

Exhibit C1: Zoning Code Amendments Related to Street Design Guidelines

Part 1: Amendments to the Overlake Business and Advanced Technology Chapter

30-030 Street Cross Sections

(1) Guidelines for Application

- (a) The Technical Committee shall review and approve each component of the street cross section on a project by project basis and has the authority to alter street cross section widths and uses, including utility locations.
- (b) Street cross section widths apply at the middle of the block.
 - (i) The widths and existence of each component may vary at intersections, as determined by the Technical Committee.
 - (ii) Intersection design shall be based upon the Pedestrian Program Plan and Bicycle System Plan chapters of the TMP, the Bicycle Facilities Design Manual, the City's Construction Specifications and Design standards for Streets and Access, and any corridor study adopted by the City Council for the street(s) in question.
- (c) Provisions of medians and left turn lane access shall be determined on a project-by-project basis, based on traffic speeds, volumes and collision history and using recognized engineering standards such as those published by AASHTO, ITE, or other recognized authority.
- (d) Utilities, such as power, telephone and cable, shall be placed under the sidewalk.
- (e) When designing multimodal corridors refer to the Modal Integration section of TMP. Corridors shall support all modes.

(2) Location Map and Table (revised)

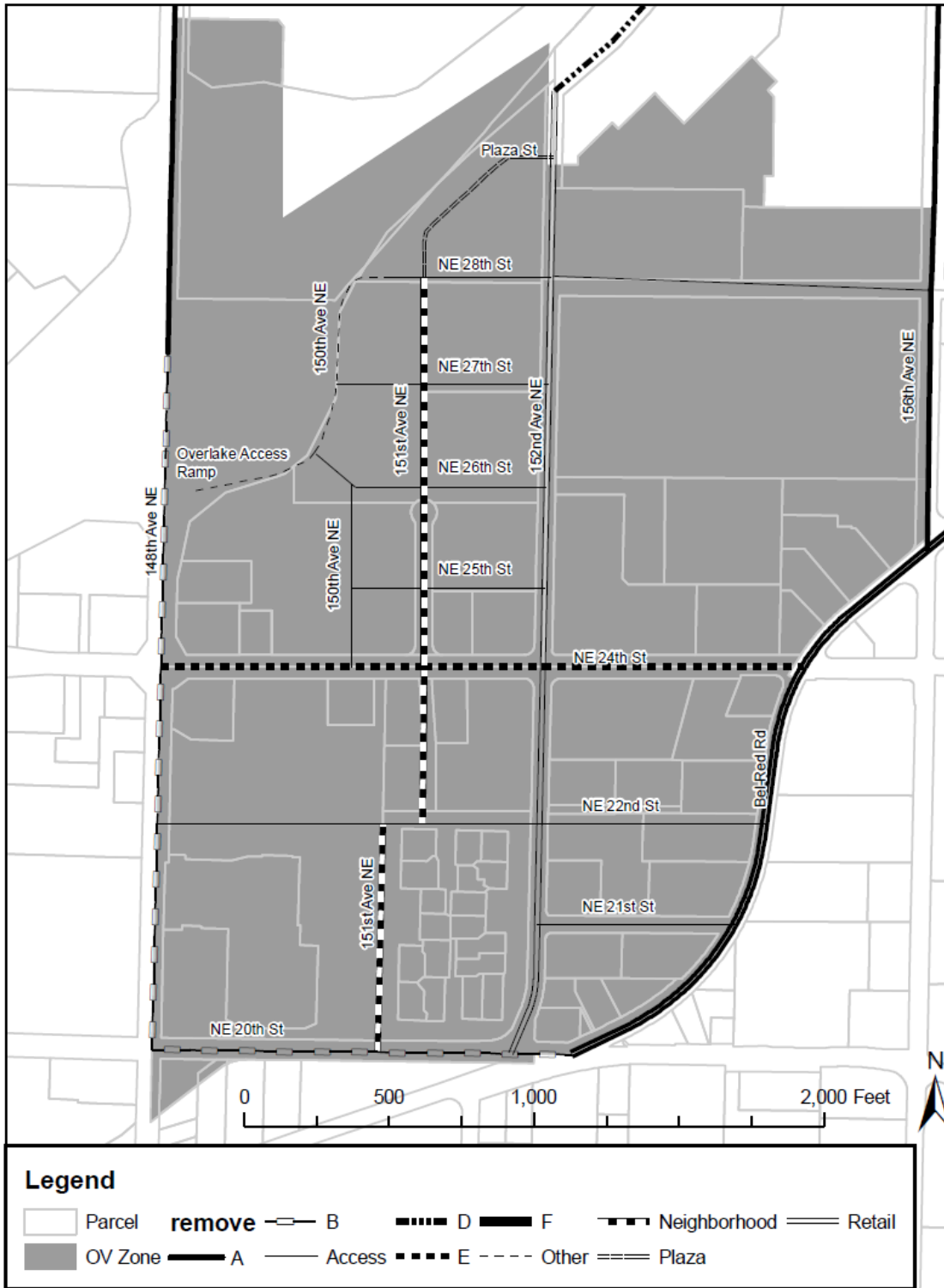


INSERT CROSS SECTION ILLUSTRATION												Notes
Street Cross Section												
Southbound/Westbound						Northbound/Eastbound						
Ped. Zone			Street						Ped. Zone			
Cross Section	Sidewalk	5' Planting Strip	On-Street Parking	Bike Lane	GP Lanes	Median / Two Way Left Turn Lane (5)	GP Lanes	Bike Lanes	On Street Parking	5' Planting Strip or 4' Furniture Zone with Tree Grates	Sidewalk	
A	8	5	0	0	24	12	24	0	0	5	12	<ol style="list-style-type: none"> 1. Separate multi-use path parallel to corridor. 2. Street section shared by Bellevue and Redmond. 3. Outside GP lane 13'. Inside GP lane 11'.
C	6	5	0	5.5	11	12	11	5.5	0	5	6	
E D	12	4	8	5	12	14	12	5	8	4	12	<ol style="list-style-type: none"> 1. Interim pending the results of a corridor study conducted in coordination with identification of a light rail alignment by the Sound Transit Board of Directors. 2. Light rail in the corridor would result in the removal of the median and on-street parking.
G F	6	5	0	5.5	22	12	22	5.5	0	5	6	
H G	8.5	0	0	5.5	22	12	22	5.5	0	0	8.5	<ol style="list-style-type: none"> 1. Street trees shall be planted in sidewalk area per the Recommended Street Tree List or as otherwise required by the Parks Department.
H	8	0	0	5.5	22	44	22	5.5	0	0	9	
H	8.5	0	0	5.5	22	12	22	5.5	0	Expanded pedestrian zone: see note 2.		<ol style="list-style-type: none"> 1. Street trees shall be planted in sidewalk area per the Recommended Street Tree List or as otherwise required by the Parks Department. 2. Expanded pedestrian zone shall include 10-foot-wide sidewalk between two planting areas, one adjacent to the

INSERT CROSS SECTION ILLUSTRATION												Notes
Street Cross Section												
Southbound/Westbound						Northbound/Eastbound						
Ped. Zone		Street							Ped. Zone			
Cross Section	Sidewalk	5' Planting Strip	On-Street Parking	Bike Lane	GP Lanes	Median / Two Way Left Turn Lane (5)	GP Lanes	Bike Lanes	On Street Parking	5' Planting Strip or 4' Furniture Zone with Tree Grates	Sidewalk	
												street and one adjacent to adjacent private development. Total right-of-way width shall be 82 feet, with easement for remainder of expanded pedestrian zone.
KJ	8.5	0	0	5.5	11	12	11	5.5	0	0	8.5	1. Street trees shall be planted in sidewalk area per the Recommended Street Tree List or as otherwise required by the Parks Department.

Part 2: Amendments to the Overlake Village Chapter

130-020 Location Map (revised)



130-030 Site Requirements by Cross-Section

(1) The table below describes street cross section requirements for some streets in Overlake Village shown on the location map in 130-020. Other street cross sections are described in the table in subsection (2) of this section.

		INSERT CROSS-SECTION ILLUSTRATION															
		Street Cross Section											Building Placement		Building Use	Notes	
		Southbound/Westbound					Northbound/Eastbound										
Cross Section	<u>Total right-of-way</u>	Ped. Zone			Street						Ped. Zone			Build-To Line (Front and Side Street)	Setback line (Side and Rear)	Ground Floor Uses	
		Sidewalk	5' Planting Strip or 4' Furniture Zone with Tree Grates	On-Street Parking	Bike Lane	GP Lanes	Median / Two Way Left Turn Lane	GP Lanes	Bike Lanes	On Street Parking	5' Planting Strip or 4' Furniture Zone with Tree Grates	Sidewalk					
A	<u>90</u>	8	5	0	0	24	12	24	0	0	5	12	10	0	Residences prohibited. Offices or recreational areas associated with residential uses allowed.	1. Separate multi-use path parallel to corridor. 2. Street section shared by Bellevue and Redmond. 3. Outside GP lane 13'. Inside GP lane 11'.	
B	<u>86</u>	8	5	0	0	24	12	24	0	0	5	8	1	0	Residences prohibited. Offices or recreational areas associated with residential uses allowed.	Outside GP lane 13'. Inside GP lane 11'.	
D		8	4	8	0	11	12	11	0	8	4	8	2-8	0		These streets are new connections or existing local streets.	
E		12	4	8	5	12	14	12	5	8	4	12	4-8	0	Pedestrian-oriented uses required; residential prohibited.	Interim pending the results of a corridor study conducted in coordination with identification of a light rail alignment by the Sound Transit Board of Directors. Light rail in the corridor would result in the removal of the median and on-street parking.	
F	82	8	5	0	0	22	12	22	0	0	5	8	2-8	0	Residences prohibited. Offices or recreational areas associated with residential uses allowed.		
G	89	6	5	0	5.5	22	12	22	5.5	0	5	6	1	0	Residences prohibited. Offices or recreational areas associated with residential uses allowed.		
L		To be determined through 152 nd Ave NE corridor study.															

(2) The table below describes street cross section requirements for some streets in Overlake Village shown on the location map in 130-020. Other street cross sections are described in the table in subsection (1) of this section.

<u>Street type</u>	<u>Total right-of-way (feet)</u>	<u>Description of Street</u>	<u>Ground Floor Uses</u>	<u>Notes</u>
<u>Retail street</u>	<u>100</u>	<u>This is an urban main street that is intended to be the linear core within Overlake Village and attract significant numbers of people to multiple activities. It is intended to include within the mix of uses at street level restaurants, retail, cultural and entertainment uses, personal services and similar businesses that are pedestrian oriented. Key features of the street cross section include: one vehicle travel lane in each direction with turn lanes as necessary; wide sidewalks; protected bikeways; and curbside parking.</u>	<u>Pedestrian-oriented uses required; residential uses prohibited.</u>	<u>Design details are located in Appendix _____ of the Redmond Zoning Code.</u>
<u>Neighborhood street</u>	<u>88</u>	<u>This street creates a green connection between the light rail station, Overlake Village open spaces, and the rest of the neighborhood. Street level uses are expected to include a mix of residential and pedestrian-oriented commercial uses. Key features of the street cross section include: one vehicle travel lane in each direction; wide sidewalks; bicycle lanes; urban pathway; and curbside parking.</u>		<u>Design details are located in Appendix _____ of the Redmond Zoning Code.</u>
<u>Access street</u>	<u>75</u>	<u>These streets provide local access and areas for driveways and loading. Key features of the street cross section include: one vehicle travel lane in each direction with turn lanes as necessary; wide sidewalks; urban pathway and bicycle lanes (some segments); and curbside parking.</u>		<u>Design details are located in Appendix _____ of the Redmond Zoning Code.</u>
<u>Plaza street</u>	<u>57</u>	<u>This street fronts the Overlake Village light rail station and is adjacent to a future public plaza. Key features of the street cross section include: one vehicle travel lane in each direction; pedestrian zones that blend with the plaza, street, and station; low vehicle speeds; and light rail passenger pick-up and drop-off opportunities.</u>		<u>Design details are located in Appendix _____ of the Redmond Zoning Code.</u>