

ORDINANCE NO. 2392

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, AMENDING THE REDMOND MUNICIPAL CODE AND THE REDMOND COMPREHENSIVE PLAN TO ADOPT UPDATES TO POLICIES RELATED TO HIGH CAPACITY TRANSIT/LIGHT RAIL, PROVIDING FOR SEVERABILITY, AND ESTABLISHING AN EFFECTIVE DATE.

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WHEREAS, the Growth Management Act requires that comprehensive plans and development regulations shall be subject to continuing evaluation and review; and

WHEREAS, the Redmond City Council adopted Resolution 1220 in support of the findings and next steps of the Redmond Downtown High Capacity Transit Preferred Alignment Report; and

WHEREAS, the City of Redmond wishes to clearly identify a preferred alignment for potential High Capacity Transit/Light Rail into Downtown Redmond; and

WHEREAS, the vision for the Downtown and Overlake Urban Centers are strongly supported by High Capacity Transit/Light Rail; and

WHEREAS, the Comprehensive Plan directs the City to provide for convenient transit, increase mobility within Downtown, and prepare a station area plan to guide updates to policies; and

WHEREAS, state agencies received 60-day notice of Redmond's proposed Comprehensive Plan amendment on August 8, 2007; and

WHEREAS, a State Environmental Policy Act Checklist was prepared and a Determination of Non-Significance was issued on August 28, 2007, for the proposed amendment; and

WHEREAS, the Planning Commission conducted a public hearing on January 23, 2008 to receive public comment on the proposed amendments; and

WHEREAS, the City Council reviewed the proposed amendments at a public meeting on March 4, 2008 and wishes to adopt them;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Findings, Conclusion, and Analysis. In support of the proposed amendments to High Capacity Transit/Light Rail policies, the City Council hereby adopts the findings, conclusions, and analysis contained in the Technical Committee Report dated January 16, 2008, including all related attachments and exhibits to that report, and the Planning Commission Report dated February 13, 2008, including the related attachments and exhibits to that report.

Section 2. Revision of existing comprehensive plan elements. The Redmond Comprehensive Plan, a portion of the Redmond Municipal Code, is hereby amended to revise the text, policies, and other provisions as described in Exhibit 1 to this ordinance, incorporated herein by this reference as if set forth in full to this ordinance.

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 five days after passage and publication of an approved summary thereof consisting of the title.

CITY OF REDMOND

  
\_\_\_\_\_  
JOHN MARCHIONE, MAYOR

ATTEST/AUTHENTICATED:

  
\_\_\_\_\_  
MICHELLE M. MCGEHEE, CMC  
CITY CLERK

APPROVED AS TO FORM:  
OFFICE OF THE CITY ATTORNEY

By:   
\_\_\_\_\_

FILED WITH THE CITY CLERK:  
PASSED BY THE CITY COUNCIL:  
SIGNED BY THE MAYOR:  
PUBLISHED:  
EFFECTIVE DATE:  
ORDINANCE NO. 2392

March 26, 2008  
April 1, 2008  
April 1, 2008  
April 7, 2008  
April 12, 2008

**Exhibit 1 to Ordinance No. 2392**  
**Recommended High Capacity Transit/Light Rail Comprehensive Plan Amendments**

***DT- 8***

Purchase, plan for, and improve the BNSF railroad right-of-way within the Downtown in order to:

- Preserve sufficient area for a trail, open space, and high capacity transit/light rail;
- Link the north and south parts of the Downtown through additional right-of-way crossings for vehicles, as well as improvements to encourage easy and safe pedestrian access along and across the railroad corridor;
- Improve its aesthetic appeal through enhancements such as trees, landscaping, and gathering places for enjoyment of visual or performing art;
- Include elements of the historic railroad as part of improvements within the right-of-way; and
- Ensure through development of specific design guidelines that improvements within the railroad right-of-way and on adjacent properties relate to and support the character of adjoining districts, particularly Old Town.

***DT-10***

Ensure when new development, redevelopment, or exterior remodeling takes place on properties adjoining the BNSF railroad right-of-way that facade treatments facing the right-of-way are attractively designed to create an engaging environment for users of future trail, high capacity transit/light rail, park, or open spaces.

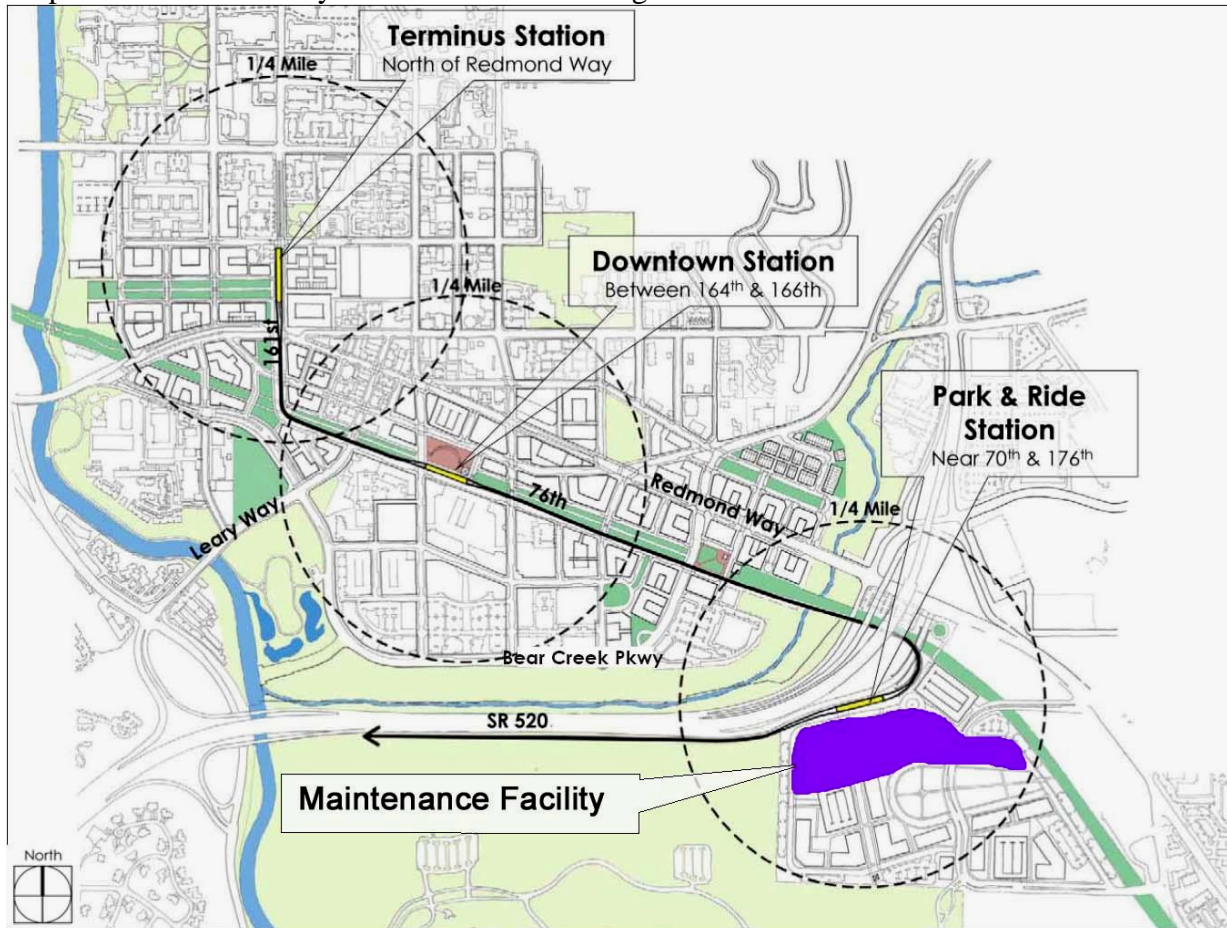
***Text between DT-10 and DT-11***

Downtown, together with Overlake and SE Redmond, are the portions of Redmond long identified in the Comprehensive Plan as preferred locations for high capacity transit/light rail stations. As Sound Transit plans for high capacity transit/light rail, the City must ensure that its station and alignment interests are reflected in the development and construction of the East King County high capacity transit/light rail. The character and function of Redmond's future high capacity transit/light rail stations will vary to reflect land use and transportation goals specific to the Downtown, Overlake and SE Redmond neighborhoods. The following Comprehensive Plan policies articulate the City's preferences concerning the general character of the stations and surrounding areas.

### ***DT-11***

Recognize that the City of Redmond's preference for high capacity transit/light rail alignment, station locations and park and ride location illustrated in Map 1.5, best fits Redmond's needs for a planned high capacity transit/light rail extension from Overlake to Downtown.

Map DT-1.5: Preliminary Preferred HCT/LR Alignment



### ***DT-12***

Prepare detailed Downtown high capacity transit/light rail station area plans in cooperation with Sound Transit and other stakeholders. Do this to create a dynamic and high quality urban place that emphasizes pedestrian activity and minimizes parking facilities through consideration of design, land use density and mix, community facilities, and public and private investments. Evaluate Downtown districts adjoining stations for revisions in preferred land uses and densities. Provide for a park and ride to address commuter parking needs at the SE Redmond high capacity transit/light rail station.

***DT-29***

Increase mobility within the Downtown, promote environmental quality, and provide for convenient transit, pedestrian, and bicycle routes to and from the Downtown by:

- Encouraging commuter traffic to use bypass routes, which will reduce traffic on Downtown streets and allow better access to businesses;
- Encouraging use of transit, car pools, bicycles, walking, and other forms of transportation, that limit congestion and parking demand;
- Establishing a Downtown transit center that is the focus for local and regional transit service between the Downtown, Redmond neighborhoods, the Eastside, and the region;
- Supporting an extension of the regional high capacity transit/light rail system into Downtown to provide frequent all-day transit service;
- Providing bicycle facilities, such as connections to the Sammamish River Trail and other regional corridors, bicycle racks in new developments, bike lanes on key streets, and signage at key points;
- Completing Downtown sidewalk systems, mid-block pedestrian walkways, and bicycle lanes to provide strong linkages among destinations throughout the Downtown; and
- Encouraging City of Redmond employees who work in the Downtown to lead by example in walking, bicycling, carpooling, or using transit alternatives.

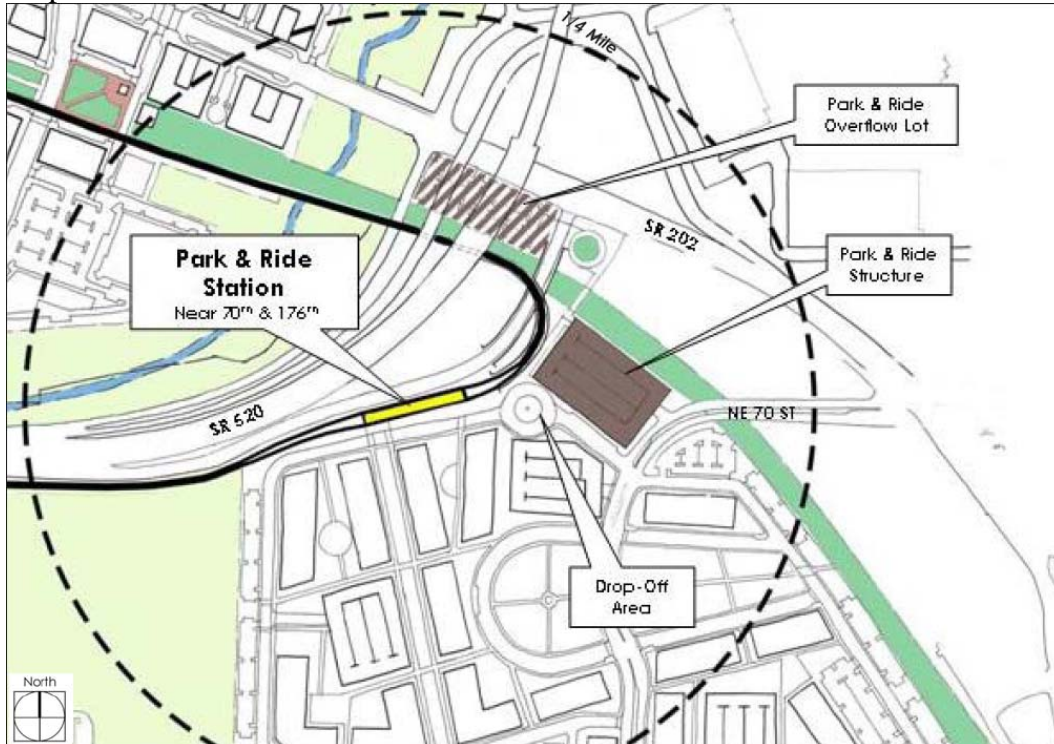
***DT-50***

Remove. This is to be superseded by the updated DT-11

#### ***N-SE-6***

Work in cooperation with Sound Transit and other stakeholders to prepare a detailed high capacity transit/light rail station area plan to identify the site and design treatments for facilities in Southeast Redmond, to attract commuters using a variety of modes from the surrounding area, and which emphasizes pedestrian activity to access the surrounding employment and recreation uses. Provide for a high capacity transit/light rail station and park and ride near the intersection of NE 70<sup>th</sup> Street and 176<sup>th</sup> Avenue NE (see map N-SE-1).

Map N-SE-1: Southeast Redmond HCT/LR Station Area



#### ***N-SE-6.5***

Accommodate a high capacity transit/light rail maintenance facility south of Redmond Way between NE 70<sup>th</sup> Street and NE 65<sup>th</sup> Street as a terminus for a regional high capacity transit/light rail system that would make Redmond an important location for transit operations on the Eastside.

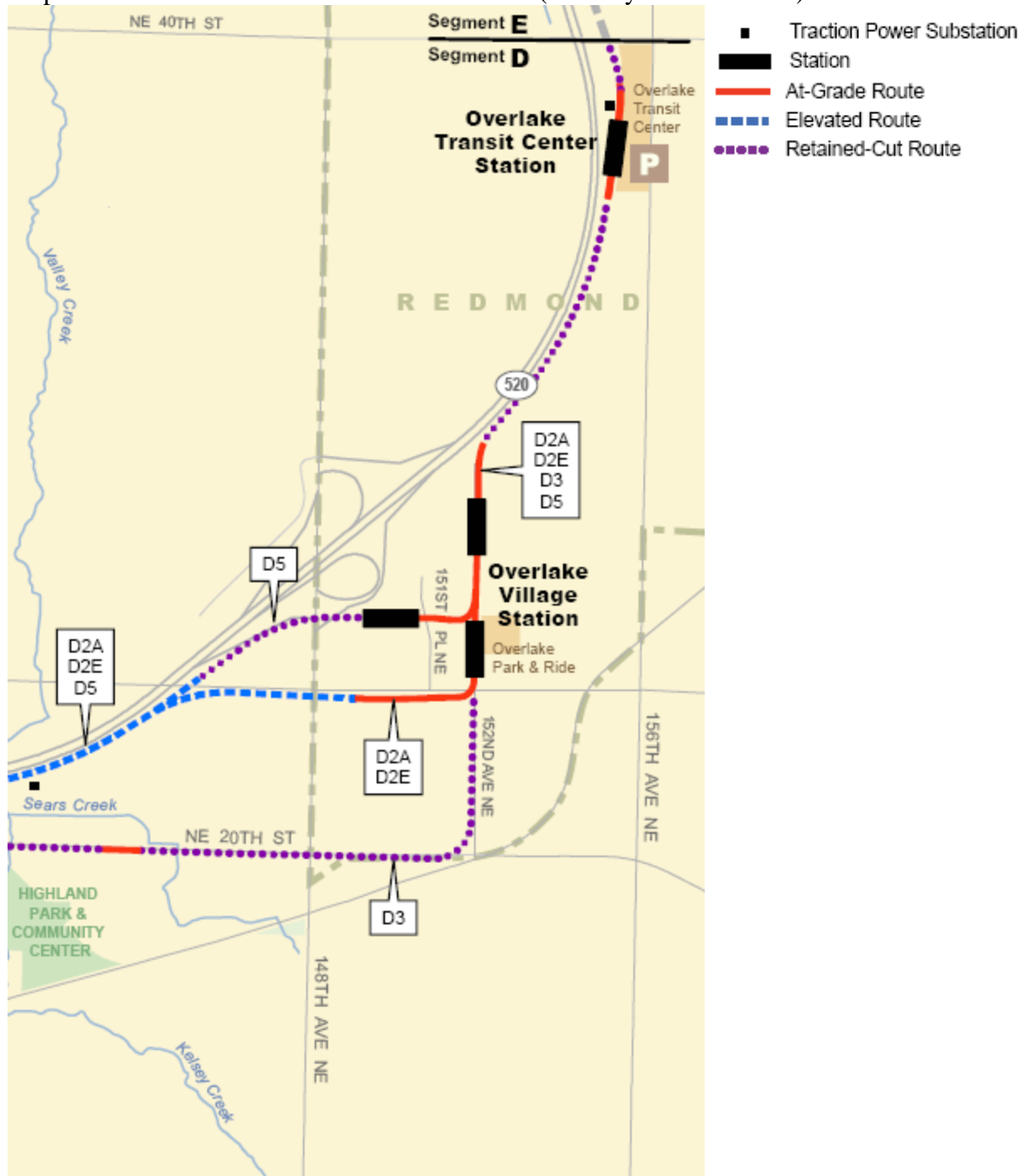
#### ***N-SE-35***

Remove.

**TR 30.5**

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: Overlake Area HCT/LR Alternatives (courtesy Sound Transit)





Map TR-3: Downtown Redmond HCT/LR Alternatives (courtesy Sound Transit)



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