

CITY OF REDMOND
ORDINANCE NO. 2575

AN ORDINANCE OF THE CITY OF REDMOND,
WASHINGTON, AMENDING THE REDMOND MUNICIPAL
CODE TO UPDATE THE REDMOND COMPREHENSIVE
PLAN, TRANSPORTATION AND URBAN CENTERS
ELEMENTS AND PORTIONS OF THE TRANSPORTATION
MASTER PLAN, IN ORDER TO IMPLEMENT
RECOMMENDATIONS OF STUDIES COMPLETED TO
ADVANCE THE OVERLAKE NEIGHBORHOOD PLAN,
PROVIDING FOR SEVERABILITY, AND ESTABLISHING
AN EFFECTIVE DATE

WHEREAS, through Ordinance Nos. 2384 and 2385, the City Council adopted Phase I amendments to the Overlake Neighborhood Plan on December 11, 2007; and

WHEREAS, through Ordinance Nos. 2492 and 2493, the City Council adopted Phase II amendments to the Overlake Neighborhood Plan on October 20, 2009; and

WHEREAS, following the adoption of those amendments, the City undertook transportation corridor and other infrastructure studies to implement the Overlake Neighborhood Plan; and

WHEREAS, the City has substantially completed those studies, and those studies recommend changes to the Comprehensive Plan; and

WHEREAS, the City Council identified its preferred alignment for East Link light rail in the Overlake Neighborhood on April 6, 2010; and

WHEREAS, through Ordinance No. 2534 adopted on July 6, 2010, the City Council set the content of Redmond's 2010 Annual Comprehensive Plan Amendment package, which includes this amendment; and

WHEREAS, on November 5, 2010, the City provided 60-day notice to state agencies reviewing Comprehensive Plan and development regulation updates of these proposed amendments; and

WHEREAS, on November 10, 2010, the City issued a Notice of Adoption of the Overlake Neighborhood Plan and Implementation Project Final Supplemental Environmental Impact Statement for the proposed amendments; and

WHEREAS, the Planning Commission conducted a public hearing on November 17, 2010, to receive public comment on the proposed amendments; and

WHEREAS, the Planning Commission concluded that the amendments included herein 1) support the long-term vision for Overlake Village, and 2) have a basis in infrastructure studies and associated community outreach conducted over the last two years; and

WHEREAS, the City Council considered the Planning Commission's recommendation on the proposed amendments on January 4, 2011, and January 25, 2011.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY ORDAINS AS FOLLOWS:

Section 1. Findings and Conclusions. The City Council hereby adopts the findings and conclusions contained in the Planning Commission Report dated December 15, 2010, including all related attachments and exhibits to that report.

Section 2. Portions of the Redmond Comprehensive Plan Amended. The following elements of the Redmond Comprehensive Plan are hereby amended, as shown in Exhibit 1 to this ordinance, incorporated herein by this reference as if set forth in full: Transportation, Urban Centers, and the Transportation Master Plan.

Section 3. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause, or phrase of this ordinance.

Section 4. Effective Date. This ordinance shall take effect 5 days after passage and publication of an approved summary thereof consisting of the title.

ADOPTED by the Redmond City Council this 15th day of
February, 2011.

CITY OF REDMOND


JOHN MARCHIONE, MAYOR

ATTEST:


MICHELLE M. MCGEHEE, CMC, CITY CLERK

(SEAL)

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By: 

FILED WITH THE CITY CLERK:	February 9, 2011
PASSED BY THE CITY COUNCIL:	February 15, 2011
SIGNED BY THE MAYOR:	February 15, 2011
PUBLISHED:	February 21, 2011
EFFECTIVE DATE:	February 26, 2011
ORDINANCE NO. 2575	

ADOPTED 7-0: Allen, Carson, Cole, Margeson, Myers, Stilin and Vache

Exhibit 1: Amendments to the Comprehensive Plan

Part 1: Amendments to the Transportation Element

Policies 29-30.1

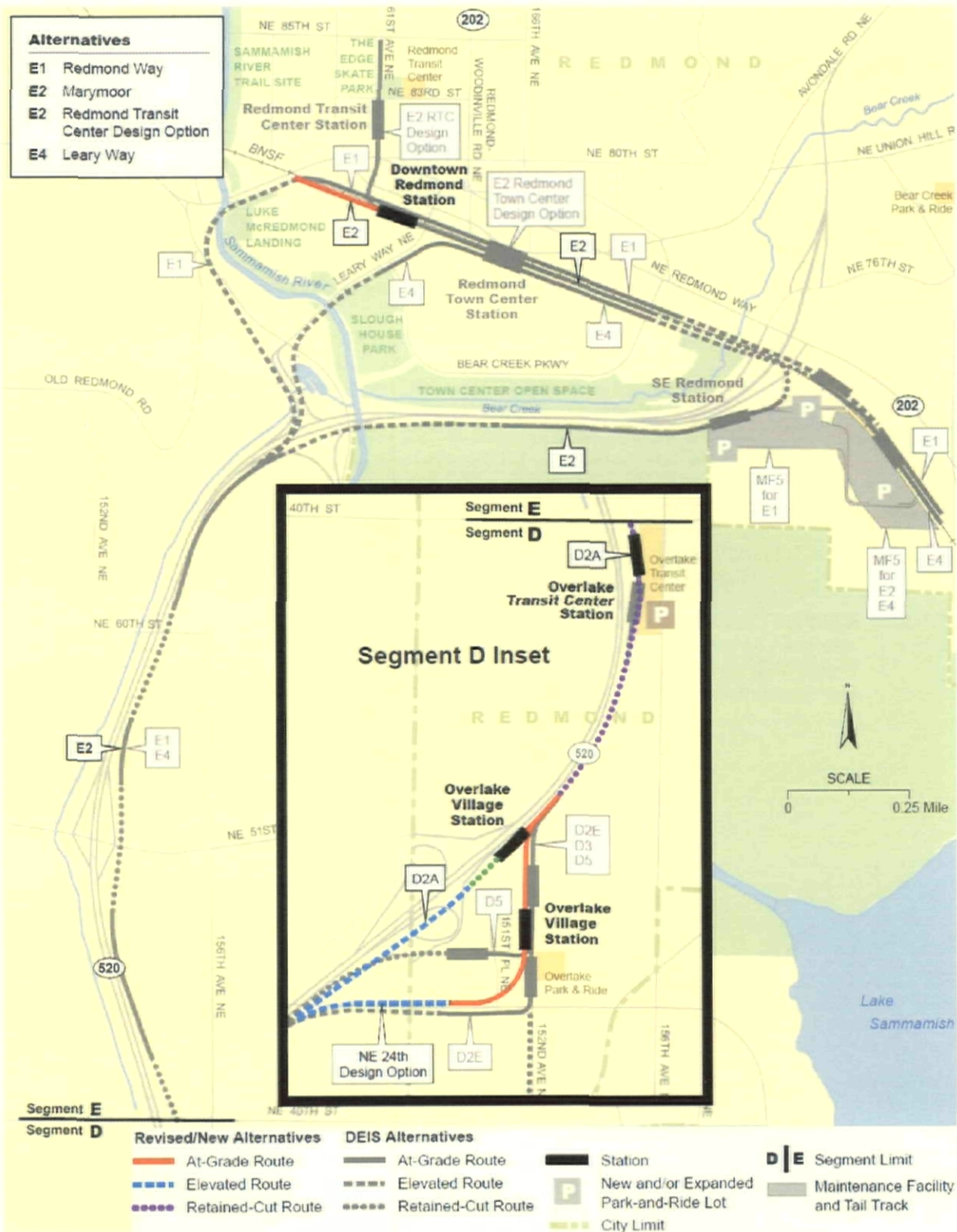
High-Capacity Transit

TR-29 Participate actively and continuously in the planning and development of an efficient, timely, and effective regional high-capacity transit system that is competitive with the single-occupant vehicle. Plan for the extension of high-capacity transit to the Eastside and to Overlake, Downtown Redmond, and SE Redmond as part of Sound Transit Phase 2, or any successor plan.

TR-30 Support high-capacity transit service and support facilities for Redmond that:

- ◆ Provide service to Overlake, Downtown Redmond, and SE Redmond that is located to ensure efficient, timely, and effective service, within a high-capacity transit alignment located mainly in the SR 520 freeway corridor;
- ◆ Locate high-capacity transit stations in Overlake, Downtown Redmond, and SE Redmond;
- ◆ Locate the ~~Downtown~~ SE Redmond station site near the intersection of SR 202 and SR 520; and
- ◆ Achieve higher bus transit service levels to and within Redmond's two Urban Centers, providing connections to the high-capacity transit stations.

TR-30.1 Maintain the ability to construct high-capacity transit/light rail on alignment alternatives identified through Sound Transit's planning process and illustrated on Maps TR-2 and ~~TR-3~~. Once a preferred high-capacity transit/light rail alignment has been established, ensure the right-of-way is secured.



MAP TR-2 HCT/LR ALTERNATIVES (courtesy Sound Transit)
East Link Project

Part 2: Amendments to the Transportation Master Plan

2022 TFP Amendments

Project ID	Name	Description	TMP Map Code	Estimated Remaining Cost	Estimated Remaining Cost - Comment
RED-OV-065a	152nd Avenue NE, North	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 24th Street to NE 31 st Street to create a lively and active signature street in the Overlake Village. Pending the results of the 152nd Ave NE Corridor Study, the proposed cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking, and pedestrian and bicycle facilities as described in the 152nd Avenue NE Corridor Study Design Report, accommodations for bus-based transit and its connections to light rail transit (LRT), left turn lanes, planted medians, bike lanes, parking, pedestrian supportive sidewalks, street lights, pedestrian amenities, storm drainage, right-of-way and easements. This corridor will also include the LRT line and an LRT station.	57	\$29,100,000	
RED-TMP-080	NE 40 th Street	Provide bicycle lanes multi-use trail on NE 40th Street from 156th Avenue NE to West Lake Sammamish Pkwy. Work with Microsoft to design NE 40th Street as a gateway with multi-modal design features. This should include bicycle lanes on both sides of the street and/or wide (12-foot) multi-use trail on one side to accommodate both pedestrians and bicyclists. In addition, provide a bicycle connection with the existing bicycle lane on NE 40th Street east of 172nd Avenue NE.	56	\$3,650,000	n/a

Project ID	Name	Description	TMP Map Code	Estimated Remaining Cost	Estimated Remaining Cost - Comment
RED-OV-096.1	Overlake Access Ramp SR 520 Slip-Ramp at 148th Avenue NE Preliminary Design Study	Work with WSDOT and City of Bellevue to prepare a preliminary design for an eastbound slip ramp from SR 520 to 152nd Ave NE at 148th Ave NE. Slip ramp would diverge from eastbound 148th Ave NE off-ramp to enter the Overlake Village area and intersect 152nd Ave NE at roughly NE 30th St. The ramp would include 1 general purpose lane and HOV/Transit treatments as applicable.	n/a	\$2,000,000	

Buildout TFP Amendments

Project ID	Location	Description	TMP Code
RED-OV-065b	152nd Avenue NE, South	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24th Street to create a lively and active signature street in the Overlake Village. Pending the results of the 152nd Ave NE Corridor Study, the proposed cross section for the improvements would include 1 through lane in each direction, left turn lanes as necessary, on-street parking, and pedestrian and bicycle facilities as described in the 152nd Avenue NE Corridor Study Design Report, planted medians, bike lanes, parking, pedestrian supportive sidewalks, street lights, pedestrian amenities, storm drainage, right-of-way and easements.	62
RED-OV-096.2	Overlake Access Ramp SR 520 Slip-Ramp at 148th Avenue NE	Construct eastbound slip ramp from SR 520 to 152nd Ave NE at 148th Ave NE. Slip ramp would diverge from eastbound 148th Ave NE off-ramp to enter the Overlake Village area and intersect 152nd Ave NE at roughly NE 30th St. The ramp would include 1 general purpose lane and HOV/Transit treatments as applicable.	61

Part 3: Amendments to the Urban Centers Element

Excerpts from section C. *General Policies*

~~N-OV-36 Work closely with Sound Transit and other agencies to identify a preferred high capacity transit/light rail alignment through Overlake Village, along such routes as 152nd Avenue NE, NE 24th Street, or others as identified through Sound Transit's East Link Light Rail planning process. Promote SR 520 as the preferred corridor leading from Overlake Village to the Employment Area and Downtown Redmond.~~

N-OV-37 Locate two high-capacity transit/light rail stations within the Overlake Neighborhood. Locate a station in Overlake Village alongside SR 520 between 151st and 152nd Avenues NE. Create a dynamic and high-quality urban place through consideration of design, land use density and mix, community facilities, and public and private investments, which emphasizes pedestrian activity and minimizes parking facilities. Locate a second station in the Employment Area adjoining the existing Overlake Transit Center at NE 40th Street. Create a high-quality place that fits seamlessly with the character of the Employment Area, facilitates transfers between transportation modes, and encourages additional uses to be developed on the Overlake Transit Center site that are supportive of transit stations, such as housing and convenience retail or service uses.