

### ST3 Development Agreement

Attachment C: City Council Issues Matrix for April 16, 2019

Issue	Discussion Notes	Status
1. What is the outreach plan for the Development Agreement? (Fields)	<p><b><u>City Council Discussion/Direction</u></b> (11/14) Councilmember Fields noted that the light rail extension is a big project in Redmond and asked how the City or Sound Transit will keep the community informed, especially with respect to the proposed Development Agreement (DA).</p> <p><b><u>Staff Response/Recommendation</u></b> (1/8) There are both standing opportunities for community members to learn about the project, as well as specific outreach at various stages of the project. Both kinds of outreach are described below.</p> <p><u>Standing opportunities.</u> Both the City and Sound Transit maintain project webpages to disseminate project information: <a href="http://www.redmond.gov/LightRailExtension">www.redmond.gov/LightRailExtension</a> and <a href="http://www.soundtransit.org/RedmondLink">www.soundtransit.org/RedmondLink</a>. In addition, Sound Transit has contributed several project updates via the <i>Focus on Redmond</i> quarterly newsletter, and will continue to do so. Sound Transit has assigned community outreach staff for this project, contact information for whom is on Sound Transit's webpage. This staff person is available to answer community questions or attend a variety of community meetings upon community-member request.</p> <p><u>Specific outreach: development agreement.</u> Development agreements are a Type V permit in the Redmond Zoning Code. Type V permits include the following required notice and outreach provisions:</p> <ol style="list-style-type: none"><li>1. <b>Notice of application:</b> mailed to addresses within 500 feet of the project, and posted on the project site, at City Hall, and at one other location such as the library. City staff estimates that this notice will reach about 1,300 households or businesses by mail.</li><li>2. <b>Notice of public hearing</b> mailed and posted in the same manner as the notice of application, and published in the Seattle Times.</li><li>3. <b>Public hearing</b> in front of the City Council. This is an open record public hearing.</li></ol> <p>To supplement the required notice, staff will:</p> <ul style="list-style-type: none"><li>• Widely advertise, together with Sound Transit, the opportunity for the community to review DA-related materials and provide input via online questionnaire</li><li>• Brief the Planning Commission and Parks and Trails Commission on the DA and gather input from them</li><li>• Brief the Council on the outcomes of pre-hearing public outreach prior to the public hearing</li></ul> <p><u>Specific outreach: final design and construction.</u> Sound Transit will execute a robust outreach program during final design and construction. During final design this will include a community meeting when design is about</p>	Opened 11/14

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	30% complete, to introduce the design-build team and seek input on the 30% design drawings. Additional details will be available as final design and construction gets underway in late 2019.	
<p>2. Provide a definition of “betterment” as compared to like-kind replacement of infrastructure (Anderson)</p>	<p><b><u>City Council Discussion/Direction</u></b>  (11/14) Councilmember Anderson asked staff to provide a definition of “betterment” that distinguishes between betterments and replacement of a facility or infrastructure.</p> <p><b><u>Staff Response/Recommendation</u></b>  (1/8) “Betterment” is a term used by Sound Transit for a scope item requested by a third party that is not needed for Sound Transit’s light rail project. A betterment would not be part of ST’s project scope but for the request of the third party, like the City. The funding responsibility for a betterment is the requesting party.</p> <p>For example, the City is requesting a second northbound left-turn lane from Redmond Way to NE 70<sup>th</sup> St. to access Marymoor Village. It is a betterment because it is not needed to support the light rail project according to Sound Transit’s traffic analysis.</p> <p>In contrast, Sound Transit is financially responsible for rebuilding NE 70<sup>th</sup> St from the Marymoor Village station east to Redmond Way because: 1) the station location requires relocating the street, and 2) the traffic analysis indicates that road widening is needed to support the light rail project. Therefore, rebuilding NE 70<sup>th</sup> St. is not a betterment.</p>	Opened 11/14
<p>3. What is the relationship between the DA and funding commitments?</p> <p>What in the DA is contingent on budget</p>	<p><b><u>City Council Discussion/Direction</u></b>  (11/14) Councilmember Anderson asked staff to elaborate on the relationship between the DA and City funding commitments. Related to that, Councilmember Anderson asked what in the DA would be contingent on obtaining budget authority.</p> <p><b><u>Staff Response/Recommendation</u></b>  (4/16) As noted in the Council memo for April 16, 2019, a list of betterments is included in the proposed development agreement, but all other betterment-related information will be in a separate construction services agreement. The remainder of the staff response dated 1/8 is unchanged.</p>	Opened 11/14

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approval? (Anderson)	(1/8) The DA will include commitments by the City to fund betterments that Sound Transit will construct on the City's behalf. All recommended betterments for the light rail extension to Downtown are in the adopted 2019-24 CIP except for RCC improvements, for which a budget adjustment would be required. (Funding the Erratic relocation will also require a budget adjustment, but it is not a "betterment," but rather a part of ST's project that the City will complete on ST's behalf, with funding from ST.)	
4. Tree mitigation: what will the tree replacement ratio be? (Anderson)	<p><b><u>City Council Discussion/Direction</u></b></p> <p>(11/14) Councilmember Anderson asked what the tree replacement ratio would be for trees impacted by this project.</p> <p><b><u>Staff Response/Recommendation</u></b></p> <p>(4/16) The proposed development agreement contains a tree mitigation plan exhibit. This plan allows significant trees to be replaced 1:1 per code, or at a ratio greater than 1:1 when using smaller replacement trees or shrubs, up to 28:1 when using 1-gallon shrubs at off-site planting locations. Similarly, landmark trees can be replaced at 3:1 per code, up to 56:1 when using 1-gallon shrubs at off-site planting locations. As noted below, the plan favors on-site replacement.</p> <p>(1/8) Sound Transit is drafting a tree mitigation and replacement plan for the project. This plan is envisioned to be part of the Development Agreement. Staff anticipates that a draft plan will be available for review in the winter. The typical code requirement for replacement is 1:1 for significant trees, and 3:1 for landmark trees. In Marymoor Village the requirements are based on achieving future canopy coverage instead of a specific ratio. The code favors on-site tree replacement while providing for alternatives when on-site replacement cannot be achieved.</p>	Opened 11/14