



MEMO TO: Planning and Public Works Committee

FROM: Jeff Churchill, AICP, Transportation Strategic Advisor

DATE: September 11, 2018

SUBJECT: RZC Amendment: Development Agreements for High Capacity Transit Facilities

I. PURPOSE ☐ For Info Only ☒ Potential Agenda Item ☐ Scheduled for Council Action

The purpose of this briefing is to share the Planning Commission's recommendation on this zoning code amendment with the Committee and seek the Committee's direction on proceeding to Council action on this matter.

II. RECOMMENDATION

- Today, determine whether to dedicate study session time on September 25, 2018 to discussion of the recommended Redmond Zoning Code amendment.
- At a future business meeting, adopt an ordinance amending the RZC to authorize the City Council to approve deviations from development standards via development agreements for high capacity transit facilities, consistent with the Planning Commission's recommendation on this matter.

III. DEPARTMENT CONTACTS

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IV. DESCRIPTION/BACKGROUND

Some design and dimensional standards in the zoning code are incompatible with light rail station designs under development for Marymoor Village and Downtown. For example, the proposed parking garage is taller than would otherwise be allowed, and the station is unlikely to meet minimum floor area ratio requirements in the MDD1 zone.

A. Analysis

The Technical Committee recommended adopting a zoning code amendment that allows the City Council to approve deviations from development standards through a development agreement (Chapter 36.70B RCW) for fixed guideway high capacity transit facilities constructed by a regional transit authority established by Chapter 81.112 RCW. Staff briefed the Planning and Public Works Committee on this recommendation on June 12, 2018.

The Planning Commission's review of this item is now complete. The Planning Commission Report for this item was distributed separately and is available online at www.redmond.gov/PCReports. The Commission concurred with the Technical Committee's recommendation *except* that it concluded that permitting surface parking lots where they are currently prohibited – the MDD1 zone in Marymoor Village – should not be a deviation that the Council be authorized to approve through a development agreement. Instead, the Commission concluded that surface parking lots only be permitted through a code amendment process.

On August 28, 2018, the City Council considered the concept of a single, larger parking structure for the Marymoor Village station. A majority of Councilmembers agreed that a single, larger structure was preferable while identifying a number of concerns to be addressed as design progresses, including concerns related to access, neighborhood traffic, and adequacy of overall parking count in Marymoor Village. Because Sound Transit will pursue a single, larger structure consistent with Council input, the Commission's exclusion of surface parking lots from its recommendation will not affect the permitting process for the station.

Sound Transit Outreach to King County Parks

Sound Transit has involved King County Parks in the light rail design process since preliminary engineering began. County staff are interested in ensuring that pedestrian movements from the station to Marymoor Park are channelized and that any lights from surface parking do not create light pollution that negatively impact velodrome users. Sound Transit has also attended Velodrome Association events and meetings. Among issues discussed at a July 2017 meeting were: noise and vibration, location of the train vis-à-vis the velodrome, and access to the park from the station.

V. TIME CONSTRAINTS

Sound Transit will advertise a design-build request for proposals this fall. Council action on this amendment prior to RFP advertisement reduces risk as design-build teams develop proposals.

VI. LIST OF ATTACHMENTS

- A. Planning Commission Recommended RZC Amendment for Development Agreements for High Capacity Transit Facilities