed use areas should be encouraged and incentivized.

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Other Stakeholder		Expand mixed-use developments. We recommend that opportunities for mixed-use be expanded in employment areas, along arterials, in areas with underused retail spaces, and near existing residential areas.	Already Addressed (previous comment)	Allow for additional areas of mixed-use zoning near employment and residential areas or along arterials. Mixed use areas may support city goals of a 10 minute city, additional housing, and small commercial areas. Redevelopment of single use areas and low rise commercial into mixed use areas should be encouraged and incentivized.
Planning Commission	Policy Consideration	Allowing for upzoning: Making permitting easier and perhaps, cheaper for upzoning across the city.	Added with Adjustment	Added comment to "Policy Considerations"
Other Stakeholder	Additional Information	If available, it would be helpful to include estimates for the affordable housing by income group that may be constructed on the surplus Sound Transit land.	Not Incorporated	None: too specific for Existing Conditions Report.
Other Stakeholder	Additional Information	While knowing the percentages of the city in the various zones is useful to the public and decision makers, it would also be helpful to know the capacities of the various zones for residential, commercial, and employment uses. The data being developed for the Buildable Lands Report may include this information.	Added with Adjustment	High level information from Urban Growth Capacity report has been added to the "inventory of existing conditions" section.
Other Stakeholder	Policy Consideration	Locate neighborhood commercial areas so that residential neighborhoods are a 15-minute walk or bicycle ride to daily goods and services. Allow multi-family residential uses in the upper floors. Provide incentives for small spaces that start-ups and other local retail and service businesses can afford.	Already Addressed (previous comment)	This comment touches on a topic we hear a lot. Broadly, more local commercial areas with mixed-use commercial and residential.
Other Stakeholder	Policy Consideration	Encourage strip malls to be redeveloped as small scale-mixed use developments with small spaces fronting on streets that that start-ups and other local retail and service businesses can afford. Reduce parking requirements to allow residential uses in these developments.	Already Addressed (previous comment)	Allow for additional areas of mixed-use zoning near employment and residential areas or along arterials. Mixed use areas may support city goals of a 10 minute city, additional housing, and small commercial areas. Redevelopment of single use areas and low rise commercial into mixed use areas should be encouraged and incentivized.
Other Stakeholder	Additional Information	Review existing residential zoning to identify areas suitable to higher residential densities.	Added with Adjustment	Added to levels of service analysis.

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Other Stakeholder	Policy Consideration	Eliminate parking minimums on all development in Redmond.	Already Addressed (previous comment)	Being addressed in TMP and Housing elements.
Other Stakeholder	Policy Consideration	Include more mixed-use zones around the city along arterials outside of the two urban centers. Allowing for mixed use zoning along arterials will put more commercial and residential opportunities within an easy walk of existing office developments.	Already Addressed (previous comment)	Allow for additional areas of mixed-use zoning near employment and residential areas or along arterials. Mixed use areas may support city goals of a 10 minute city, additional housing, and small commercial areas. Redevelopment of single use areas and low rise commercial into mixed use areas should be encouraged and incentivized.
Other Stakeholder	Policy Consideration	We support adding an equity analysis, focusing on race, gender, income, affordability, and age on each policy consideration.	Forwarded to Other Process/Staff	Will be considered under work on Themes
Other Stakeholder	Additional Information	Where's the information on what the Redmond living population have said about growth and what that means?	Not Incorporated	None: the Existing Condition Report is part of community engagement effort to learn about growth and what that means.
Other Stakeholder	Additional Information	Capacity of school systems to handle this growth	Added to Document	Added to Capital Facilities Chapter.
Other Stakeholder	Additional Information	Emergency services able to keep pace with the growth	Already Addressed (previous comment)	Discussed in capital facilities and public services existing conditions report.
Other Stakeholder	Additional Information	Having light rail come in is great but what's the cost to use it? How will that cost impact the plan to have people NOT use their cars and use mass transit to get around?	Included in Draft 1.0	Policy consideration for affordable public transportation exists in Transportation chapter.
Other Stakeholder	Additional Information	Will all of the new designs be universal to accommodate all ADA needs	Added with Adjustment	Added to policy considerations.
Other Stakeholder	Additional Information	The affect rising taxes due to growth will have on lower-income families and individuals	Not Incorporated	None: the Comprehensive Plan does not bear a strong relationship to City financial policies.

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Other Stakeholder	Additional Information	Transportation (light rail) should go in before all of the housing or you just create a larger parking problem	Not Incorporated	None: the report assumes light rail will be operating in 2024 when the updated Comprehensive Plan is completed.
Other Stakeholder	Policy Consideration	Making plans for where all of those people living in dense housing will take their pets	Parking Lot - Will revisit	None: will consider in Phase 2.
Other Stakeholder	Policy Consideration	Page 5 – FW-13. “Focuses and promotes office, housing and retail development in the Downtown and Overlake Urban Centers”. Redmond codes, primarily FAR and height restrictions, make it impossible to build office in Downtown Redmond. You need a policy statement to the effect, “Amend Redmond Zoning Codes, in particular FAR and height restrictions, to encourage office construction and employment in Downtown Redmond.”	Added with Adjustment	Added with adjustment to the policy considerations section
Core Team	Policy Consideration	Create more office space	Already Addressed (previous comment)	Addressed by previous comment.
Other Stakeholder	Additional Information	Page 13 – Urban Centers, second paragraph. The code allows and there are building of 8 stories.	Added to Document	Change made
Community Advisory Committee	Policy Consideration	Additional, small scale neighborhood commercial	Already Addressed (previous comment)	Addressed by previous edit.
Community Advisory Committee	Policy Consideration	Flexibility and streamlined process for single family updates and ADUs	Already Addressed (previous comment)	Discussed in Housing chapter of Existing Conditions Report
Community Advisory Committee	Policy Consideration	Address missing middle housing more aggressively	Included in Draft 1.0	Discussed in Housing chapter of Existing Conditions Report
Community Advisory Committee	Policy Consideration	Set aside percent of commercial space for small and legacy businesses in new developments (similar to 10% for low income housing)	Added to Document	Supporting and Minimizing Displacement of Existing Businesses: Look at creating policies that can support commercial and small businesses as redevelopment occurs.

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Community Advisory Committee	Policy Consideration	Better define “maintain neighborhood character” to not unduly exclude some desired changes and updates	Added with Adjustment	Added with adjustment to the policy considerations
Community Advisory Committee	Policy Consideration	Find ways to encourage smaller homes	Already Addressed (previous comment)	Discussed in Housing chapter of Existing Conditions Report
Community Advisory Committee	Policy Consideration	Requirements for parks and open space access, supporting community building and character	Added with Adjustment	Added to "policy considerations"
Community Advisory Committee	Policy Consideration	Community Land Trust and ability to donate or add to public lands, especially in high priority areas like Lake Sammamish	Not Incorporated	None: lack of resources to succeed at scale.
Community Advisory Committee	Additional Information	Add considerations of the PAAs (why they are selected)	Added with Adjustment	Added language to local planning context section.
Community Advisory Committee	Additional Information	Parking requirements in single family and missing middle homes	Included in Draft 1.0	Parking addressed in Transportation chapter; missing middle housing addressed in Housing chapter.
Community Advisory Committee	Additional Information	Amount of land has not been developed on by zone	Already Addressed (previous comment)	High level information from Urban Growth Capacity report has been added to the "inventory of existing conditions" section.
Community Advisory Committee	Additional Information	Demographics of single-family neighborhoods, or demonstrate any changes in economics (property tax rates, average household income)	Added with Adjustment	Reference to demographics after listing in Urban Centers.
Planning Commission	Policy Consideration	Evolving strip malls: Strip mall conversions into place-making; mixed-use strip malls to keep our small businesses and encourage more. (Details in the land-use section)	Already Addressed (previous comment)	Allow for additional areas of mixed-use zoning near employment and residential areas or along arterials. Mixed use areas may support city goals of a 10 minute city, additional housing, and small commercial areas. Redevelopment of single use areas and low rise commercial into mixed use areas should be encouraged and incentivized.
City Council	Policy Consideration	Collaborate with Bellevue Council (and other relevant organizations) regarding land use change in Overlake.	Added with Adjustment	Added to policy considerations

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City Council	Policy Consideration	Address community concern over a "soul-less" community. Ensure high quality for how our city looks and feels through open space, design standards, etc.	Added with Adjustment	Added to policy considerations

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Planning Commission	Additional Information	Granularity of data on jobs, salary range, and housing needs: It is important to see granularity in the data in the reports. Information should ideally include jobs per sector and salary range for these jobs. The fundamental assumptions to plan for types of housing should stem from types of jobs and salary ranges of those jobs. From this, we can target specific job to housing ratios (rental or ownership). None of the documents so far address this exact correlation. Data is broader and more high-level and so we do not really see and act on exact types of housing needed.	Not Incorporated	None, too granular for an ECR.
Planning Commission	Additional Information	Need for current data: The data on cost-burdened residents is from before 2019. Current data is probably going to be far worse. Some idea of how much worse the situation is would be a critical place to start planning.	Added with Adjustment	Added qualifying language addressing the comment to the "Cost Burdened" section.
Planning Commission	Policy Consideration	ADUs (an opportunity to also encourage green building): Pre-approved plans for ADU with pre-approved green building specifications will kill two birds with one stone: green materials and increasing density. These could also be pre-approved, prefabricated units.	Added with Adjustment	Added to the "Topics for Policy Considerations" section
Planning Commission	Policy Consideration	Mixed use developments: All major development should be mixed use with requirements of affordable housing (different housing types and sizes), affordable commercial (smaller stores, offices that cannot be consolidated), plazas or open park spaces. Situating these close to current residential areas, along arterials for transit will make a more walkable city.	Added with Adjustment	Added to the "Topics for Policy Considerations" section
Planning Commission	Policy Consideration	Foster public-private partnerships: Affordable housing and affordable commercial cannot happen if we expect market forces to take them on. We need robust partnerships from large employers, non-profits, investors, and the government to make this work. One approach is to ensure all development has one part that is subsidized by the developer, and one component by other funding mechanisms.	Added with Adjustment	Added to the "Topics for Policy Considerations" section

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Other Stakeholder	Additional Information	It would be helpful to include information on recent trends in housing production. It would also be helpful to compare housing production with your eastside peer jurisdictions as the city has done for other data. We recognize that Table 5, Redmond Growth vs. 2035 Growth Targets, in the Existing Conditions Land Use Element report includes data for total housing units, but breaking it out by housing unit type and, if available, density would be helpful too. The density data should be available from the Buildable Lands Report.	Added with Adjustment	Added to a new subsection under the "Trends Analysis" section
Other Stakeholder	Additional Information	It would be helpful to include information on the city's homeless population and housing and other programs directed towards that population.	Added with Adjustment	Added to the "Cost Burdened" section
Other Stakeholder	Additional Information	The summary of Redmond's existing affordable housing programs is helpful and they are impressive. It would be useful to know the number of housing units produced by each program and staff's assessment of how well the programs are working with any suggestions for improving them that staff may have.	Added with Adjustment	Quantity of units generated by the programs was already included in the ECR. Added some content to the "Topics for Policy Considerations" section.
Other Stakeholder	Additional Information	We appreciate that Table 4, Housing Need and Gap Analysis for Redmond by 2040, projects total housing need and very much support including the "current estimated under production." It would also be useful to project housing need by income category to aid in planning housing for all income groups.	Added with Adjustment	Added to the "Housing Supply" subsection.
Other Stakeholder	Policy Consideration	One of the major determinates as to whether affordable housing can be economically produced is the densities of the available land. We recommend that the densities needed to produce housing for the various income levels be identified and then compared to the capacity for housing at those densities. While we recognize that density alone will not result in affordable housing, without the necessary densities affordable housing cannot be economically constructed even with subsidies. Making land with more affordable densities available can also help public and private funding for affordable housing build more housing units.	Added with Adjustment	The densities for affordable housing are the zones that allow Multifamily development with at least 10 units, because that is when the MFTE/IZ requirements take effect. Added to the "Topics for Policy Considerations"
Other Stakeholder	Additional Information	Several jurisdictions have worked with designers to develop preapproved plans for accessory dwelling units. This can reduce costs and increase the number of relatively more affordable accessory dwelling units.	Already Addressed (previous comment)	Added to the "Topics for Policy Considerations" section

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Other Stakeholder	Policy Consideration	Encourage the use of green building materials. The preapproved plans for accessory dwelling units can incorporate green building materials, reducing greenhouse pollution and other forms of pollution. The city could also encourage the use of green building materials generally.	Added with Adjustment	Added to the "Topics for Policy Considerations" section
Other Stakeholder	Policy Consideration	The city's existing affordable housing programs often include public-private partnerships. Local businesses have provided funding for affordable housing. We recommend that the city consider expanding its public-private partnerships to produce more affordable housing.	Added with Adjustment	Added to the "Topics for Policy Considerations" section
Other Stakeholder	Policy Consideration	The city already allows certain types of missing middle housing in its single-family zones. We recommend that the city expand the allowed missing middle housing in single-family zones. This can providing more middle-income housing and increase densities to better support transit and other public facilities and services.	Added with Adjustment	Added to the "Topics for Policy Considerations" section
Other Stakeholder	Additional Information	It would be helpful to have additional information related to the jobs to homes ratio including those who looked to live in Redmond, but could not afford it. We have heard from our members that many employees would like to live in Redmond to shorten their commute time but are priced out of the housing options. The Housing Action Plan Need Assessment included this data and it would be valuable to include here.	Added with Adjustment	Added public involvement report analysis of this topic to the "Jobs-Housing Ratio" subsection.
Other Stakeholder	Additional Information	It would be valuable to have a more up-to-date data point on Redmond residents and employees who are cost burdened post COVID-19. COVID-19 has drastically reshaped our economy and exacerbated current inequities within the job market, particularly women of color being forced out of the job market. The current numbers in the chapters are from 2019. HUD and King County are likely to have these updated numbers.	Added with Adjustment	Added discussion to the "Cost Burdened" subsection. Data is limited, and general direction from PSRC et al. for comp plan update is to go with conventional data modeling and not weigh COVID heavily.
Other Stakeholder	Additional Information	More data would be helpful on the number of households in Redmond who are at 80% AMI, 60% AMI and 50% AMI and below and how policy will impact those households. Redmond has a very high Area Median Income. Looking beyond 80% AMI will help shape understand how the City's housing policy will impact those residents and employees.	Added with Adjustment	Added discussion to a new subsection under the "Current Conditions" section

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Other Stakeholder	Policy Consideration	We support expanding housing options throughout Redmond including duplexes, triplexes and row houses that provide entry level options for home ownership. We want to see more low-income housing that is within reach of the 28% of Redmond’s population that make up 30-80 percent AMI. That includes a range of housing options, both within the Urban Centers, but also in other Redmond neighborhoods by making it easier to build ADU and DADU building as Kirkland recently did.	Added with Adjustment	Added to the "Topics for Policy Considerations" section
Other Stakeholder	Additional Information	How new housing and rent prices will drive out proportionally underserved minorities and lower income families and individuals	Added with Adjustment	Added to the "Trends" section
Other Stakeholder	Additional Information	A graph showing the trend in apartment sizes (avg. sq. ft./unit)	Not Incorporated	None, too granular for an ECR.
Other Stakeholder	Additional Information	The trend in apartment rents based on rent per square foot. What many don’t grasp is that not only are average rents per unit going up but units are getting smaller. If you graph the average rent per square foot over time, I suspect that you will see that rents are actually rising more steeply than believed.	Not Incorporated	None, too granular for an ECR.
Other Stakeholder	Additional Information	Rent versus own by age cohort. I think that you will see a real dichotomy.	Added with Adjustment	Added to the "Trends" section
Other Stakeholder	Additional Information	Rent versus own by ethnicity. This will get to the equity issue.	Added with Adjustment	Added to the "Trends" section
Other Stakeholder	Additional Information	<p>Page 7 - Finally, although you show the jobs to housing ratio, one additional statistic would be illuminating...</p> <p>Percent of Redmond residents who work versus the location of their job. I recall seeing this table in the Housing Assessment study and was surprised to see that the majority of working residents do not work in Redmond. It raises the question of “Who will we be providing housing for in the future?” Is there a better way to ensure that those who work in Redmond can live in Redmond?</p>	Added with Adjustment	Added a subsection in the "Current Conditions" section
Core Team	Policy Consideration	Add language that multifamily does NOT contradict community character	Added with Adjustment	Added to policy consideration, integrated with other walkable neighborhoods considerations.
Core Team	Policy Consideration	Need to be careful with increases to density because Redmond is a city of a few huge corridors rather than a balanced grid, with significant changes in elevation	Added with Adjustment	Added to policy consideration, integrated with other walkable neighborhoods considerations.

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Core Team	Policy Consideration	How can we encourage smaller developers? Just the big players know the regs and a lot of smaller developers or even homeowners can't even play the game	Added with Adjustment	Added to policy consideration, integrated with "other considerations".
Core Team	Policy Consideration	Cultivate mixture of densities and tenures everywhere in the city to pursue geographic equity.	Added with Adjustment	Added to policy consideration, integrated with other missing middle policy considerations.
Core Team	General	Need policies that explicitly discuss how code should flow to obtain desired outcomes.	Not Incorporated	This is useful for staff to remember as staff drafts the policy options. This comment was not added to the ECR itself.
Core Team	Policy Consideration	Fulfill community need for smaller houses.	Added with Adjustment	Added to policy consideration, integrated with other missing middle policy considerations.
Community Advisory Committee	Policy Consideration	Promote and provide housing options that factor in pandemic health considerations as future pandemics are possible. For example, garden apartments have exterior entrances to the individual housing units while taller podium housing typically provides access to the individual housing units through interior hallways	Added with Adjustment	Added to policy consideration, integrated with other walkable neighborhoods considerations.
Community Advisory Committee	Policy Consideration	Promote infill development through incentives (e.g. expediated permitting) and less stringent codes.	Added with Adjustment	Added to policy consideration, integrated with other missing middle policy considerations.
Community Advisory Committee	Policy Consideration	Promote infill, explore innovative infrastructure strategies to facilitate annexations and increasing housing unit density in neighborhoods that are currently low density.	Added with Adjustment	Added to policy consideration, integrated with other missing middle policy considerations.
Community Advisory Committee	Policy Consideration	Revise regulations to facilitate the development of ADUs, multiplexes, and townhomes, across single family neighborhoods, similar to Portland or Minneapolis	Added with Adjustment	Added to policy consideration, integrated with other missing middle policy considerations.
Community Advisory Committee	Policy Consideration	Focus the redevelopment/retrofitting of existing large houses into multiplexes. Where possible, minimize tear downs and new construction.	Added with Adjustment	Added to policy consideration, integrated with other missing middle policy considerations.
Community Advisory Committee	Policy Consideration	Allow a wider variety of housing types in detached single-family zones.	Added with Adjustment	Added to policy consideration, integrated with other missing middle policy considerations.
Community Advisory Committee	Policy Consideration	Develop regulations that allow individual units to be sold as private, individual housing units. For example, selling ADUs to a different person than the main homeowner.	Added with Adjustment	Added to policy consideration, integrated with other missing middle policy considerations.
Community Advisory Committee	Policy Consideration	Cluster housing units to create dense walkable areas, and where possible, locate small local businesses within those areas.	Added with Adjustment	Added to policy consideration, integrated with other walkable neighborhoods considerations.

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Community Advisory Committee	Policy Consideration	Create safe walkable/bikeable connections between housing and amenities (transit, jobs, recreation, education). This includes pathways, trails, and sidewalks that are ADA compliant and built with “universal design” principles.	Added with Adjustment	Added to policy consideration, integrated with other walkable neighborhoods considerations.
Community Advisory Committee	Policy Consideration	Create regulations that allow multifamily buildings to create the most affordable units, with an emphasis on units lower area median income (AMI) units. Consider expanding the range of AMIs for affordable units.	Added with Adjustment	Added to policy consideration, integrated with other walkable neighborhoods considerations.
Community Advisory Committee	Policy Consideration	Consider partnerships between the city and other organizations to develop affordable housing on surplus City land.	Added with Adjustment	Added to policy consideration, integrated with "other considerations".
Community Advisory Committee	Policy Consideration	Consider establishing a City employee position that focuses on educating people on housing: buying a home, affordable rental opportunities, how to build an ADU, etc	Added with Adjustment	Added to policy consideration, integrated with "other considerations".
Community Advisory Committee	Policy Consideration	Projections for long-term remote working trends based on how COVID-19 Pandemic has altered business practices. If not possible to create accurate long-term projections, perhaps some brief narrative within the report. Are there any new best design practices?	Added with Adjustment	Added to policy consideration, integrated with "other considerations".
Community Advisory Committee	Additional Information	Possible for more information on housing preferences of aging community members (70+) on whether they want to move out of homes and into smaller downtown units	Not Incorporated	There doesn't appear to be a unified preference among seniors for desired aging facilities from some of the preliminary outreach. Some prefer staying in large homes, some prefer downsizing, some prefer condos, etc. The main consideration is a combination of universal design and affordability. Because those two considerations are broadly addressed throughout the ECR at a high level, this comment was not specifically included into the ECR.
Community Advisory Committee	Additional Information	Reflect on distribution of school students across housing relative to which school they attend.	Added with Adjustment	Added to trends analysis.
Community Advisory Committee	Additional Information	Include legal background on the challenges of constructing condominiums in Washington state.	Added with Adjustment	Added to trends analysis.

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Community Advisory Committee	Additional Information	Recognize the nexus of outdoor amenities, recreation, housing, and employment.	Added with Adjustment	Added with adjustment to current conditions.
Community Advisory Committee	Additional Information	Any nuanced demographic projections which are particularly relevant to housing	Already Addressed (previous comment)	Demographic projections reflect a continuation of the baseline and largely share the same message; a need for smaller, more affordable housing choices.
City Council	Policy Consideration	How can we get unoccupied housing units to house people? Vacancy tax or other disincentive for vacancy?	Added with Adjustment	Added to policy considerations
City Council	Additional Information	Housing Quality - condition assessments and/or cycles	Added with Adjustment	Added to Current Condiitons
City Council	Policy Consideration	Support ten-minute neighborhoods with mixed uses. Help realize sustainability goals.	Added with Adjustment	Added to policy considerations
City Council	Policy Consideration	Promote mixed incomes in neighborhoods	Added with Adjustment	Added to policy considerations
City Council	Policy Consideration	Connect housing with connecting pedestrian/bike corridors. Want a policy focusing on patching missing corridor links.	Added with Adjustment	Added to policy considerations
City Council	Policy Consideration	Remove equity barriers to housing options	Added with Adjustment	Added to policy considerations
Group	Information	information on workforce housing and wages.	Process/Staff	Referenced in Housing Action Plan

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Other Stakeholder	Additional Information	The transportation dashboard measures are very helpful to analyze the function of the transportation system. We also appreciate that it includes a water quality measure. It would also be helpful to include a measure related to the greenhouse gas pollution generated by the transportation sector in the Redmond.	Not Incorporated	n/a
Other Stakeholder	Additional Information	On page 25, the report states that “[m]aintaining the existing system will become an increasing financial challenge as Redmond’s infrastructure ages.” While this is no doubt true, it would be helpful to know the magnitude of the challenge. Does the city need a little more money or a lot? Does the city have the capacity to raise the money? This information would be helpful to the public and decision makers.	Added to Document	Added to "Inventory of Programs" section, under "Maintenance and Operations"
Other Stakeholder	Additional Information	Culvert replacement to allow fish passage is a major issue facing many transportation systems. If Redmond has culverts that block fish passage and need to be replaced, it would be helpful to identify that need and the cost in the report.	Added to Document	Added to "Current Conditions" section under "Street System"
Other Stakeholder	Additional Information	Include an analysis of crash data on Redmond’s streets over the past 10 years. This analysis would be valuable to prioritize investments to make Redmond’s streets safer for those getting around by foot, bike, bus, or car. This data is available from WSDOT’s Crash Data portal.	Not Incorporated	n/a
Other Stakeholder	Additional Information	It would be helpful to include an analysis of bus speeds to understand where riders get stuck in traffic in Redmond. This can help prioritize improvements highlighted under the “Invest in bus transit speeds, access, and reliability” bullet under Improve Travel Choices and Mobility. King County Metro’s Speed and Reliability team has this data.	Not Incorporated	n/a
Other Stakeholder	Additional Information	Note how much of the Redmond Bike Network is protected and comfortable for riders of all abilities. Figure 5 maps out the bike network in Redmond but does not differentiate between painted bike lanes and those that are physically separated from cars. Having this data is helpful to start building out a protected on-street bike lane network..	Added with Adjustment	Additional facility information provided in Bicycle System Map. Can continue to refine in TMP document.

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Other Stakeholder	Additional Information	Include data on access to ORCA Business Passport transit passes in Redmond. Orienting around Light Rail also means that Redmond transit riders and employees can afford it, and businesses are encouraged to offer transit passes. Seattle has a commuter benefits ordinance that requires businesses with over 20 employees to offer commuter benefits used funding from their transportation benefit district to provide funding for transit passes for students and seniors. King County Metro’s Market and Business Development Team will be able to share this data.	Not Incorporated	n/a
Other Stakeholder	Additional Information	Include data on accessibility of streets and sidewalks, including which sidewalks are accessible and where curb ramps are located or missing. Accessibility for people who are disabled or pushing a stroller must be a priority to make our streets and transit accessible to all employees and residents.	Added to Document	Added to "Current Conditions" section under "Pedestrian System"
Other Stakeholder	Additional Information	Including data on the percentage of households within a 10 minute walk of all-day frequent transit is helpful. Understanding who is within a short walk of frequent, reliable transit in Redmond and who is not can help shape future City investments in transit service through a transportation benefit district.	Added to Document	Added to "Current Conditions" section under "Transit System"
Other Stakeholder	Additional Information	It would be valuable to provide more data on the transportation mode split that would be needed to meet the goals set out in the Environmental Sustainability Action Plan. To achieve the mode split needed to reduce Green House Gases from the transportation sector, it is essential the City of Redmond takes on the projects that make walking, biking, and taking transit the first choice for those who live or work in Redmond.	Parking Lot - Will revisit	n/a
Other Stakeholder	Additional Information	Table 2 – define what DART is	Added to Document	Added to "Current Conditions" section under "Transit System"

Source	TOPIC	Comment	Status	Edit Made
Other Stakeholder	Additional Information	Figure 3 – is there any way to include key destinations overlaid with the transit map? This would include hospitals, non-profit centers, affordable housing, schools, etc. I see a couple listed but not nearly comprehensive enough to evaluate whether current transit gets people to these destinations.	Not Incorporated	n/a
Other Stakeholder	Additional Information	Provide an updated list of where you can purchase ORCA cards (grocery stores, transit centers) – these can be challenging for people to obtain on the eastside;	Added to Document	Added to "Current Conditions" section under "Transit System"
Other Stakeholder	Additional Information	Completely missing community transportation services – this would include Hopelink Medicaid transportation, Metro Access, volunteer driver programs, and also potential for new services like Community Van.	Added to Document	Added to "Inventory of Programs" under new section, "Community Transportation Services"
Other Stakeholder	Additional Information	Transportation Demand Management section – consider highlighting 1-2 programs within these as this concept is hard to come across theoretically. For example, one of GoRedmond’s mini-grants was used to supply Hopelink Redmond with pedestrian trolley carts, making it much easier for food bank clients to use the bus instead of relying on a personal vehicle to transport groceries.	Added to Document	Added to "Inventory of Programs" under new section, "Transportation Demand Management"
Community Advisory Committee	Additional Information	Information about park and rides and other parking facilities.	Included in Draft 1.0	n/a
Community Advisory Committee	Additional Information	Information about business partnerships that support transportation demand management (TDM) program goals (e.g. Greater Redmond Transportation Management Association (GRTMA), Go Redmond, Hopelink)	Added to Document	Added to "Inventory of Programs" under new section, "Transportation Demand Management"
Community Advisory Committee	Additional Information	Information about how the City does now, and plans to, implement TDM programs in support of the Comprehensive Plan and Transportation Master Plan.	Included in Draft 1.0	n/a
Community Advisory Committee	Additional Information	Information about what is needed to expand and enhance existing modes. For example, what needs to happen to support better transit along Willows Road and improve transit speed and reliability?	Not Incorporated	n/a
Community Advisory Committee	Additional Information	Information about what we know/don’t know about how teleworking and broader travel trends will change/not change after the pandemic.	Included in Draft 1.0	n/a

Source	TOPIC	Comment	Status	Edit Made
Other Stakeholder	Policy Consideration	Page 25 - Policy Consideration: "Encourage transit oriented development in light rail station areas". This policy addresses housing but does not mention employment. As noted in the Economic Development comments, this should include office. If you encourage cluster development on Willows Road or SE Redmond, you force workers to drive. If you encourage office development near the Downtown and Marymoor light rail stations, workers can use transit. Redmond needs to quit thinking of itself as a bedroom community from which people depart every day to go to work. We are an employment destination and we need to orient to address that reality.	Added to Document	Added to "Policy Considerations" section under "Orient around Light Rail"
Community Advisory Committee	Policy Consideration	Consideration of how teleworking and broader travel patterns will shape how we plan for mobility after the pandemic.	Added to Document	Added to "Policy Considerations" section under "Improve Travel Choices and Mobility"
Community Advisory Committee	Policy Consideration	Establish or strengthen partnerships with Redmond businesses to help promote efficient commuting that meets the City's transportation vision (i.e. non-single-occupant-vehicle travel)	Added to Document	Added to "Policy Considerations" section under "Improve Travel Choices and Mobility"
Community Advisory Committee	Policy Consideration	Consideration of how autonomous vehicles will shape the transportation system, and for pilot autonomous vehicle projects in Redmond.	Added to Document	Added to "Policy Considerations" section under "Improve Travel Choices and Mobility"
City Council	Policy Consideration	Consider new or updated policies that address: 1) truck traffic, 2) the type and location of key non-motorized corridors, and 3) how key travel corridors for different modes - such as bicycles and trucks - relate to each other.	Added to Document	Added to "Policy Considerations" section under "Improve Travel Choices and Mobility"
Community Advisory Committee	Policy Consideration	Consider micromobility options (e.g. scooters) as a viable alternative and policy focus area. Explore how other cities partner with businesses and neighborhoods to promote micromobility, and to offer more specific metrics or outcomes that operators could work toward meeting.	Added to Document	Added to "Policy Considerations" section under "Improve Travel Choices and Mobility"

Source	TOPIC	Comment	Status	Edit Made
Other Stakeholder	Policy Consideration	We recommend that the city encourage the electrification of the transportation system. This can include policies to provide for on street charging stations and electric buses and electric shuttles. Encourage the conversion of the existing private transit fleet serving Redmond to electric vehicles or other renewable, non-CO2 generating fuels would reduce air pollution including greenhouse gas pollution.	Added to Document	Added to "Policy Considerations" section under "Improve Travel Choices and Mobility"
Other Stakeholder	Policy Consideration	Prepare for Light Rail – element of education and outreach for communities to learn this new system, transfers, fare cards, etc.	Added to Document	Added to "Policy Considerations" section under "Orient around Light Rail"
Other Stakeholder	Policy Consideration	We recommend Accessibility be included a policy consideration. The “Improve travel choices and mobility” would benefit from explicitly focusing on making Redmond’s transportation system accessible to those with disabilities or who are pushing a stroller. This consideration could include ensuring that people with mobility challenges have enough time to cross the street, that there are curb ramps, safe lighting and maintenance is funded for cutting back greenery and shoveling snow.	Added to Document	Added to "Policy Considerations" section under "Improve Travel Choices and Mobility"
Other Stakeholder	Policy Consideration	Safety should be a policy consideration, and we recommend reducing speed limits citywide in Redmond to enhance safety and decrease serious injuries. Other cities in the region have reduced speed limits to improve safety for those walking, biking and driving. Redmond has an opportunity to do the same in the Transportation Master Plan.	Added to Document	Added to "Policy Considerations" section under "Improve Travel Choices and Mobility"
Other Stakeholder	Policy Consideration	We encourage the consideration of a Transportation Benefit District under the transportation funding section. In advance of light rail there is a need for additional revenue to build out the types of projects that will help people get to the new stations without driving. Currently Redmond does not have a Transportation Benefit District. This is a potential revenue source that could specifically fund infrastructure projects that would increase access to light rail, improve accessibility by funding ADA curb ramps and other pedestrian safety needs, purchase transit service, provide ORCA passes, and fund parts of the maintenance budget. The State legislature is currently looking to add more local options within the purposed state legislature package.	Added with Adjustment	Added to "Policy Considerations" section under "General"

Source	TOPIC	Comment	Status	Edit Made
		Shared transit through partnerships (beyond bike and bus): Residents need multimodal options to commute within the neighborhood and back and forth from transit hubs. Currently, there is a big gap in these areas. While buses, bikes, and scooters, are good options, they do have their limitations in terms of convenience (times and routes), terrain, and weather. To allow for better and more equitable access (for all ages and abilities), the City could look to add and encourage van-shares, rideshares, and shuttle options that are public-private partnerships.		
Planning Commission	Policy Consideration	This will reduce overall traffic. If these options are a fleet of EVs, that would be the best way to reduce GHG emissions as well.	Added with Adjustment	Added to "Policy Considerations" section under "Orient around Light Rail"
Other Stakeholder	Policy Consideration	Page 23 – re Arrival of Light Rail. I agree, the arrival of light rail will have an impact on street parking. However, rather than reduce street parking, it will put Downtown street parking at a premium. Look at the transit center parking today. The dispersed nature of single family residential housing will make frequent transit connector service impractical. There will be a need for more public parking Downtown.	Added with Adjustment	Added to "Policy Considerations" section under "Orient around Light Rail"
Community Advisory Committee	Policy Consideration	Promote and provide efficient transportation to move people from their homes to the light rail stations. Consider improved regional bus service; consider sufficient parking at stations.	Already Addresses (previous comment)	Added to "Policy Considerations" section under "Orient around Light Rail"
Planning Commission	Policy Consideration	Keep connectivity options as flexible as possible, including public-private partnerships	Already Addresses (previous comment)	n/a
Planning Commission	Policy Consideration	Don't rely on small number of modes - pursue other models like shared transit	Already Addresses (previous comment)	n/a
Community Advisory Committee	Policy Consideration	Support for public-private partnerships that utilize private assets (e.g. Microsoft Connector vehicles) for public mobility purposes when they are not needed for private use.	Already Addresses (previous comment)	n/a

Source	TOPIC	Comment	Status	Edit Made
Community Advisory Committee	Policy Consideration	Support for electronic charging infrastructure and other techniques to reduce reliance on vehicles powered by fossil fuels.	Already Addresses (previous comment)	n/a
Planning Commission	Policy Consideration	Consider safety for micromobility users	Already Addresses (previous comment)	Added to "Policy Considerations" section under "Improve Travel Choices and Mobility"
City Council	Policy Consideration	Consider new or updated policies that protect the most vulnerable users of the transportation system.	Already Addresses (previous comment)	Added to "Policy Considerations" section under "Improve Travel Choices and Mobility"
City Council	Policy Consideration	Call-out safety as its own policy area in order to provide a framework for policy considerations related specifically to safety.	Already Addresses (previous comment)	Added to "Policy Considerations" section under "Improve Travel Choices and Mobility"
City Council	Policy Consideration	Consider how to use less infrastructure overall, e.g., by allowing narrower lanes in order to retain space for green elements.	Included in Draft 1.0	n/a
City Council	Policy Consideration	Ensure that public space stays public. For example, note that "streateries" have replaced on-street parking in some locations.	Included in Draft 1.0	n/a
City Council	Policy Consideration	Consider new or updated policies that address sidewalk maintenance level of service and funding strategies for sidewalk maintenance.	Included in Draft 1.0	n/a
City Council	Policy Consideration	Develop policy to address first- and last-mile connections. Consider establishing zones for where, for example, scooters should be located in order to keep sidewalks clear and usable for all.	Included in Draft 1.0	n/a
Other Stakeholder	Policy Consideration	We recommend the inclusion of Redmond on-street protected bike network. Under the Orient around Light Rail policy consideration, a bike network that is intuitive, easy, comfortable for people of all ages and abilities is key to increasing access to the stations. While the parking garage in SE Redmond has 1,400 spaces for vehicles, that only fills up 2 full light rail trains of people. Safe bike connections will incentivize people to not drive and park at light rail stations.	Included in Draft 1.0	n/a
Other Stakeholder	Policy Consideration	We recommended not including shared streets or streets with sharrow onstreet painted icons into bicycle facility milage.	Included in Draft 1.0	n/a

Source	TOPIC	Comment	Status	Edit Made
Other Stakeholder	Policy Consideration	We recommend establishing a quick build program to install paint-andpost protected bike lanes and curb bulbs. Under the Improve Travel Choices and Mobility or Maintain Transportation Infrastructure policy consideration, we encourage the creation of a program that would continually install inexpensive bike lanes, crosswalks, and curb bulbs to quickly complete key connections before light rail opens.	Included in Draft 1.0	n/a
City Council	Policy Consideration	Consider how people will travel from Redmond neighborhoods or nearby communities to light rail stations without cars, at scale.	Included in Draft 1.0	n/a
Community Advisory Committee	Policy Consideration	Support (or more support) for better transit along Willows Road and improved transit speed and reliability, for example by investing in queue jumps and other techniques that keep buses moving.	Included in Draft 1.0	n/a
Community Advisory Committee	Policy Consideration	Support for prioritizing bicycle facilities for all ages and abilities.	Included in Draft 1.0	n/a
Planning Commission	Policy Consideration	Consider access to the Marymoor Village light rail station	Included in Draft 1.0	n/a
Other Stakeholder	Policy Consideration	The pandemic has shown that the streets can provide many community benefits in addition to accommodating motor vehicles such as providing for active transportation and active recreation. These other uses can also make streets safer by reducing vehicle speed and cut through traffic. We encourage the city to take a multi-use approach to managing its street network and evaluating areas where multi-use streets make sense long-term.	Included in Draft 1.0	n/a
Community Advisory Committee	Policy Consideration	Improved mobility options in single-family neighborhoods where household size or other factors may preclude residents from choosing to live somewhere in Redmond with broader mobility options.	Included in Draft 1.0	n/a
City Council	Policy Consideration	Consider limits to how impact fee exemptions are administered, for example allowing exemptions from fees for certain kinds of impact fee-eligible projects but not others.	Not Incorporated	n/a

Source	TOPIC	Comment	Status	Edit Made
Other Stakeholder	Policy Consideration	Reclassify regional trail projects in key transportation corridors as transportation projects, rather than park projects. An example is the Redmond Central Connector phase 3. This segment of trail is a part of a regional network of trails and connects to the Eastrail. It will provide a key biking and walking connection along Willows Road. Private-public partnerships when exploring funding options to complete this segment of trail.	Included in Draft 1.0	n/a
Other Stakeholder	Policy Consideration	There is almost no acknowledgement on the human element to transportation – this plan mainly centers on infrastructure and the movement of vehicles and goods, not people. There is one part at the end of the transportation section that says they value equity & inclusion, but no mention of it elsewhere. There should be more policy considerations to ensure underserved communities, including older adults, people with disabilities, immigrants, refugees, and low income populations are served by their transportation network.	Added to Document	Added to "Introduction" section and to "Policy Considerations" section under "Improve Travel Choices and Mobility"
City Council	Policy Consideration	Consider transportation to be part of public health policy. The mobility system plays a role in providing people a way to engage in physical activity.	Added to Document	Added to "Policy Considerations" section under "General"
City Council	Policy Consideration	Would like to hear more about accessibility, walkability, and traffic safety for non-motorized modes	Added to Document	Added to "Policy Considerations" section under "Improve Travel Choices and Mobility"
City Council	Policy Consideration	Walkability and connect-ability are important; there are missing pedestrian links in corridors, for example in Downtown and Overlake. Those gaps should be filled-in and should be obvious for pedestrians.	Added to Document	Added to "Policy Considerations" section under "Improve Travel Choices and Mobility"
City Council	Policy Consideration	Consider policies that advance the concept of 10-minute communities, which supports sustainability goals, economic vitality, and giving people opportunities to live close to jobs and transit.	Included in Draft 1.0	n/a

Source	Topic	Comment	Status	Edit Made
Community Advisory Committee	Policy Consideration	Plan for flexible spaces for office, manufacturing, and retail to be ready for unknown changes in the market	Added with Adjustment	Emphasize flexibility in size, location, and uses to create spaces that allow for small, locally owned, and ethnic businesses to thrive and be adaptable to unknown changes in the market.
Community Advisory Committee	Additional Information	Income by race	Already Addressed (previous comment)	Equity & Inclusion/Demographics
Community Advisory Committee	Policy Consideration	Retain existing character of the city and attract small, locally owned businesses.	Added with Adjustment	EV-A Identify strategies to retain and support existing local businesses that make up Redmond’s character
Community Advisory Committee	Policy Consideration	Support and encourage small neighborhood-based businesses and startups.	Added with Adjustment	EV-D Support and incentivize small neighborhood-based businesses, retail, and startups to enhance walkability and provide daily services near residences and employment centers
Community Advisory Committee	Policy Consideration	Mitigate the displacement of existing businesses as development occurs to maintain business diversity and support local establishments.	Added with Adjustment	EV-E Mitigate the displacement of existing businesses as development occurs through financial policies, development incentives, and programmatic support.
Community Advisory Committee	Policy Consideration	Develop policies that will support and maintain a diversity of businesses to meet the needs of residents at all income levels.	Already Addressed (previous comment)	EV-K Diversify and expand the job sector and business clusters to enhance economic resiliency
Community Advisory Committee	Additional Information	Economic and housing: what are the rough salaries by sectors? More information on workforce housing and wages.	Forwarded to Other Process/Staff	Housing Section
Community Advisory Committee	Additional Information	More data on regional picture, especially with the Innovation Triangle	Added to Document	In document: Current Conditions/ Business clusters section,
Community Advisory Committee	Additional Information	Data on rent and lease costs for the city, especially retail and class C office space	Added to Document	In document: Employment Centers, Table 5-6 and narrative

Source	Topic	Comment	Status	Edit Made
Community Advisory Committee	Policy Consideration	Consider rental caps for businesses, potentially only on smaller locations to encourage small entrepreneurs.	Added with Adjustment	Mitigate the displacement of existing businesses as development occurs through financial policies, development incentives, and programmatic support.
Community Advisory Committee	Additional Information	Trends and predictions in workforce and types of jobs going forward	Not Incorporated	n/a
Community Advisory Committee	Additional Information	Reasons behind manufacturing’s decline and details on the types of manufacturing that has declined.	Not Incorporated	Redmond's decline, but more detail on general decline of manufacturing and where manufacturing is occurring in Redmond under "Employment Centers"
Community Advisory Committee	Policy Consideration	Considerations for small businesses including in the manufacturing sector. “Makers spaces” and warehousing for co-working spaces that would also have retail. Might include “just in time” manufacturing as technology like 3D printing becomes more readily available.	Already Addressed (previous comment)	Review policies for “Artisan and Craft” businesses that blend light manufacturing and retail zones and support makers spaces
Community Advisory Committee	Policy Consideration	What policies will support a green economy and ways to enhance sustainability?	Already Addressed (previous comment)	Similar comment from PC, combined to address.
Community Advisory Committee	Policy Consideration	Nodes or small, neighborhood scale retail to enhance walkability and support teleworking residents.	Added with Adjustment	Support and incentivize small neighborhood-based businesses, retail, and startups to enhance walkability and provide daily services near residences and employment centers
Community Advisory Committee	Policy Consideration	Develop impactful programs and policies that further the goals of equity and affordability.	Already Addressed (previous comment)	To be addressed throughout with thematic lens
Community Advisory Committee	Policy Consideration	Consider regional resources and strengths in developing Redmond’s economic strategic plan.	Already Addressed (previous comment)	PSRC section & business cluster discussion
Community Advisory Committee	Additional Information	What “levers” or ways does the city have to influence economic vitality?	Already Addressed (previous comment)	Discussed in ECR under partnerships, policy considerations
Community Advisory Committee	Additional Information	More information on small businesses and what businesses (and types) are Redmond outside of the major employers	Already Addressed (previous comment)	Information on ownership of small business added, cluster information addresses businesses out out the top 20.

Source	Topic	Comment	Status	Edit Made
Core Team	Program and Policy consideration	Explore food hall, public cafeteria, permanent farmers market, or other way to support small businesses. Make sure it is an allowed use.	Added with Adjustment	Added to policy considerations EV-P
Core Team	Policy Consideration	Emphasize flexibility in size and uses: helps with resiliency & retention	Added with Adjustment	Emphasize flexibility in size, location, and uses to create spaces that allow for small, locally owned, and ethnic businesses to thrive
Core Team	Policy Consideration	Create spaces that allow for small, locally owned, ethnic businesses to thrive.	Added to Document	EV-C Emphasize flexibility in size, location, and uses to create spaces that allow for small, locally owned, and ethnic businesses to thrive
Core Team	Add information, Policy Consideration	Incentivize retaining legacy businesses as public benefit, build into Development Agreement	Added with Adjustment	EV-E Mitigate the displacement of existing businesses as development occurs through financial policies, development incentives, and programmatic support.
Core Team	Policy Consideration	Policies to protect and aid "legacy businesses"	Added with Adjustment	Mitigate the displacement of existing businesses as development occurs through financial policies, development incentives, and programmatic support.
Core Team	Policy Consideration	How do we support businesses that want to stay, but find it challenging and keep getting re-developed over?	Added with Adjustment	Mitigate the displacement of existing businesses as development occurs through financial policies, development incentives, and programmatic support.
Core Team	Policy Consideration	Support minority-owned and entrepreneurs of small businesses with funding and grant opportunities	Added with Adjustment	POC and women owned business. EV-B Focus retention and recruitment efforts on businesses that provide living wage jobs, women- and minority-owned small businesses and start-up companies including, but not limited to, funding and grant opportunities. Support and incentivize small neighborhood
Core Team	Policy Consideration	Incentivize local retail service, especially daily services near employment centers	Added with Adjustment	based businesses, retail, and startups to enhance walkability and provide daily services near residences and employment centers

Source	Topic	Comment	Status	Edit Made
Core Team	Additional Information	Need more office space	Forwarded to Other Process/Staff	Added to policy considerations and discussion in Land Use chapter, LU-F
Core Team	Policy Consideration	More office space to accommodate the smaller service firms that operate for the larger firms	Already Addressed (previous comment)	Added to policy considerations and discussion in Land Use chapter, LU-F. Also considered as part of EV-C.
Core Team	Policy Consideration	Consider business displacement as part of SEPA checklist	Parking Lot - Will revisit	Discussions on this will continue, but not at the right level for these discussions now.
Core Team	Policy Consideration	Evaluate how the city proactively collaborates with businesses	Added with Adjustment	EV-A, EV-I
Core Team	Additional Information	Housing density helps small businesses	Already Addressed (previous comment)	Discussions around mixed use developments and vitality
Other Stakeholder	Tom Markl,	Again, from the perspective of equity, it would be interesting to see: Household income by ethnicity Household income by age	Forwarded to Other Process/Staff	Housing Section
Other Stakeholder	Policy Consideration	Page 11 - Regarding policy considerations: Under "Equity" there is a policy to "Maintain manufacturing land uses." I suggest that the policy read: "Maintain manufacturing jobs." These are living wage, middle income jobs and they showed a 16% decline between 1995 and 2019, while other jobs grew. 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.	Added to Document	o EV-G Maintain manufacturing land uses and jobs
Other Stakeholder	Additional Information	Page 3, paragraph 2. What does the following portion refer to? "Redmond's circumstances as a core city..."	Added with Adjustment	The following subset of CPPs related to economic vitality warrant special attention as they relate to Redmond

Source	Topic	Comment	Status	Edit Made
Other Stakeholder	Policy Consideration	Page 11, policy considerations. The equity section surprised me by what was not there. Admittedly, my equity frame these days may be too narrow for a report like this. But I didn't detect much equity talk in the preceding sections so this kind of felt tacked on.	Forwarded to Other Process/Staff	Will be addressed by themes lens & tool kit.
Other Stakeholder	Additional Information	Page 4, jobs by sector graph. I'm curious about the big decreases in manufacturing (16%) and finance, insurance, real estate (20%).	Already Addressed (previous comment)	No additional information added on specificity behind Redmond's decline, but more detail on general decline of manufacturing and where manufacturing is occurring in Redmond under "Employment Centers" and types of manufacturing addressed in "Trends Analysis". Policies to address EV-G & H
Other Stakeholder	Additional Information	Page 5 mentions Redmond median HHI, percentage of population living in poverty, and the high median home price. I think more could be said about these metrics besides the high home prices being a partial result of supply and demand. This feels thin. But I suppose it could be that I'm used to the kind of analysis provided by community needs assessments.	Forwarded to Other Process/Staff	Housing Section
Other Stakeholder	Policy Consideration	I suggest a policy under "Sustainability and Technology Forward" to "Significantly increase office employment in Downtown Redmond". Although the Comp Plan calls for making Overlake, Marymoor and Downtown employment centers, Downtown has only 15% of jobs while Overlake has 70%. By making Downtown an employment center:	Already Addressed (previous comment)	Added to policy considerations and discussion in Land Use chapter, LU-F
Other Stakeholder	Tom Markl,	Page 2- CC - Action – 3. Regarding "Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking". This begs a policy to put jobs close to where people live – 10 minute communities. We need a policy that encourages office employment in Downtown and Marymoor and the code changes that support it.	Already Addressed (previous comment)	Added to policy considerations and discussion in Land Use chapter, LU-F and PSRC focus on % growth in urban centers.
Planning Commission	Policy Consideration	Maker spaces: The policy consideration to build resiliency mentions artisan and craft to blend into light manufacturing coupled with retail. Can we explore 'maker' spaces, just-in-time manufacturing (light manufacturing land-uses)? This will be both small-business and tech-friendly as well as an artisanal approach to growing the economy.	Added with Adjustment	EV-H Review policies for "Artisan and Craft" businesses that blend light manufacturing and retail zones and support makers spaces.

Source	Topic	Comment	Status	Edit Made
Planning Commission	Policy Consideration	Opportunity to encourage green economy and businesses: We could use this opportunity to build policies around encouraging the green economy: tied in with natural resources; off-grid solutions; urban farming, etc. This means a change of policy in land-use and utilities.	Parking Lot - Will revisit	See CPP guidance on green economy
Planning Commission	Policy Consideration	Evolving strip malls: Strip mall conversions into place-making; mixed-use strip malls to keep our small businesses and encourage more. (Details in the land-use section)	Forwarded to Other Process/Staff	Land Use

Source	Topic	Comment	Status	Edit Made
Planning Commission	Policy Consideration	Network of facilities for emergency management: City has an understanding with LWSD but could build a network of facilities for emergency partnerships including KCLS and other buildings to have specific roles as part of its emergency plan.	Added with Adjustment	Edits included into the Policy Considerations (Policy Review) section. Double checked with Pattijean; we are collaborating with some partners (LWSD) but not with the KCLS. City definitely coordinates with other networks for emergency partnerships.
Planning Commission	Policy Consideration	Use green rating systems for infrastructure projects: Using a sustainable checklist to plan infrastructure facilities (certification is optional) https://sustainableinfrastructure.org/ The lifespan of infrastructure projects is 30-80 years. Planning sustainable projects is a long-term strategy that goes from initial planning, design, construction, and operation. This is a high-impact strategy.	Added with Adjustment	Edits included into the Policy Considerations (Policy Review) section.
Planning Commission	Policy Consideration	LCA: A full Life Cycle Analysis of all Capital Facilities managed by the City will allow for best O&M practices, reduced energy and resource consumption. It ensures overall reduction of financial and environmental costs. This should be mandated.	Added with Adjustment	Edits included into the Policy Considerations (Policy Review) section.
Planning Commission	Policy Consideration	Cradle to grave' or 'cradle to cradle' in case of new projects: All capital facilities should include a cradle to grave or cradle to cradle strategy built into the facility management plans. Given that some facilities are really old, understanding disposal (waste management) as well as recycling can reduce the footprint.	Already Addressed (previous comment)	Comment addressed by edits addressing a previous, similar comment.
Other Stakeholder	Additional Information	I do know that we have five schools that are potentially impacted with growth from the City of Redmond into schools within the boundaries of the Bellevue School District. They are Ardmore Elementary, Sherwood Forest Elementary, Stevenson Elementary, Highland Middle School and Interlake High School. All of these elementary schools are at or approaching capacity. Highland (which was newly constructed) has capacity and Interlake is beyond current capacity. These are all important considerations to the Bellevue School District in terms of future growth.	Added with Adjustment	Edits included in the Policy Considerations (Policy Review) section. Didn't specifically list the Bellevue schools, but did discuss schools and growth.

Source	Topic	Comment	Status	Edit Made
Other Stakeholder	Policy Consideration	This chapter includes the line "Growth in Overlake and light rail expansion will likely impact policing needs and may require additional Police presence in the area." We disagree with the assumption that light rail and transit riders require greater police presence. We urge that this sentence be removed. We urge the City of Redmond to instead explore programs like Downtown Ambassadors, a program of the Seattle Association to help people in need of assistance or directions.	Added with Adjustment	Edited to remove sentence. Moved emergency management considerations to the fire and emergency section. Added language about downtown ambassadors to policy consideration section.
Other Stakeholder	Additional Information	Has the City ever considered corporate partnerships for recreational facilities or amenities?	Added with Adjustment	Added to Policy considerations under parks and recreation.
Community Advisory Committee	Policy Consideration	Demographic trends for planning parks	Added with Adjustment	Added to Policy considerations under parks and recreation.
Community Advisory Committee	Policy Consideration	City facility use information, such as where there are rental facilities that the City owns	Added with Adjustment	Added to Policy considerations under parks and recreation.
Community Advisory Committee	Policy Consideration	Future of Redmond Pool and Old Firehouse Teen Center – they are important to significant parts of the community	Added with Adjustment	Added to Policy considerations under parks and recreation.
Community Advisory Committee	Policy Consideration	Equity considerations such as: response times and coverage; funding of infrastructure not falling disproportionately on low-income	Added with Adjustment	Added to Policy considerations under fire and emergency management.
Community Advisory Committee	Policy Consideration	Sustainability considerations such as ensuring all facilities can accommodate growth and improving the environmental sustainability of facilities over the long term	Added with Adjustment	Added to Policy considerations under city hall.
Planning Commission	Additional Information	Future Demand for Fire Stations	Included in Draft 1.0	Already addressed in draft 1.0
Core Team	Policy Consideration	Ensure urban centers have sufficient parks and amenities including potential community centers.	Added with Adjustment	Added to Policy considerations under parks and recreation.
Core Team	Policy Consideration	Demand for Police Station on South End (somewhere near Overlake) for improved response times. Substations aren't usable in the area. Bike officers can't currently operate from there, lack restrooms.	Added with Adjustment	Added to Policy considerations under Police Service.

Source	Topic	Comment	Status	Edit Made
Core Team	Policy Consideration	Community centers in Overlake should serve multiple roles. Provide some uses for police, fire, administrative, parks, etc. Develop multi use facilities. Potential “corner stores”-supplies pre-positioned for sustainability and resiliency.	Added with Adjustment	Added to Policy considerations under Fire and Emergency.
Core Team	Policy Consideration	Explore low-tech options for community emergency management; art that serves wayfinding, plaques/signs with information on emergency pick up and drop off, community boards, etc.	Added with Adjustment	Added to Policy considerations under Fire and Emergency.
Core Team	Additional Information	Fire services will need new engines with vertical capacity to serve taller buildings, as Redmond develops.	Already Addressed (previous comment)	Already addressed.
Core Team	Policy Consideration	Developers are going to charge what they can. Reducing utility costs doesn’t necessarily mean reduced housing prices or cost-of-living.	Added with Adjustment	Comment has been captured by the updates to the policy consideration section on equity and inclusion.
Core Team	Policy Consideration	Consider land costs as component of long range capital facilities planning	Added with Adjustment	Added to Policy considerations under Equity & Inclusion.
Core Team	Additional Information	MOC: main emphasis is rehabilitation and revisioning of existing stock +Different uses arise because needs change over time +Building layouts can make different uses difficult +Fleet maintenance building doesn’t fit the existing fleet	Added with Adjustment	Added to Plans, Policies, Regulations, and Programs
Core Team	Additional Information	Residents typically only pay for what their household personally uses. However that doesn't carry costs for emergency fire based water services.	Added with Adjustment	Added to policy considerations for fire and emergency management services.
City Council	Policy Consideration	Equity – capital improvement and public safety – we want an equity of response times	Added with Adjustment	Added to policy considerations for fire and emergency management services.
City Council	Additional Information	Note that Fire can collaborate with other jurisdictions; whoever gets there first starts service first. However police service is not the same, first response to an incident in Redmond has to be Redmond PD	Added with Adjustment	Added to current conditions
City Council	Policy Consideration	Explore community led policing	Not Incorporated	Community led policing is not closely tied to capital facility planning. May be appropriate as part of Human Services Element in Redmond 2050 Phase 2.
Existing Conditions Report	Policy Consideration	Evaluate the City’s policies for capital facilities that generally state that growth should pay for growth	Added with Adjustment	Added to policy considerations.

Source	Topic	Comment	Status	Edit Made
		Specifically call out and plan for internet services: The documents do not explicitly mention internet services. There is a broad mention but no specifics under UT-88: Maintain Redmond’s competitiveness in support of businesses, residents and visitors by promoting access to advanced and affordable communications technology citywide. Internet should be treated like electricity: everyone should have access. We need to specifically call out internet service and the corresponding providers as internet access addresses all four goals of Resiliency & Economic Recovery; Equity & Inclusion; Technology Forward (“Smart City”); and Sustainability. The digital divide is a significant obstacle in having an equitable Redmond. Both coverage and speeds have been spotty in places. In a place where the technology industry thrives, uneven access to internet lays bare to educational and employment inequities. This is being borne out in the current pandemic situation. We need to make sure that high-speed internet access is available to all in the city: this should be a critical goal that the city strives towards by working with the providers.		
Planning Commission	Policy Consideration	It could also consider municipal broadband.	Added with Adjustment	Added discussion to trends and to Policy Considerations
Planning Commission	Policy Consideration	Describe intent and coverage with organizations not companies: The documents mention telephone and cable naming Frontier and Comcast. Zply took over from Frontier. For the strategic plans, we should focus on the intent and coverage of the utilities, ensuring that the City has plans and enters into agreements or MOUs with consortiums and providers so all residents have access to the specific utilities. Providers can be mentioned as a Consortium or Organization as opposed to specific companies.	Forwarded to Other Process/Staff	Edited policy considerations. This is relevant for the final edits of the utilities element itself. Note added to the element change matrix to remind staff of this practice when editing the element itself.
Other Stakeholder	Additional Information	Is there some opportunity to include what Redmond does (and does through Cascade) in terms of public engagement and education to achieve sustainability goals?	Added with Adjustment	Added to partnerships.
Other Stakeholder	Additional Information	I would include a discussion of Redmond’s role through Cascade in maintaining its future water supply, the Lake Tapps White River Project.	Added with Adjustment	Added to partnerships.
Other Stakeholder	Additional Information	Is there a vision statement or overall goal that can be included in the Introduction?	Added with Adjustment	Added a paragraphed list to the introduction explaining the overall value of effective utility planning.

Source	Topic	Comment	Status	Edit Made
Other Stakeholder	Additional Information	Do you want to include a timeline in the introduction?	Not Incorporated	Seems too specific and non-vital for an ECR.
Other Stakeholder	General	"Construction inspectors logged more than 5,100 utility inspections at new and redeveloped sites" is listed twice (p. 1).	Added to Document	Removed redundancy.
Other Stakeholder	General	Since CWA is also the acronym for Clean Water Act and Redmond cites this (p. 1), I suggest they refer to us as "Cascade" instead of CWA (p. 3). They do refer to us as Cascade elsewhere in the document.	Added to Document	Integrated requested edit.
Other Stakeholder	Additional Information	I may have missed it, but I don't see a reference to Redmond's water system plan under Federal, State and Regional Planning Context (starting on p. 1).	Added with Adjustment	Added some content to the current conditions section. Per Core Team input, should not include further discussion due to security concerns.
Other Stakeholder	General	For the following paragraph on p. 7, I would move the sentences in yellow [and brackets] to the beginning of the paragraph. "Customers on the west side of Lake Sammamish and the Sammamish River, as well as those who live in Redmond Ridge and Trilogy Urban Planned Developments, are served with water that comes from the Tolt Watershed in the Cascade Mountains. Customers east of Lake Sammamish and the Sammamish River are served by well water from Redmond's aquifer. During the summer, water from the Tolt is blended with the groundwater to help meet peak summer demand. [[[[Water delivered to Redmond's customers is produced from a combination of sources, including five wells owned and operated by the City, as well as regional water supply produced from Seattle Public Utilities' (SPU's) Tolt River source. This regional supply is provided through Redmond's membership in the Cascade Water Alliance (Cascade).]]]]"	Added with Adjustment	Integrated requested edit.
Other Stakeholder	General	Strike "and Sewer District" in "Sammamish Plateau Water and Sewer District" (p. 11).	Added with Adjustment	Integrated requested edit.
Other Stakeholder	Additional Information	On p. 11 under Partnerships, it might be useful to mention that Cascade has a contract with Seattle for the provision of water which starts to decline in 2040 and expires in 2064 unless it is extended.	Added to Document	Added
Other Stakeholder	Additional Information	Under Resiliency on p. 20, were there any recommendations from Redmond's AWIA consultant that's worth including here?	Not Incorporated	Per feedback from CORE team, nothing worth including in the ECR.
Other Stakeholder	Policy Consideration	Page 20 - As noted in "Resiliency" The city does need to rapidly update its design standards to reflect the urbanization of Overlake, Downtown and Marymoor. This activity is long overdue.	Added to Document	Added to Policy considerations.

Source	Topic	Comment	Status	Edit Made
Other Stakeholder	Policy Consideration	Page 20 - In addition, I suggest the creation of an additional policy along the lines of "The City will locate and document the location of all city underground utilities". Today the city does not know where many of its underground utilities are located Downtown. This has a detrimental impact on economic development (new construction).	Added to Document	Added to Policy considerations.
Core Team	Policy Consideration	Promote outreach to communicate the need for rate increases. Consider tools like user-friendly interactive utility data dashboards.	Added to Document	Added to Policy considerations.
Core Team	Policy Consideration	Reality of Redmond's present and future: many people who will live here in 2050, don't live here yet	Added with Adjustment	Added to Trends Analysis section.
Community Advisory Committee	Policy Consideration	Discussions about charging stations. Personal electric vehicles are useful, but the city will still need an expanded local transit system. Greater interest in the last mile, and options to enhance greater pedestrian mobility in and around Redmond.	Added with Adjustment	Comment has been captured by the updates to the policy consideration.
Community Advisory Committee	Policy Consideration	Resilience in utilities is a high priority- that can withstand climate change and geo-seismic instability.	Added with Adjustment	Comment has been captured by the updates to the policy consideration.
Community Advisory Committee	Policy Consideration	Minimize geographic disparities for communications and telecommunications - are all the areas covered equally. High Speed and fiber and internet speed should be equally provided for - there should be access to facilities for everyone at a reasonable rate. Can we work with lower income families to ensure equitable access.	Added with Adjustment	Comment has been captured by the updates to the policy consideration.
Community Advisory Committee	Policy Consideration	Possible to provide community with choices in the selection of service providers throughout the community?	Added with Adjustment	Added to Policy considerations.
Planning Commission	Policy Consideration	Universal high-speed internet access to address	Added with Adjustment	Added to Policy considerations.
Planning Commission	Policy Consideration	Water supply resiliency in the face of climate change	Already Addressed (previous comment)	Comment has been captured by the updates to the policy consideration.
Planning Commission	Policy Consideration	Explore how policy of growth-pays-for-growth impacts ability to deliver affordable housing	Added with Adjustment	Added to Policy considerations.

Source	Topic	Comment	Status	Edit Made
Core Team	Policy Consideration	Consider the opportunity cost of acting now on larger neighborhood scale treatment sites that will be more cost effective in the future versus allowing tiny ones that cost more in the future. There are a bunch of existing small neighborhood stormwater facilities but they require access and aren't efficient	Added with Adjustment	Added to Policy considerations.
Core Team	Additional Information	Residents typically only pay for what their household personally uses. However that doesn't carry costs for emergency fire based water services.	Added with Adjustment	Added to Policy considerations.
Core Team	Policy Consideration	Implement technologies, facilities, and plans that support re-establishing telecommunications.	Added with Adjustment	Added to Policy considerations.
City Council	Policy Consideration	Equity definitions should be consistent throughout all of the functional and strategic plans.	Added with Adjustment	Added to Policy considerations.

Source	TOPIC	Comment	Status	Edit Made
CAC	General	Context is hard to grasp, are these goals that need to change as we look towards Redmond 2050 growth? Cannot comment until we know what we're going to be.	Parking Lot - Will revisit	
CAC	Suggested Policy Considerations	There was a reference to CO2 reductions since 2008 but the goal was related to 1990 levels. (Need to update to match 2020 Environmental Sustainability Action Plan.)	Added with Adjustment	Removed Fast Fact since it caused confusion. The 2020 ESAP is referenced but the fast fact made it appear to be out of date.
CAC	Suggested Policy Considerations	Opportunities to partner with business on these topics, and what accountability looks like for these topics.	Added with Adjustment	Added a comment on partnerships with energy providers, local businesses, and multi-family complexes to page 5
CAC	Suggested Policy Considerations	Noise needs to be addressed both current levels and how traffic will impact that	Not Incorporated	None
CAC	Additional Information	Electrical vehicles - bring that into this element as a technique to impact climate change	Not Incorporated	Already in the Comp Plan as policy UT-69
CAC	Additional Information	Shoreline and view corridors - given the development that is coming, views will be potentially impacted	Added with Adjustment	Added NE-D to address Views. Shoreline impacts are addressed in the Shorelines Element.
CAC	Suggested Policy Considerations	Policy considerations for off-grid residences; consider incentives or tax break - individual or at neighborhood level	Forwarded to Other Process/Staff	None
Planning Commission	Policy Consideration	Maximum reduction in GHG emissions though localized "off-grid" options: The use of localized PV grids for a neighborhood or smaller community reduces significant GHG emissions. City could encourage this by making permitting easier, providing subsidies, and other allowances. It should mandate solar energy generation for large projects above a certain square footage. The city is relying on PSE switching to green energy as its way to reduce GHG emissions. This will happen much later as gas is still being touted as clean energy and PSE will rely on it for much longer. We should look to building micro-grids.	Added with Adjustment	Added NE-E (simplified)
Planning Commission	Policy Consideration	Green building code: Adopting a green building code as the minimum allows all development to be environmentally sound without the need for certification. This should be the minimum acceptable level.	Forwarded to Other Process/Staff	Forwarding to code update team
Planning Commission	Policy Consideration	Walkable cities: Mixing up the land-use and allowing for neighborhood commercial zoning, will allow people to walk in the city. This should be a strategy that guides the entire plan not just for specific parts of the city.	Forwarded to Other Process/Staff	Already in the Comp Plan and will be addressed in the Land Use section of the EIS
Other Stakeholder	Additional Information	The environmental metrics are helpful and impressive, especially the reductions in greenhouse gas emissions.	Included in Draft 1.0	N/A
Other Stakeholder	Policy Consideration	Substitute electricity for natural gas in heating and cooling systems and new construction.	Included in Draft 1.0	GHG reductions are already discussed

Source	TOPIC	Comment	Status	Edit Made
Other Stakeholder	Policy Consideration	Encourage and in appropriate situations require solar energy facilities on large roofs.	Already Addressed (previous comment)	
Other Stakeholder	Policy Consideration	Encourage and for public buildings require construction of solar energy facilities on roofs and microgrids. Microgrids are connected to the overall electrical grid and contribute solar generated electricity to the system during normal operations. During emergencies, such as earthquakes, the microgrid can be disconnected and run on solar and battery power providing emergency power to the facility and the neighborhood.	Already Addressed (previous comment)	
Other Stakeholder	Policy Consideration	Providing for 15-minute cities and more mixed-uses will allow more active transportation such as walking and bicycling. This will reduce greenhouse gas pollution and increase the health of community members.	Already Addressed (previous comment)	
Other Stakeholder	Policy Consideration	Page 2- CC - Action – 3. Regarding “Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking”. This begs a policy to put jobs close to where people live – 10 minute communities. We need a policy that encourages office employment in Downtown and Marymoor and the code changes that support it.	Already Addressed (previous comment)	
Other Stakeholder	General	On page 2, there are three sections in blue that have "En-Action-4", "CC-Action-3" and "CC-Action-4". These references are confusing (although they may make more sense if I'm reading the document as a whole.) Can they be removed or put at the end of the paragraph?	Not Incorporated	Quotes from source documents were inserted where they are relevant
Other Stakeholder	General	-The maps in Figure 3 on page 8 are too blurry. These provide important information about Redmond's environment.	Added to Document	
Other Stakeholder	Policy Consideration	-There are a lot of typos (i.e. on page 10, "Trends and Beset Practices") -Daylighting of streams and removal of culverts under roads for salmon passage needs to be a priority with a deadline for completion.	Added to Document	NE-F added
Other Stakeholder	Policy Consideration	-Maybe this should be part of the zoning code - the City only provides protection for Class I streams (Sammamish River and Bear Creek) with setbacks and buffers. What about Evans Creek? What about the smaller tributaries that empty into Bear Creek and the Sammamish River? There is inadequate protection for any of the Class II-Class IV streams and wetlands.	Not Incorporated	All stream types in Redmond have a buffer requirement as summarized in Table 2 of the 'waters' existing conditions report. Current BAS guidance for stream protection measures, including buffer widths will be part of the BAS review.
Other Stakeholder	Additional Information	Can you explain what is the “Water Reduction Strategy” on page 6, figure 1 of the Natural Resources Element (and would you like Cascade’s assistance in developing this?)	Not Incorporated	See ESAP for Water Reduction Strategy