Final Draft Proposed

Redmond Overlake Master Plan and Implementation Strategy

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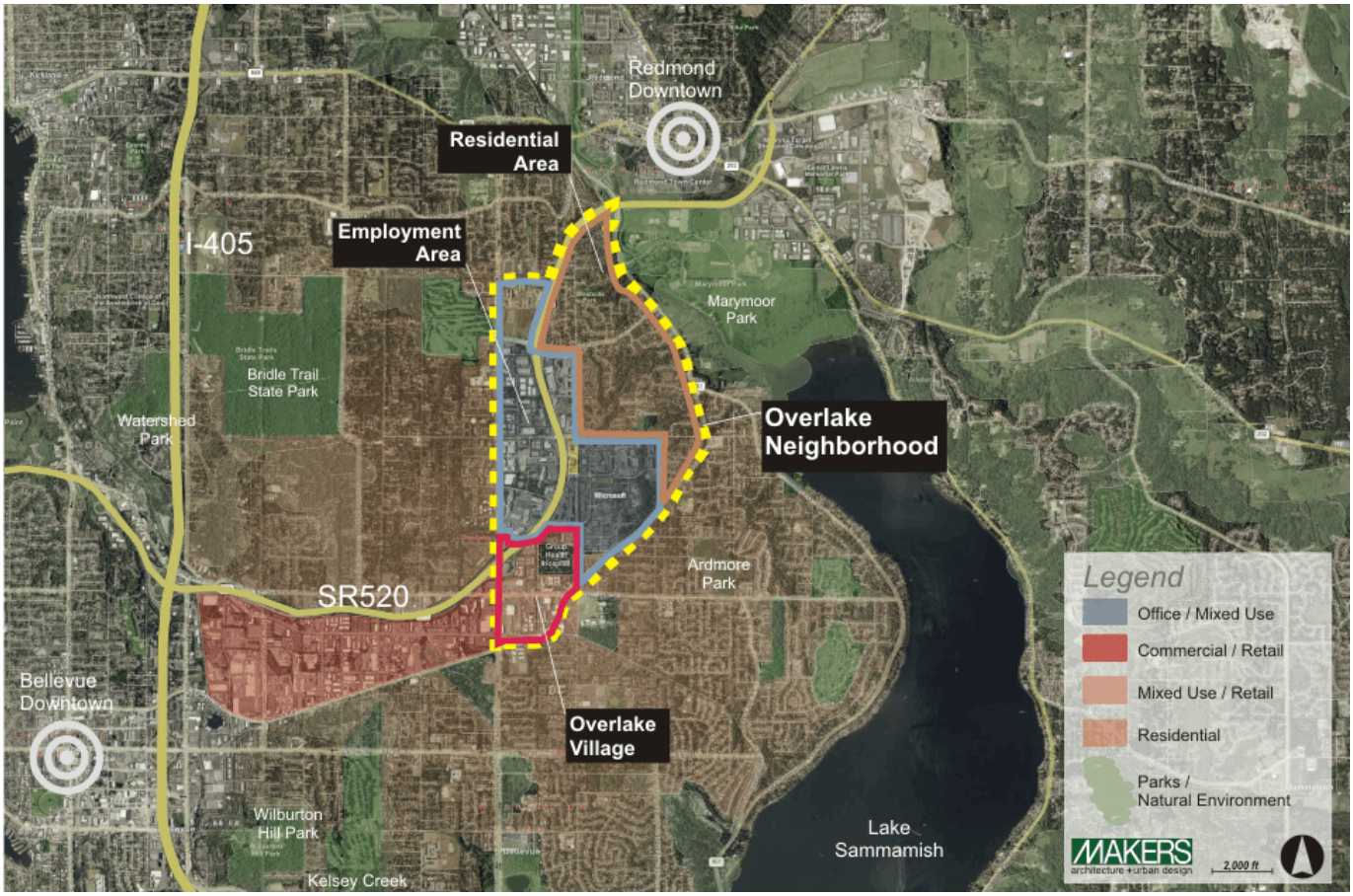
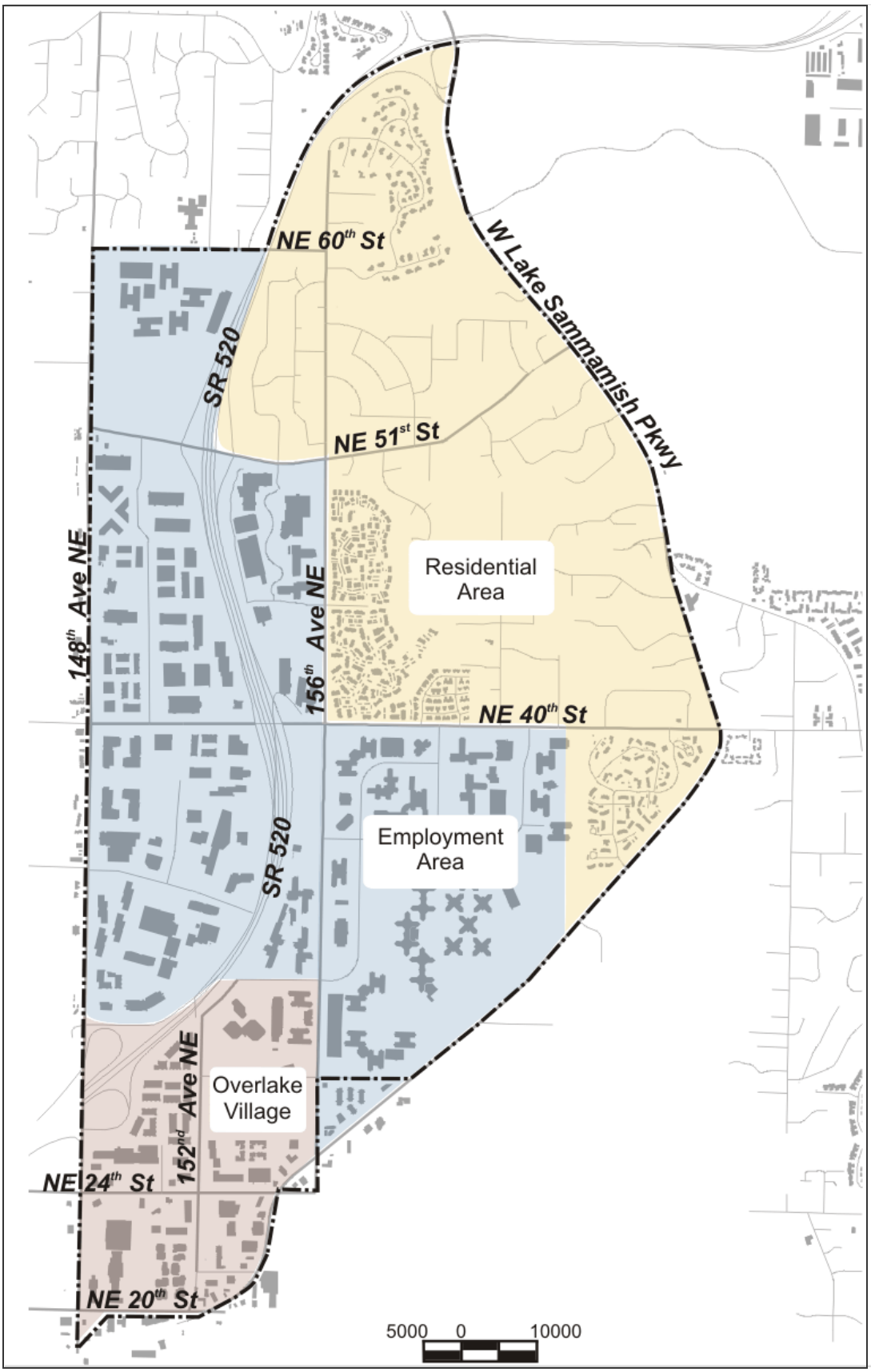


Introduction:Overlake Neighborhood

With its corporate campuses, shopping and residential areas, Overlake is a regional urban center offering opportunities to live, work, shop, and recreate. It is home to major corporations, offices, and high technology research and development businesses, a range of small and large retailers, and single-and multi-family residences. Close to regional parks and recreational amenities, its wooded feel creates a campus-like backdrop for its multiple users.

Overlake is well located in southwest Redmond and easily accessed off State Route 520. A short distance to Redmond Town Center and Downtown Bellevue, the neighborhood is approximately 15 miles from Seattle and currently well served by local and regional transit. The neighborhood is comprised of three districts: Overlake Village to the south, the Residential Area to the northeast and the Employment Area in between.

Overlake is located in the southwest corner of Redmond, bounded on the west by 148th Avenue NE, on the south by NE 20th Street, Bel Red Road / West Lake Sammamish Parkway to the east, and NE 60th Street / SR 520 to the north. SR 520 bisects the western third of the neighborhood.


NE 60th St
W Lake Sammamish Pkwy
SR 520
NE 51st St
148th Ave NE
156th Ave NE
Residential Area
NE 40th St
Employment Area
SR 520
Overlake Village
152nd Ave NE
NE 24th St
NE 20th St
5000 0 10000

Multi-family development in the Residential Area.

The Residential Area consists primarily of single family homes with interspersed multi-family development. This area will not experience significant change in the next twenty years, but will continue to accommodate infill development.

The treed, campus-like environment of Overlake's Employment Area.

Overlake's Employment Area consists of major corporations, offices, and high technology research and development businesses. The area is characterized by treed corporate campuses. This area will continue to provide for phased growth over time.

One-story retail or office development characterizes much of Overlake's Village today.

Of the neighborhood's three districts, Overlake Village is the most poised for change as it is generally developed to a low intensity and characterized by one- or two-story buildings and surface parking. Though it supports a wide range of uses, its commercial development is similar to many other suburban locations – auto-oriented with non-descript architecture.

Purpose

The Overlake Neighborhood Plan update refines the community's vision for Overlake adopted in 1999. It advances a number of long-standing goals for Overlake, including providing places to live that are close to jobs and amenities. It also builds on Overlake's existing assets and opportunities, including the planned extension of light rail with Sound Transit Phase 2, relocation of Group Health's in-patient facility, and Microsoft's planned expansion.

The Master Plan summarizes all updates resulting from the Overlake Neighborhood Plan project, including the policies, development regulations, and related portions of other Redmond plans such as the Transportation Master Plan and the Parks, Recreation, and Open Space (PRO) Plan. It describes a coordinated approach to land use, transportation, parks and natural resources in the area and lays out a strategy to achieve the refined vision.

This Master Plan is intended to guide private development and public investments so that new projects fit the community's vision and accomplish public as well as private objectives. Implementation of this Plan will depend on taking action. The detailed list of implementation steps in this plan will guide the actions of the City for the next twenty years.

"I believe the time has come for us – as a community – to take a careful look at Overlake and how investments over the next 20 years could transform this area into a vibrant urban village with places for people to work, live and play."
Mayor Rosemarie Ives

Sound Transit is evaluating service to Overlake as part of its planning to bring light rail to the east side.

Microsoft plans to add 2.2 million square feet for 12,000 additional employees within the next several years. To support this growth, Microsoft will be completing approximately $35 million in street and sewer improvements, including the new SR 520 overpass connecting NE 31st to NE 36th Street

Redevelopment of the Group Health site is envisioned after relocation of the Overlake inpatient facility in 2008

Process

The Overlake Master Plan and Implementation Strategy was developed in partnership and close coordination with the area's business and property owners, people who live or work in the area, interested community members, Redmond elected officials and members of several boards and commissions, staff and project consultants. Input and comments were encouraged at three neighborhood events, several focus group and stakeholder meetings, and through the Redmond website.

Overlake Urban Center Design Workshop attendees refine the vision for Overlake Village (top); community members discuss transportation alternatives at an open house.

Comprehensive Plan Policies Summary

The Redmond Comprehensive Plan sets the direction for Overlake with policies addressing land use; character and design; parks, recreation, open space and the arts; transportation; and public facilities and services for the neighborhood as a whole and for each of the three districts.

New and strengthened policy concepts include:

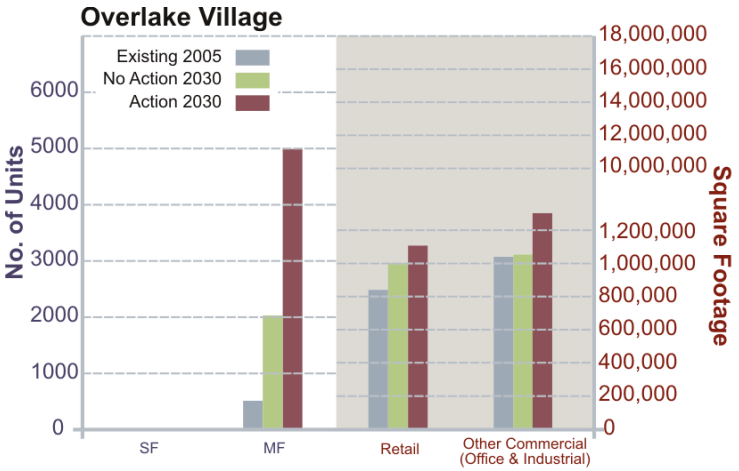
- Encouraging residential development while balancing residential and commercial growth
- Encouraging mixed-use and Transit Oriented Development
- Investing in 152nd Avenue NE to create a linear neighborhood core in Overlake Village
- Creating a unique neighborhood character
- Increasing multi-modal mobility
- Planning for light rail
- Creating a parks system including parks, trails, open spaces, plazas, and art
- Encouraging green building and Low Impact Development
- Developing regional stormwater management facilities
- Considering phased increases in zoning capacity in the Employment Area over time

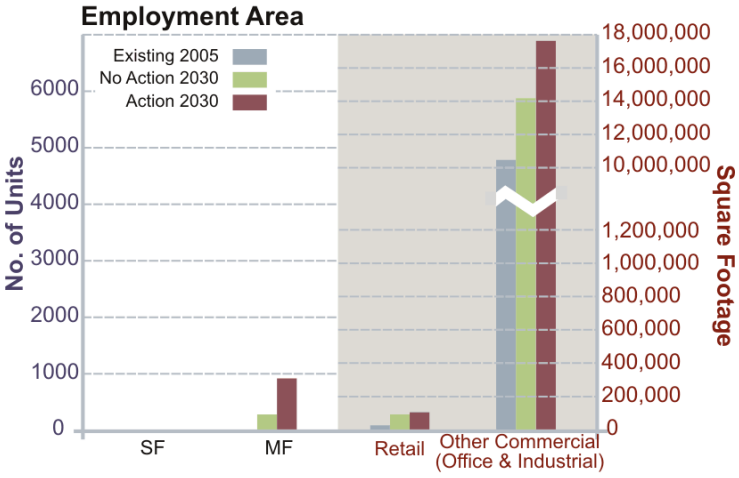
The policies relating to Overlake are included in their entirety in the Comprehensive Plan.

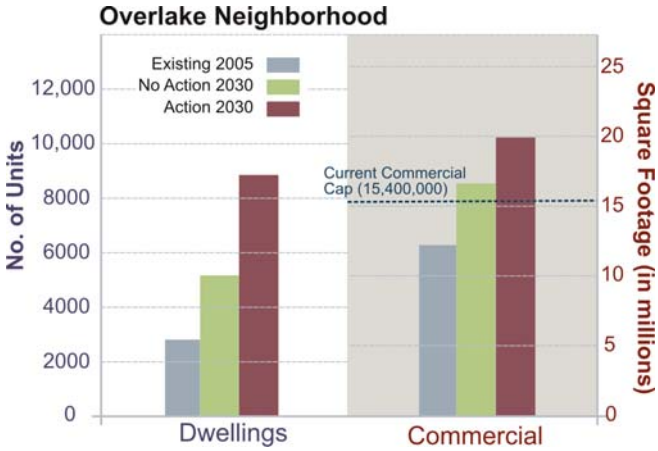
Demographic Projections

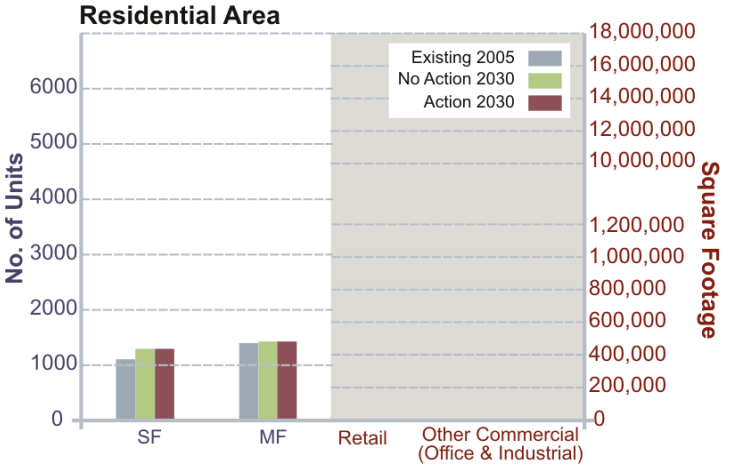
Overlake will play a critical role in Redmond's evolution as envisioned by the Comprehensive Plan. By 2030, Overlake should be able to accommodate:

- Significant multi-family, retail, and office growth in Overlake Village
- Phased office growth along with some multi-family and retail growth in the Employment Area
- Modest infill and new single-family residential development in the Residential Area









Overlake Neighborhood Vision
NE 60th St
W Lake Sammamish Pkwy
SR 520
NE 51st St
Residential Area
148th Ave NE
156th Ave NE
NE 40th St
SR 520
Employment Area
Overlake Village
152nd Ave NE
NE 24th St
NE 20th St
5000 0 10000
Residential Area
Employment Area
Overlake Village
Legend
Overlake Boundary
Gateway
Activity node
Connected open spaces
Pedestrian-oriented street with retail
Light rail route options
Bus rapid transit
Commuter bus connections
Bike connections
Multi-use pathways

Vision

Overlake will be an attractive, safe place to live, work, shop and play. A vibrant neighborhood with a mix and density of uses, Overlake will include plazas, parks, trails and other amenities for its residents and visitors. It will be walkable, bikeable and served by frequent transit service and will continue to thrive as an employment center, residential neighborhood and commercial center serving nearby areas. Strong multimodal linkages will connect the neighborhood's three subareas to each other and to their surroundings. Goals specific to Overlake's three districts are summarized below:

- **Overlake Village**

  Increase the area's diversity of uses and activity by encouraging development of a range of multi-family housing, retail and service businesses, pedestrian-oriented activities and alternative transportation modes. Evolve over time to be a true urban residential/mixed-use neighborhood: a vibrant gathering place for people, with a variety of stores and eateries that line the streets as part of integrated, multi-story developments.

- **Employment Area**

  Maintain and enhance the area's role as a major corporate, advanced technology, research and development, and compatible manufacturing hub for Redmond and the region, while retaining a campus-like feel with significant trees.

- **Residential Area**

  Protect the character and feel of Overlake's residential area and strengthen its connections to Overlake Village, the Employment Area and its surroundings.

The strategies described in the next section will be used to achieve this neighborhood vision. They are guided by the following key principles:

- Creating a sense of place
- Creating a place where people want to live
- Making connections to improve transportation choices
- Creating a system of connected open spaces
- Growing "greener" by promoting sustainable development

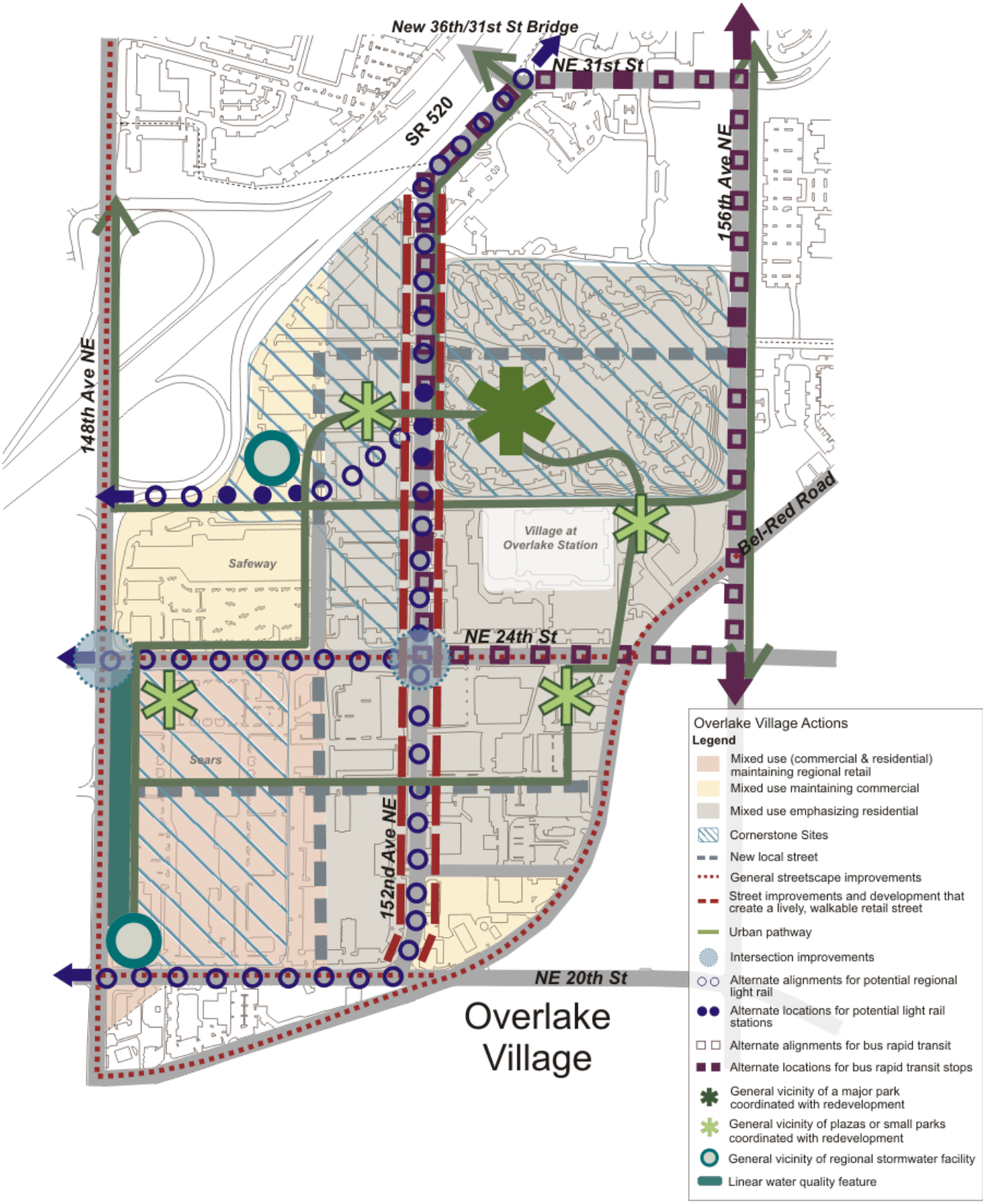
With the year 2030 as our target, the Overlake Neighborhood Plan envisions a vibrant neighborhood that successfully accommodates housing and employment growth, parks and open spaces, improved pedestrian, bike, and vehicle circulation, as well as a transit system. The Overlake Village, Employment, and Residential Areas will connect to create a cohesive neighborhood and critical urban center within the Redmond - Bellevue corridor.

Strategies for Action

The Strategies for Action identify the Land Use, Transportation, and Open Space strategies needed to achieve the neighborhood's vision. They build on Overlake's existing strengths, including its active retailers and businesses, as well as its proximity to employment centers, residential neighborhoods and regional recreation opportunities.

The Strategies for Action depict the neighborhood at 2030. They assume significant investment by numerous agencies including the City of Redmond, King County Metro Transit, and Sound Transit as well as property development initiated and undertaken by property owners

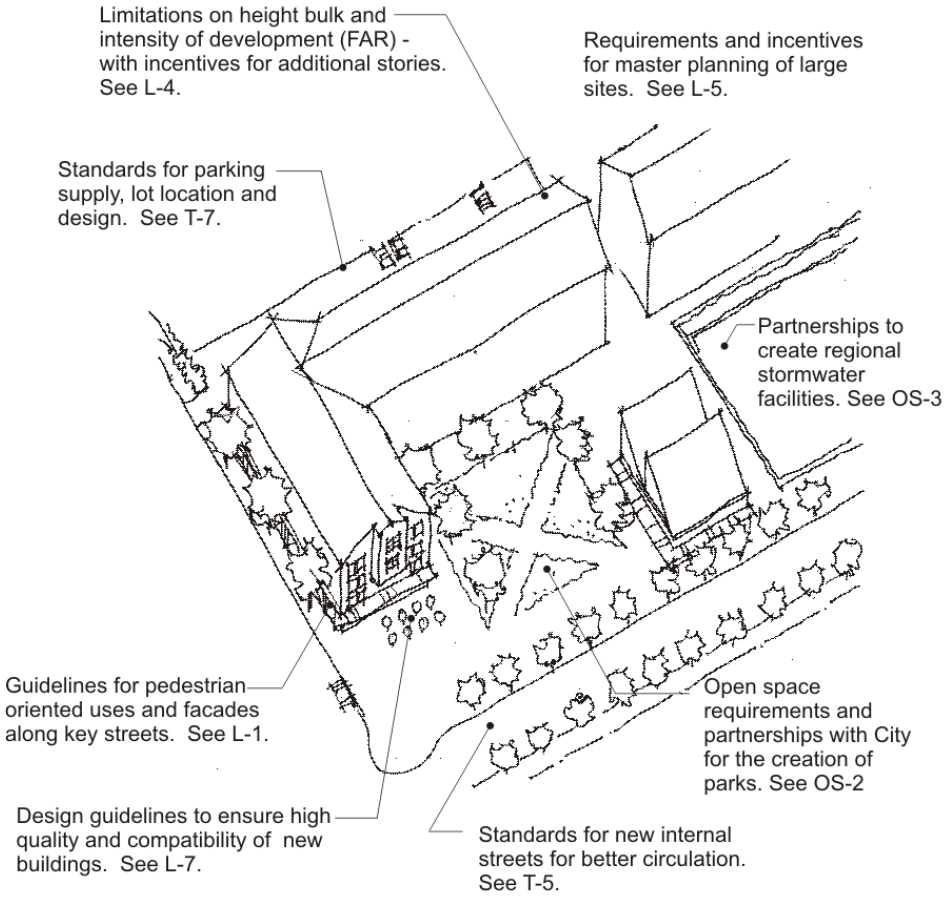
A walkable mixed-use center with great pedestrian spaces is envisioned for Overlake Village.


New 36th/31st St Bridge
NE 31st St
SR 520
156th Ave NE
148th Ave NE
Bel-Red Road
Village at Overlake Station
Safeway
NE 24th St
Sears
152nd Ave NE
NE 20th St
Overlake Village
Overlake Village Actions
Legend
Mixed use (commercial & residential) maintaining regional retail
Mixed use maintaining commercial
Mixed use emphasizing residential
Cornerstone Sites
New local street
General streetscape improvements
Street improvements and development that create a lively, walkable retail street
Urban pathway
Intersection improvements
Alternate alignments for potential regional light rail
Alternate locations for potential light rail stations
Alternate alignments for bus rapid transit
Alternate locations for bus rapid transit stops
General vicinity of a major park coordinated with redevelopment
General vicinity of plazas or small parks coordinated with redevelopment
General vicinity of regional stormwater facility
Linear water quality feature

Land Use and Development

In order to achieve the vision of creating a vibrant, walkable neighborhood that has a sense of place, development in Overlake will need to follow a number of key land use and development strategies. These strategies focus on creating a retail, pedestrian-oriented street on 152nd Avenue NE, targeting multi-family development for suitable locations in Overlake Village, and coordinating development on and between key sites. The following image illustrates how these land use strategies will work together to achieve the neighborhood's desired development.

How can we shape new development to achieve the community's vision?



Overlake Village

L-1 Develop a lively, walkable retail street on 152nd Avenue NE

152nd Avenue NE will become the heart of Overlake. Neighborhood-scale retail incorporated in mixed-use developments will impart a distinctive character and a lively pedestrian environment along this corridor. Unlike a traditional main street, 152nd Avenue NE will transition into a busy, vibrant corridor that supports a variety of activities. With housing, retail, open spaces, mass transit, and bike lanes, this corridor will become a hub of activity within the Overlake Neighborhood. Supported by multi-modal transportation options, special street features, and public open spaces described in the following sections, 152nd Avenue NE will become a true community place and neighborhood center.

L-2 Develop multi-family as the majority use along 152nd Avenue NE and in the eastern portion of Overlake Village.

Multi-family development in Overlake Village is the essential ingredient necessary for the area's evolution into the envisioned vibrant, 24-hour mixed-use village. Participants in the Design Workshop and Open House held in 2006 recognized that the eastern portion and area along 152nd Avenue NE, pictured to the right, is the neighborhood's best opportunity to attract residents to the area due to its location within this core and proximity to transit options and the employment center. Because of the critical importance of attracting residential uses in this area to achieving the community's vision for Overlake, the plan requires residential uses to be a minimum of 50% of a development, measured in gross square footage of proposed uses in the multi-family emphasis area. Regional retail is best suited for the western portion of Overlake Village along its highest visibility and highest trafficked corridors. In this western area, residential uses are required as a minimum of 25% of new developments.

L-3 Encourage small, local businesses to remain in the neighborhood.

The City should continue to work with Overlake's diverse local businesses to ensure that this diversity can be retained. The plan provides an incentive for developers (in the form of additional floor area and building height) to incorporate a percentage of ground floor retail space at below market rate in order to provide affordable retail space for small, local businesses in the area. This incentive program will be discussed in more detail in L-4.

"Greener", Sustainable Growth

As Overlake transitions, its goal is to grow "greener", or to lessen the impact of its growth on the environment. The Master Plan incorporates the following strategies to encourage sustainable growth:

- *Transitioning to more efficient urban form; from low density development and surface parking to compact mixed-use buildings and underground parking*
- *Accommodating residential growth close to jobs and amenities, rather than on more distant or "greenfield" sites*
- *Creating a robust multi-modal transportation system and comprehensive program to reduce single occupancy vehicle trips*
- *Encouraging low-impact and green building techniques.*
- *Enhancing livability with programs to increase the area's green character, such as the addition of street trees and landscaping*
- *Installing park areas and open spaces*
- *Encouraging creative approaches to conserve water and treat stormwater*

L-4 Tailor the Incentive Program Offered in Overlake Village

The community desires a number of features in Overlake Village to enhance its character and overall livability, including residential uses, publicly accessible open space, underground parking, and sustainable approaches to energy use and construction. Additional building height and/or development capacity is proposed as an incentive for private developers to provide these "extras" that will benefit all of Overlake.

Floor Area Ratio, or "FAR", is the relationship between building area and land area. A floor area ratio of 1.0 means one square foot of building area for each square foot of land area.

Similar to the City's existing bonus programs, the incentive program allows additional stories of development (up to a total maximum of eight stories) and / or an increase in the allowed Floor Area Ratio, in exchange for desired public amenities. These amenities include:

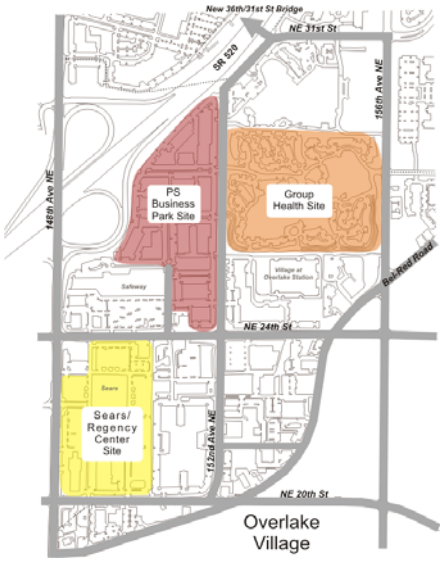
- LEED or comparable built green certification
- Below grade parking
- Residential majority use (over required minimums)
- Dedication of plazas or small parks accessible to the public
- Large sites that are master planned
- Affordable retail space, with an emphasis on retaining existing businesses

A bonus will be offered to developers building public plazas adjacent to retail development.

The incentive program also allows a wider range of commercial uses as a bonus for provision of certain public amenities. The incentives associated with these amenities are discussed in more detail in proposed updates to Redmond's Community Development Guide for Overlake

L-5 Take a Coordinated Approach to Development of Three Cornerstone Sites

The community identified three critically important parcels in Overlake Village: the Group Health, Sears/Regency Center and PS Business Park properties. As these sites total 69 acres, or 47% of the district, the plan requires these three sites to develop a master plan prior to any proposed development because coordinated redevelopment will set the tone for the entire Overlake Village.



- The PS Business Park and Group Health parcels are located along the 152nd Avenue NE corridor, close to the future Light Rail Station and Bus Rapid Transit. Redevelopment of these properties provides opportunities to incorporate a diverse mix of uses, lively street frontage, a good-sized community open space and a regional stormwater facility. Master planning of the Group Health site also provides an opportunity for sensitive design to conserve groves of existing trees.
- The Sears /Regency Center site is also a neighborhood cornerstone; redevelopment of this site has the opportunity to provide a more pedestrian-friendly lifestyle retail center and signature stormwater facility (discussed in more detail in the Open Space section). Master Planning of these properties will ensure a coordinated approach to development that meets community goals.

At a minimum, these master plans should contain the following elements:

- Site plan indicating proposed land uses
- Height and bulk study that demonstrates how building mass and scale relate to open spaces, pedestrian pathways, streets, and other buildings.
- Transportation and circulation plan indicating the layout and design of streets, pedestrian pathways, parking, and transit facilities on site and connections to adjacent areas
- Parks, open space, and any cultural facilities
- Landscaping concepts
- Design concept that is in conformance with the neighborhood's design standards
- Infrastructure improvements
- Identification of Environmentally Sensitive Areas
- Approach to sustainable design

In exchange for completing the required master plan, sites within the master planned area will be given a bonus of an additional story of height.

L-6 Provide Additional Incentives to Obtain Special Amenities on the Cornerstone Sites.

Special community amenities are desired on the Cornerstone Sites including significant multi-function open spaces and regional stormwater facilities. These amenities are estimated to require between two to four acres (or between 8 and 19% of a site) dedicated to community uses. The character and design of these amenities is described in the Open Space and Natural Features section.

Additional building height and development capacity will be provided as an incentive for private developers to provide space for these "extras" that will benefit all of Overlake. This special incentive program allows additional stories of development (up to a total height of 9 stories) and an increase in the allowed residential and commercial Floor Area Ratio, in exchange for dedicating adequate acreage for the desired civic amenities.

Create a place where people want to live.

One of the most important changes in Overlake will be the transition of Overlake Village from a retail and office center to a 24-hour mixed-use neighborhood. Residents are the essential ingredient for this transition.

To attract residents to Overlake Village, the neighborhood needs to offer amenities common to great residential neighborhoods: pleasant walking streets, neighborhood-oriented retail and services, transportation options, open spaces, trails and a well-designed, attractive built environment.

L-7 Revise development standards and establish design guidelines

Revised development standards and detailed design guidelines will help to ensure that development in Overlake contributes to a unique character and the creation of a sense of place, and supports other key goals, including sustainable development, provision of open space and transportation connections.

Employment Area

L-8 Establish a phased approach for potential increases in commercial square footage

Two objectives that underlie Redmond's citywide growth strategy are providing additional opportunities for people who work in Redmond to also live here, and making walking, bicycling and transit desirable ways to travel for work and other trips. The community has strongly supported linking potential increases in zoning capacity in the Employment Area to progress on these two objectives. In addition, citizens have emphasized the need for other services and facilities to adequately support community needs. The approach for phasing increased zoning capacity in the Employment Area should be based on progress on the following measures:

- The pace of new multi-family residential development in Overlake. A 2005 residential market analysis for Overlake projected demand for 160 to 200 new dwellings per year through 2030.
- Progress on regional transportation improvements. For example, final phases of commercial development capacity increases could be linked to full funding and completed design of light rail transit service to Overlake.
- Implementation of transportation improvements and multimodal goals for Overlake
- Adequacy of parks, emergency services, and other needs to serve a growing daytime population

The existing agreement between Redmond and Bellevue regarding new commercial development in Overlake and the Bel-Red Corridor, and corresponding transportation improvements, expires in 2012. The two cities have committed to undertake the technical and policy work needed to update the agreement.

L-9 Support Opportunities for Multi-Family, Limited Retail Development in the Employment Area

Within the Employment Area, multi-family development as part of mixed-use developments is encouraged because it will allow people to walk to work, thus encouraging a healthy lifestyle and reducing vehicle trips. Small-scale retail development will serve the large number of employees within the area by providing places to eat lunch and run errands. Destination or regional retail is discouraged in the Employment Area.

Residential Area

L-10 Continue to protect the character of nearby residential neighborhoods.

Maintain transitions between the residential neighborhoods and the Employment Area. Within the Employment Area, use techniques such as limits on building height, requirements for landscaping and buffers, and controls for noise and lighting.

L-11 Improve access to open space in residential neighborhoods.

Provide access to Marymoor Park via trails along creeks. Improve bike connections throughout the neighborhood.

Neighborhood Wide

L-12 Designate key nodes and gateways within the neighborhood.

Gateways indicate where Overlake begins and ends and help form a solid identity for the neighborhood. Special street light treatments with signage are proposed at key intersections marking a gateway. One large evergreen tree could be placed at each gateway to act as a landmark for the neighborhood. Key gateways include:

- The proposed stormwater and open space feature at 148th Ave NE and NE 20th St
- The intersection of NE 24th St and Bel-Red Road
- The intersection of NE 40th St and Bel-Red Road
- The intersection of NE 40th St and 148th Ave NE

Nodes represent key points within the neighborhood because of important transit connections or central retail areas. They help create a unique identity and will help connect the three distinct areas within the neighborhood. Distinctive street treatments and signage should be used to mark the following significant nodes:

- The intersection of 156th Ave NE and NE 40th St with the planned LRT station at 40th, and potential for residential and some retail uses
- The intersection of 152nd Ave NE and NE 24th St, due to its proximity to a planned LRT station in Overlake Village

Gateway feature that is actually a sequence of lights with special emblems.

Create a sense of place.

Today, Overlake lacks a cohesive, recognizable image. It is difficult to define the neighborhood or its center; there are no clear gateways and or intuitive connection between its districts.

Creating a sense of place, or a "there" there, is a guiding principle of this Master Plan. To achieve this, the plan develops 152nd Avenue NE in Overlake Village as the neighborhood's linear centerpiece. This street will be distinctive in Redmond for its vibrant, diverse businesses, community spaces, and special street design. Beyond its appearance, the street will be a core multi-modal connector, potentially supporting light rail transit as well as pedestrian and bike connections.

To help unify Overlake's districts, a consistent palette of streetscape improvements and signage will be installed throughout the neighborhood.

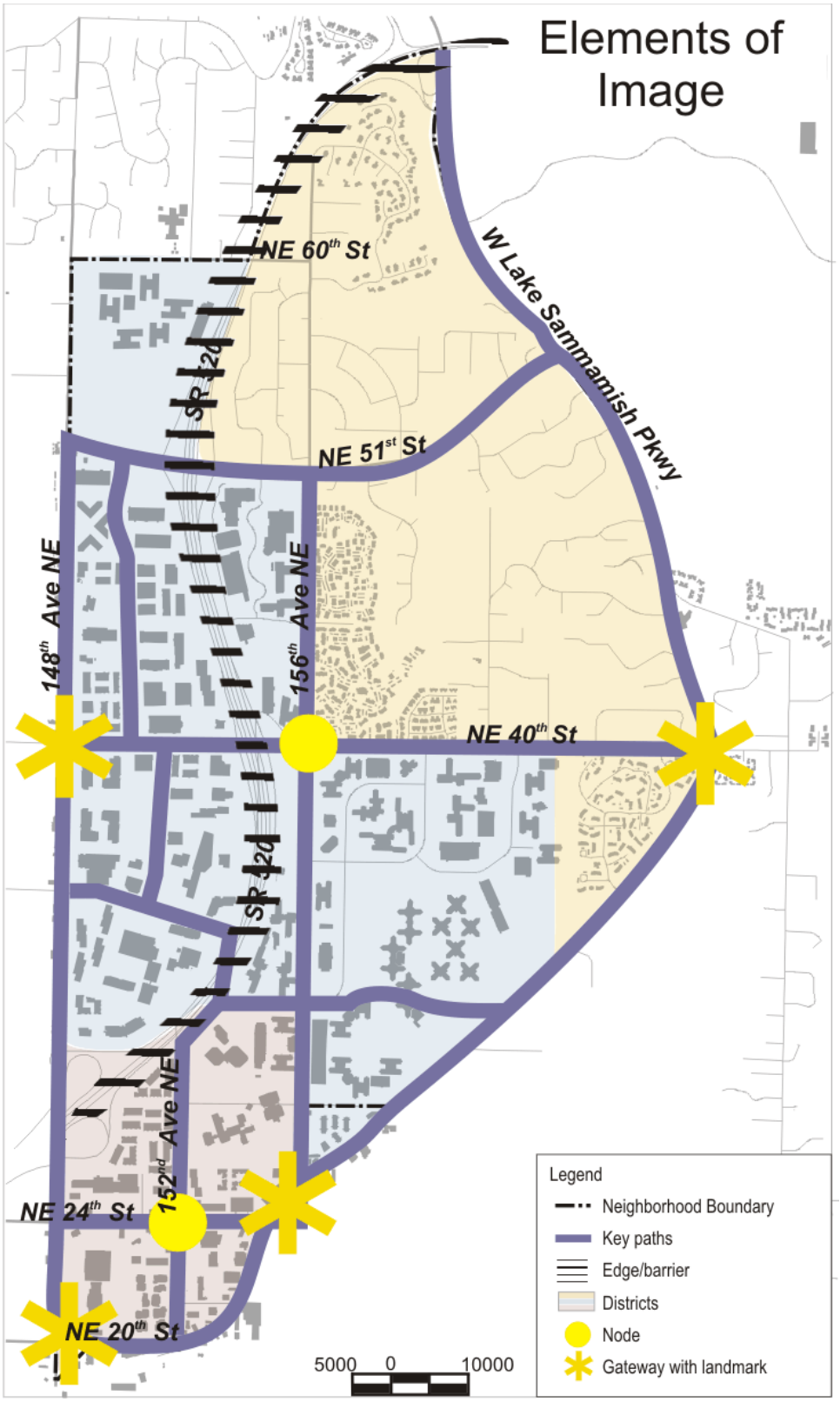


Image of the City

Kevin Lynch, in 1960, wrote about the city image and its elements in his book The Image of the City. The key elements he identified are:

- *Paths – channels along which the observer moves, such as streets, walkways, or transit lines.*
- *Edges – linear elements that act as boundaries or barriers.*
- *Districts – sections of the neighborhood which have some common, identifying character*
- *Nodes – points or strategic spots in a neighborhood which can be entered and are often the convergence of key paths or the focus of a district.*
- *Landmarks- a point reference that cannot be entered and is usually a physical object.*

Transportation

A major priority for the Overlake Neighborhood is to develop a multi-modal transportation system. To achieve this system, a balance has to be found among travel, circulation and access needs; pedestrian, bicycle, transit and vehicle modes; freight, delivery and emergency vehicle needs; and, finally, capacity and quality of life. This plan strives to make travel on foot, by bike and transit more convenient and attractive.

By 2030, the Overlake neighborhood will be a multi-modal center that is well connected to surrounding neighborhoods and commercial centers, as well as other regional centers. Within the neighborhood, the Employment Area, Residential Area, and Overlake Village will be easily accessed via pedestrian, transit, and roadway corridors. Multi-modal connections will be provided in order to improve community connections for all modes of travel.

In order to become this well-connected neighborhood, a number of strategies have been identified that include improving local access and the pedestrian environment, supporting regional and local transit connections, and accommodating regional through traffic. Forging regional partnerships with Bellevue, Kirkland, King County Metro, Sound Transit, Washington State Department of Transportation and other key players will be critical to carrying out these strategies.

Make Connections

Overlake is ideally located between Downtown Redmond and Downtown Bellevue and close to a number of parks and trails. Unfortunately, congestion and missing linkages limit connectivity between the neighborhood's districts and to destinations outside its borders.

The Master Plan addresses congestion and makes connections by:

- *Improving traffic flow along several corridors*
- *Filling in the street grid with additional local connector streets to help reduce arterial volumes*
- *Partnering with transit agencies and adjacent jurisdictions to create strong regional transit connections to downtown Redmond, Bellevue, Crossroads, and Seattle through Bus Rapid Transit and Light Rail.*
- *Partnering with employers to support programs aimed at significantly reducing single-occupancy vehicle use.*
- *Enhancing the pedestrian and bicycle pathways throughout the neighborhood, and nearby areas.*

Pedestrian and Bicycle Improvements
NE 60th St
W Lake Sammamish Pkwy
SR 520
NE 51st St
148th Ave NE
156th Ave NE
NE 40th St
SR 520
152nd Ave NE
NE 24th St
NE 20th St
5000 0 10000
Legend
Neighborhood Boundary
Streetscape Improvements
Sidewalk
Pedestrian crossing
Pedestrian crossing with signal
Pedestrian overpass
Multi-use pathway
Existing bike lane
Bike lane
Grade separated bike trail

T-1 Improve connections for non-motorized travel

Adding new sidewalks, bike lanes, and multi-use pathways will improve local connections for non-motorized travel. Non-motorized modes will also be supported by improving existing infrastructure by adding pedestrian crossings and grade separated overpasses. This will help improve the overall pedestrian environment within the neighborhood and will help to encourage non-motorized trips between Overlake Village, the Employment Area, and the Residential Area. The following improvements are recommended:

- Fill in gaps in sidewalk system throughout the neighborhood
- Add and improve bike lanes throughout the neighborhood
- Build select multi-use pathways throughout the neighborhood
- Add mid-block crossing with in-pavement lighting at key locations
- Add signalized mid-block crossings at key locations
- Consider grade separated overpasses at key locations

T-2 Improve the street environment for pedestrians

Landscaping, planting strips, wide sidewalks, pedestrian lighting and street furniture enhance the pedestrian experience, improve pedestrian safety, and help to create a cohesive identity for the neighborhood. Many of the improvements will be focused in Overlake Village, the neighborhood's walkable center. Key improvements will be focused on the most important corridors. Future extension of light rail provides an opportunity to partner with Sound Transit on improvements along the selected light rail alignment. Coordination with Bellevue to ensure the design of the streetscapes is consistent for cross-jurisdictional streets, including 148th Avenue NE and Bel-Red Road, is also key.

Example of a multi-use pathway

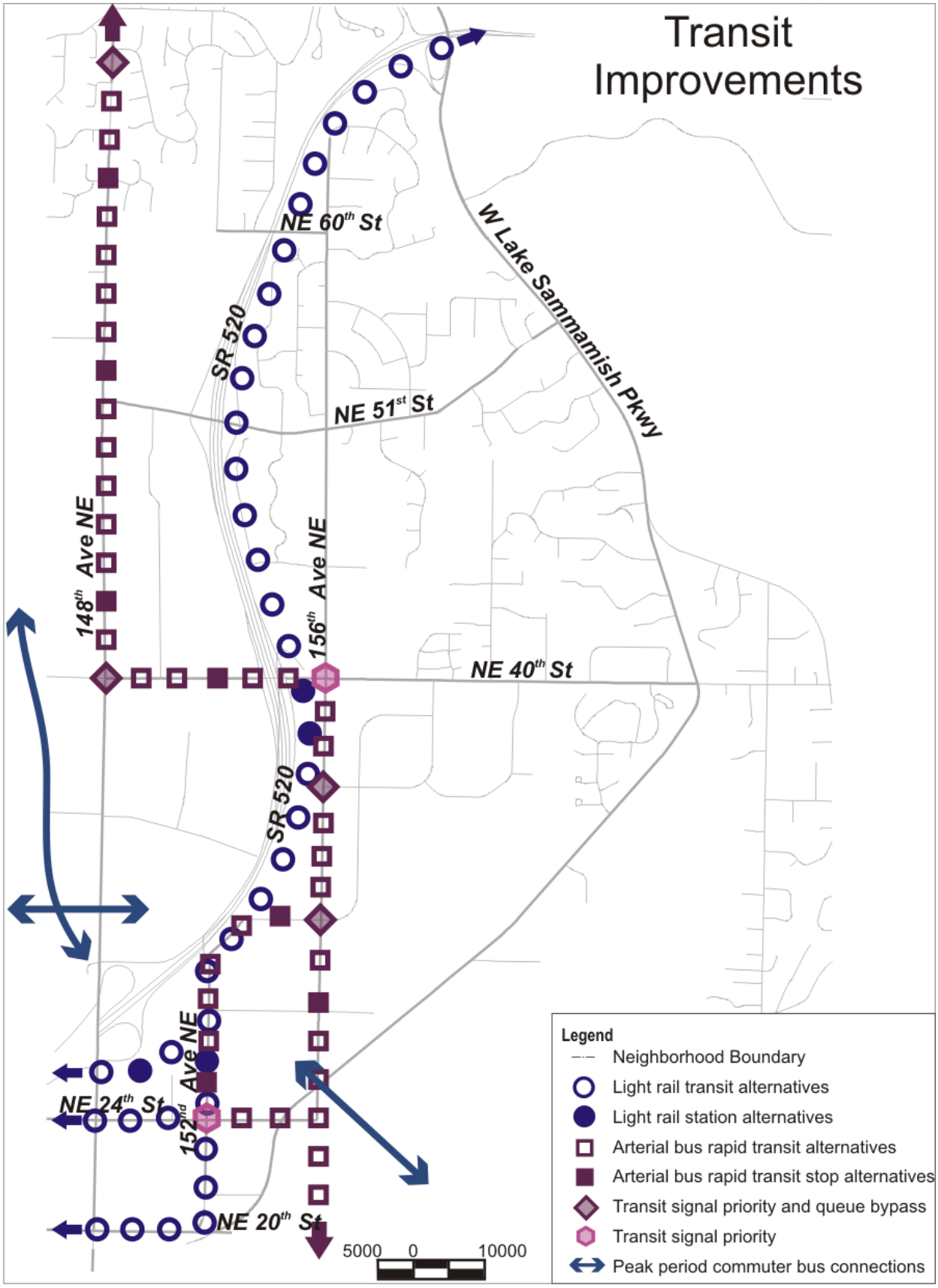
Example of multi-use pathway

Example of pedestrian-oriented street

Example of pedestrian-oriented street

T-3 Improve streetscape on 152nd Avenue NE

Significant improvements are recommended for 152nd Avenue NE to facilitate its transition into a walkable, pedestrian-oriented retail street. Twelve-foot sidewalks with four feet for tree grates and the opportunity for four to eight feet for small plazas will create a safe, pleasant pedestrian environment. Bike lanes in each direction and space for a possible light rail line will allow 152nd Avenue NE to transition into a multi-modal corridor.


Transit Improvements
NE 60th St
W Lake Sammamish Pkwy
SR 520
NE 51st St
148th Ave NE
156th Ave NE
NE 40th St
SR 520
152nd Ave NE
NE 24th St
NE 20th St
5000 0 10000
Legend
Neighborhood Boundary
Light rail transit alternatives
Light rail station alternatives
Arterial bus rapid transit alternatives
Arterial bus rapid transit stop alternatives
Transit signal priority and queue bypass
Transit signal priority
Peak period commuter bus connections

T-4 Coordinate with transit agencies to enhance regional and local transit connections

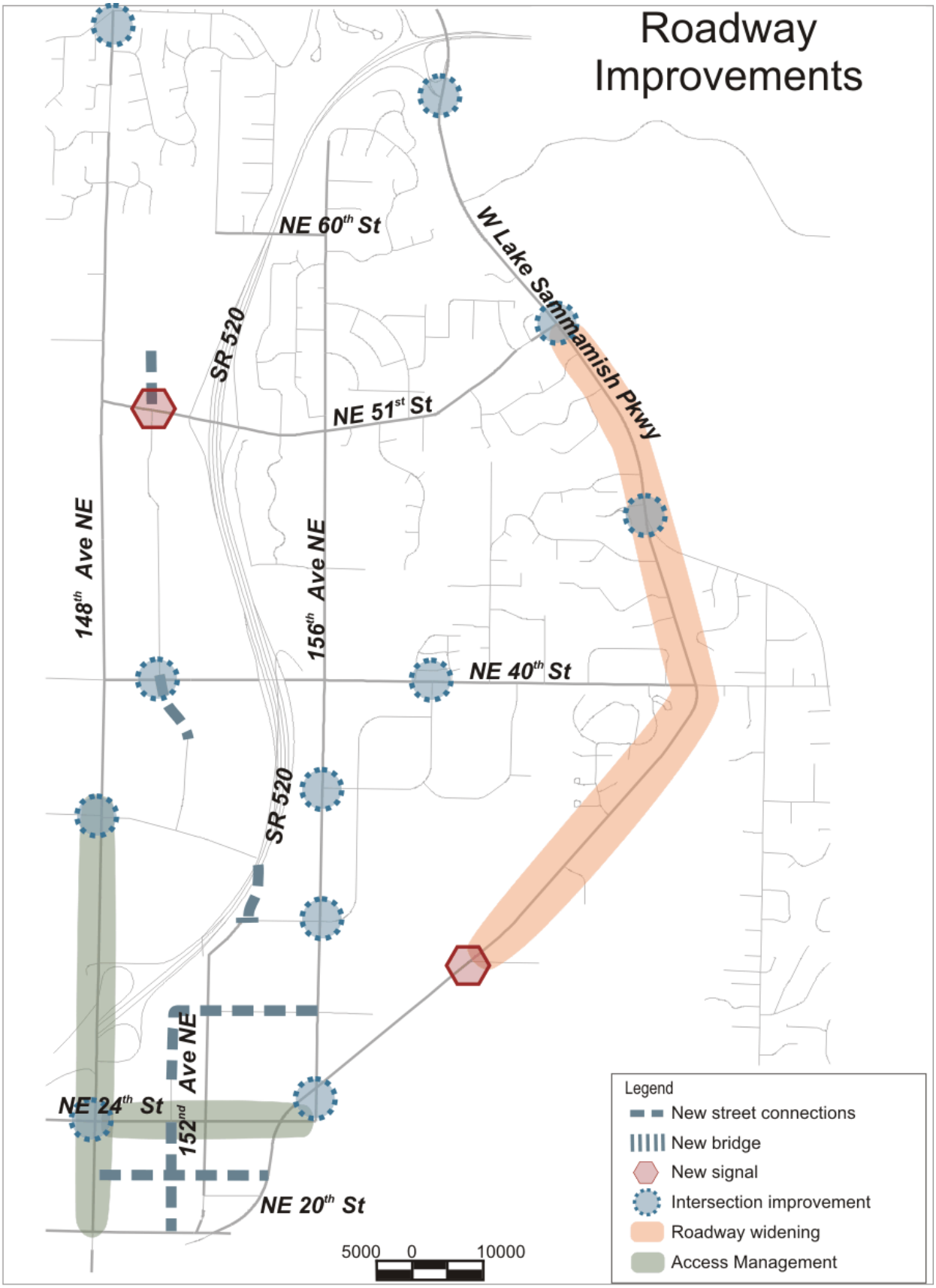
Future development as envisioned in Overlake depends on coordinated improvements to regional and local transit service. King County Metro's Bus Rapid Transit (BRT) and Sound Transit's Light Rail Service in the Overlake Village would provide vital connections for the neighborhood core and its residents and support the significant amount of residential and commercial development envisioned for the area. Three alternative light rail alignments in Overlake Village are shown on the map on the preceding page. These and potentially others identified by Sound Transit will be evaluated through the East Link Light Rail planning process. Transit will help connect Overlake Village, the Employment Area, and the Residential Area within Overlake, and connect Overlake to nearby commercial and city centers. Light rail, bus rapid transit, and commuter buses should be coordinated to efficiently serve the neighborhood.

In planning for transit services, Redmond will strive to achieve:

- *BRT stop on 152nd Avenue NE north of NE 24th St and LRT station in the center of Overlake Village to anchor development and establish ridership patterns*
- *Timely identification of preferred light rail route through continued collaboration with Sound Transit to support redevelopment decisions in the next three years*

As transit agencies plan for future service to the area, Redmond should continue to work closely with adjacent jurisdictions and regional transit agencies to ensure that adequate and appropriately located transit service is provided. Improvements envisioned for Overlake include:

- Arterial Bus Rapid Transit from Redmond to Bellevue
- Light rail from downtown Seattle to downtown Bellevue, and from downtown Bellevue to downtown Redmond through Overlake
- Peak Period Commuter Bus to Lynnwood/Canyon Park, Issaquah/Sammamish, and North Seattle
- Transit signal priorities and queue bypass lanes
- HOV direct access ramp at the NE 40th St and SR 520 Interchange


Roadway Improvements
NE 60th St
W Lake Sammamish Pkwy
SR 520
NE 51st St
148th Ave NE
156th Ave NE
NE 40th St
SR 520
152nd Ave NE
NE 24th St
NE 20th St
5000 0 10000
Legend
New street connections
New bridge
New signal
Intersection improvement
Roadway widening
Access Management

T-5 Improve local access for all modes by expanding the street network

Improving access within Overlake will help facilitate a multi-modal transportation system. Currently, the street system is comprised almost entirely of arterial streets that serve a high volume of regional traffic. As such, there is a need in this area for a denser network of smaller local streets. Expanding the street network of the neighborhood by connecting the grid with new streets will improve both motorized and non-motorized local circulation and access.

T-6 Accommodate regional through-traffic

In coordination with the growth of the Overlake Neighborhood and proposed transportation improvements, the need to accommodate regional through-traffic will be balanced with other transportation goals. The safety and function of the area's arterials and key intersections will be improved in order to maintain or improve the current level of regional through-traffic. Making modifications to SR 520 as well as improvements in regional transit should improve the area's capacity for regional trips. Street modifications will also help improve traffic flow. Street modifications include:

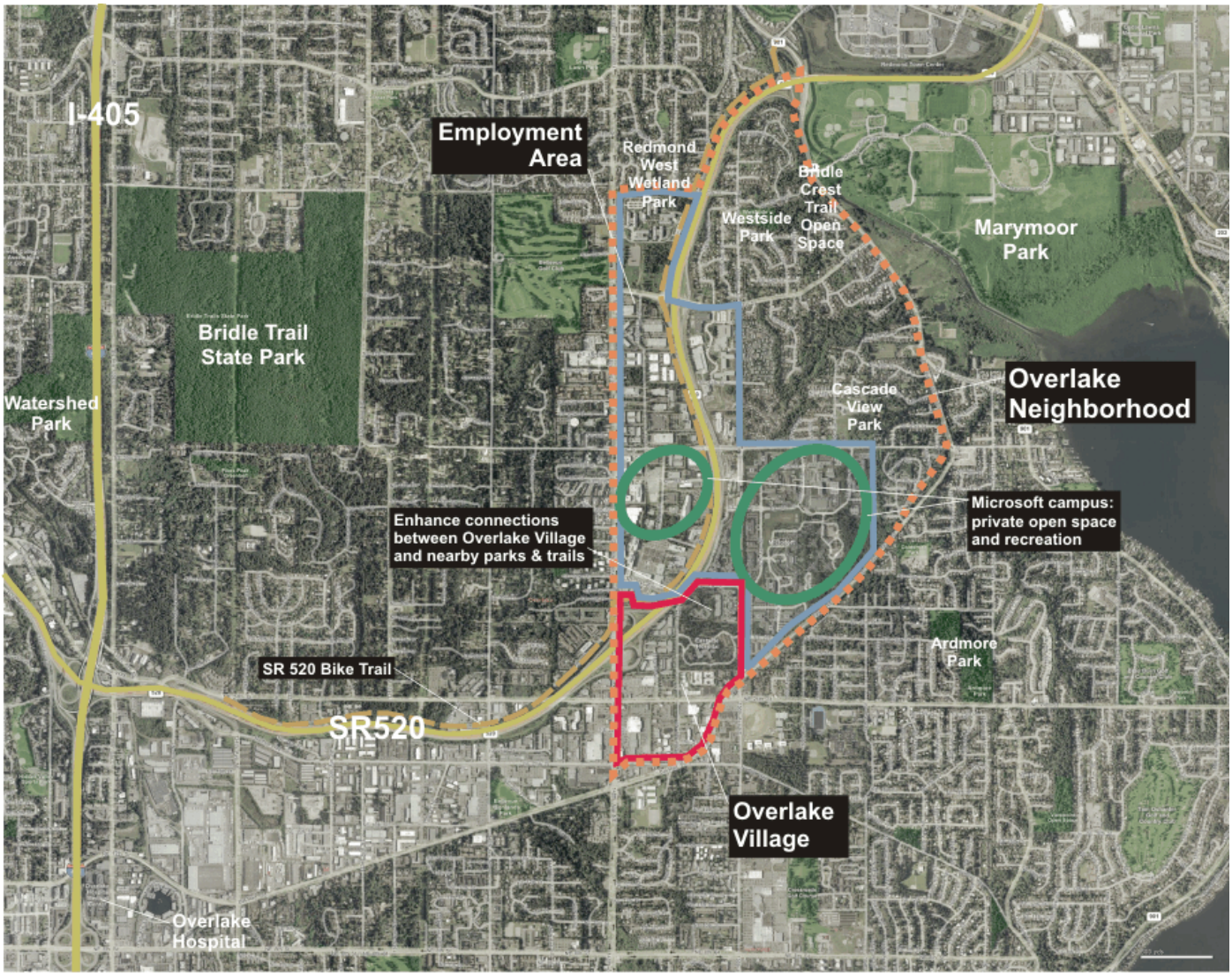
- Intersection improvements to facilitate turning
- Widening the street in certain locations
- Reconfiguring the street design
- Implementing more stringent access management

T-7 Create a parking management program within Overlake Neighborhood

This parking management program will focus on reducing or, in the long term, eliminating minimum parking standards, creating a residential parking permit program, and refining parking credits for mixed use developments.

T- 8 Update the Transportation Demand Management program for Overlake Neighborhood.

This TDM program will strive to achieve a non-single occupancy vehicle mode share goal of 40 percent for 2030 all day trips in the Overlake Neighborhood. This TDM program will be consistent with the TDM policy adopted in the Redmond Comprehensive Plan (TR-37).



Open Space & Public Amenities

Overlake benefits from having a number of quality open spaces within and in close proximity to the neighborhood, including Marymoor Park, Bridle Trails State Park, and the SR 520 Bike Path.

Access and connections to these parks, however, need to be improved in order to better serve the residents and workers in Overlake. As the population of Overlake continues to grow, it will also be necessary to ensure that the number of parks and open spaces within the neighborhood's borders grow at a similar rate. Within Overlake Village, it will be especially important to add parks and open space.

New 36th/31st St Bridge
NE 31st St
SR 520
Group Health
Village at Overlake Station
Safeway
Sears
NE 24th St
Bel-Red Road
148th Ave NE
156th Ave NE
NE 20th St
Overlake Village
North
Stormwater Pond
A regional stormwater facility with natural features that are an aesthetic amenity.
Major Park
A major park with passive and potentially active recreation that is centrally located and easily accessible.
Retail Plaza
An urban, pedestrian-oriented plaza where people gather and enjoy a meal.
Plaza/Small Park
A plaza or small park with passive and potentially active recreation that is easily accessible.
Linear wetland
A linear water quality feature that serves as a regional stormwater facility.
Path Connections
Pedestrian and bike connections to open spaces. The pathways can be in the form of a sidewalk or a separated paved trail.

OS-1 Provide multi-modal connections to open spaces and recreational opportunities within and near Overlake Neighborhood.

In order for open spaces and recreational areas to be true amenities, they must be accessible to residents, workers, and visitors in Overlake. In particular, there should be connections, including trails, sidewalks, and bus routes, to:

- Regional open spaces such as Bridle Trails State Park and Marymoor Park
- Parks and recreational opportunities near Overlake Village.
- Smaller scale open spaces in the residential area

Create a system of connected open spaces

Overlake is close to several regional parks and recreation opportunities, including Marymoor Park and the SR 520 bike trail; however, the area lacks easy access to these amenities. Within the neighborhood, Overlake lacks a substantial community gathering place and Overlake Village does not include any parks and recreation areas within its borders. This severely diminishes the livability of this district and its appeal to future residents. The Master Plan addresses these issues by:

- *Improving access to the surrounding regional parks and recreation amenities.*
- *Creating a variety of open spaces in Overlake Village as the area redevelops, designed to serve a number of purposes.*
- *Connecting the open spaces with a network of pedestrian connections.*

OS-2 Coordinate new open spaces with new development in Overlake Village.

A system of open spaces are proposed to be added throughout Overlake Village and connected by pedestrian-friendly landscaped sidewalks and multi-use pathways. It is important that these new open spaces relate to adjacent streets and surrounding buildings. While open spaces should be incorporated throughout Overlake Village as property develops, a few locations were identified specifically for park/open space improvements in conjunction with new development:

- Incorporate a signature community open space in the redevelopment of the Group Health site. This is envisioned to be accessible from 152nd Avenue NE and located adjacent to active uses, such as retail and public facilities. The central location of the park combined with the proximity to mass transit will ensure that it is easily accessible to the entire neighborhood as well as surrounding areas. This major park would act as a central neighborhood gathering place through the provision of plazas and green spaces.
- Incorporate a small park or plaza as part of future redevelopment of the PS Business Park site. This park should be a place where people gather for passive social activities and potentially active play. It will be accessible from the 152nd corridor and will be located in close proximity to a light rail station and a bus rapid transit stop. A water feature could be added to enhance the aesthetics of the park and as a play feature for children.
- Incorporate a retail plaza as part of future redevelopment of the Sears/Regency Center site. A pleasant gathering space, this plaza should be developed with adjacent active uses such as cafes or retail. The pedestrian-oriented plaza would be accessible from NE 24th Street.

Example of a major park

Example of a small park

Example of retail plaza

OS-3 Develop regional stormwater facilities in the Overlake Village

These facilities will treat stormwater from Overlake Neighborhood. The goal of these facilities is to handle 70% of the stormwater runoff from all redeveloped private parcels in the Overlake Village and 100% of the runoff from the public right-of-ways, to avoid the need to detain and treat stormwater on a site-by-site basis. The proposed approach is one facility that combines flow control and water quality function in the form of a two to four acre wet pond in the northwest corner of Overlake Village. There is also a need for a large flow control facility in the form of a two to four acre stormwater pond in the southwest corner of the Village. This pond is envisioned to also act as a gateway to the neighborhood. A linear water quality feature in the form of a linear wetland is proposed to be located along the southern portion of 148th Avenue NE. These stormwater facilities will look like natural features surrounded by vegetation and will become aesthetic amenities for the neighborhood.

OS-4 Create a Low Impact Development (LID) incentive program for Overlake Neighborhood.

The Overlake incentive program can build upon the City-wide program which will be developed in the near future. LID techniques can be implemented on a site by site basis in Overlake Neighborhood to decrease stormwater flow levels and to improve water quality. LID techniques include:

- Vegetated (green) roofs
- Rainwater roof harvesting
- Bioretention cells (rain gardens)
- Bioretention swales
- Compost-amended filter strips

Developers can be given incentives to incorporate LID features in developments. The incentives for developers could include:

- Reduced permit review time
- Public recognition
- Flexibility in bulk, dimensional, and height restrictions
- Reduction in stormwater system development fees

"The term bioretention was created to describe an integrated stormwater management practice that uses the chemical, biological, and physical properties of plants, microbes, and soils to remove, or retain, pollutants from stormwater runoff." Puget Sound Action Team's Low Impact Development Technical Guidance Manual for Puget Sound. Bioretention areas are:

- *Shallow landscaped depressions with a designed soil mix and plants adapted to the local climate and soil moisture conditions that receive stormwater from a small contributing area.*
- *Facilities designed to more closely mimic natural conditions, where healthy soil structure and vegetation promote the infiltration, storage, and slow release of stormwater flows*
- *Small-scale, dispersed facilities that are integrated into the site as a landscape amenity*

OS-5 Monitor the need for civic facilities such as a future community center that is accessible to the entire neighborhood.

A community center could be an important community amenity that would help improve the livability of the entire neighborhood. When considering the potential for a community center, the City should consider including space for the relocation of the Overlake police substation or other needed City services.

OS-6 Support the development of private open spaces and recreation opportunities in the Employment Area.

Work with businesses in the Employment Area to provide open space and recreational opportunities to employees. Large corporations with campuses in this area provide a unique opportunity to incorporate a variety of open spaces.

OS-7 Encourage the use of native and drought resistant plants when designing plantings in open space to reduce irrigation requirements and conserve water.

Plants native to the northwest are accustomed to this area's dry summers and wet winters and therefore require less watering in the summer. They also provide important habitat.

OS-8 Encourage the use of bioretention features as a stormwater management technique and as an aesthetic amenity when designing open spaces.

OS-9 Ensure quality of public and private open spaces.

Establish design standards for open spaces provided as part of private development to ensure that they are safe and meet public objectives.

A new community center could be an important community amenity for the Overlake Neighborhood.

Rain gardens in open spaces can be an aesthetic amenity as well as a technique for stormwater management

Implementation

The vision for Overlake Neighborhood in 2030 can only be achieved with a detailed implementation strategy that clearly lays out realistic priorities, benchmarks, and a timeline. The following principles will guide the implementation of this plan:

1. Overlake merits substantial public resources.
   - It has an important role within Redmond and the region
   - The area possesses the potential to achieve the community's vision, but the transformation from an auto oriented commercial and employment center to a more multifaceted mixed use center with improved residential, pedestrian and design qualities will take public investment, most notably on improvements to 152nd Avenue NE, stormwater systems, a park and other street and circulation improvements.

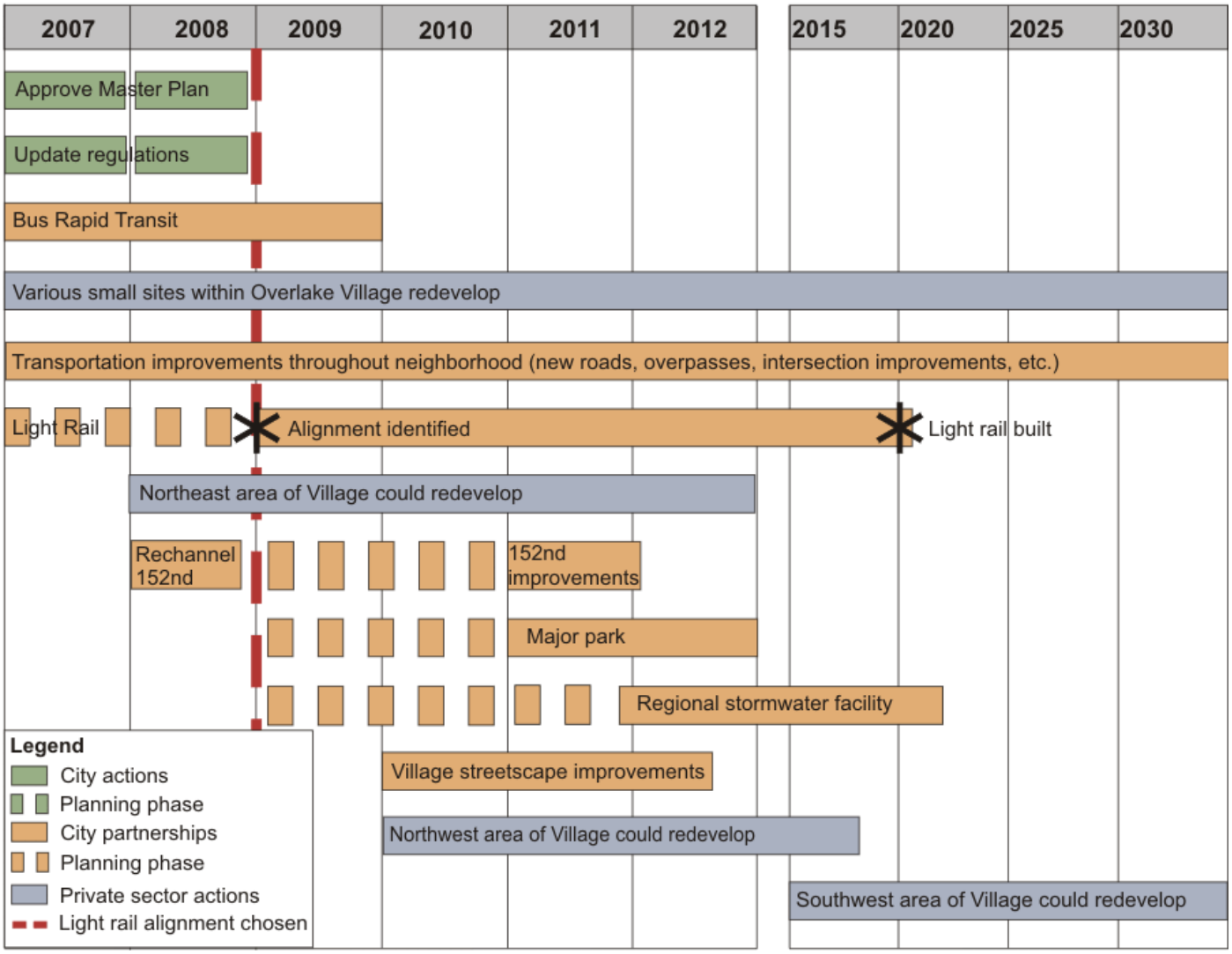
2. An integrated system of regulations and incentives will be necessary to guide development in ways that meet the community's vision.
   - Large sites present opportunities that can best be realized through master planning.
   - Regulations must address the mix of uses desired in the area or else the market will likely direct new development toward single purpose commercial development that does not achieve urban center or housing objectives.
   - The design of public and private improvements must be integrated to achieve maximum benefit.

3. The phasing of both public and private projects is affected by Sound Transit's schedule for determining a preferred route and ultimate construction of the light rail system.
   - Identify investments that can be made before a preferred light rail alignment is selected
   - Continue to advocate for an alignment that supports the vision for the area; especially a station near the center of Overlake Village.

4. Coordination with other jurisdictions and agencies is essential for success.
   - Collaboration between Redmond and Bellevue in planning for Overlake and the Bel-Red Corridor benefits both jurisdictions and there is the opportunity to build a truly regional spine of regionally (and in some cases, globally) significant elements connected by multimodal transportation network.
   - It is crucial that Overlake receive a bus rapid transit (BRT) stop on 152nd Avenue NE to encourage transit supportive growth that will build ridership for light rail transit, and connect to the Overlake Park and Ride. If there is no BRT stop in the center of the mixed use core, it will be more difficult for Overlake to evolve from its predominantly auto orientation.

The chart on the next page illustrates the interrelationships among the key public and private actions described in this master plan. It also indicates potential timing based on potential extension of light rail transit and other investments, recognizing that any redevelopment would be initiated and undertaken by property owners. The red dashed line indicates when the light rail alignment will be determined. Development in Overlake will be significantly influenced by this decision.

Interrelationships Among Key Actions for Overlake Village



As the chart on the previous page shows, a number of public actions are proposed to be undertaken within three years of adoption of this Master Plan. This Implementation Strategy provides a systematic work plan and guide for the City to follow in the years after adoption of the Plan.

Four categories of priority actions are covered below. They include:

1. Ordinances and Council Actions;
2. Studies and Plans;
3. Project Development, including major construction projects; and,
4. Projects by Others.

Ordinances and Council Actions

A number of updates and revisions to ordinances and other City Council actions will follow from completion of the Overlake Neighborhood Plan Update and Implementation project. These include:

a. *Phase I Comprehensive Plan and Regulatory Amendments*. These amendments include updates to the neighborhood plan policies in the Neighborhoods Element of the Comprehensive Plan and updates to regulations in the Redmond Community Development Guide. City Council adoption of these amendments in 2007 is a major step in carrying out the Master Plan.

b. *Phase 2 Comprehensive Plan and Regulatory Amendments*. The cities of Redmond and Bellevue have committed to update the Bellevue-Redmond Overlake Transportation Study (BROTS) agreement between the two cities regarding phasing of growth and transportation improvements in Overlake and the Bel-Red Corridor. The City of Redmond plans to undertake phase 2 amendments to the Comprehensive Plan and the Redmond Community Development Guide to reflect the updated agreement.

c. *Transportation Master Plan (TMP) Update*. The Overlake Neighborhood Plan Update and Implementation Project was included in the TMP Three-Year Priority Action Plan. The results of this project, including proposed transportation improvements, will be incorporated into the TMP, including the Transportation Facilities Plan. Updating these documents will allow for an update to the Impact Fee Ordinance described above under "Ordinances and Council Actions."

d. *Parks, Recreation, and Open Space (PRO) Plan Update*. An update to the PRO Plan will be necessary to reflect the specific parks and open space plan included in this project for the Overlake Village portion of the neighborhood as well as the trail connections identified between this area and other portions of the neighborhood and surrounding areas.

e. *Impact Fee Ordinance Update*. The City's funding system for transportation will be updated to reflect the projects included in the Overlake Neighborhood Plan. As part of this, the City's impact fee schedule for transportation will be revised and updated. This will follow completion of the update to the Transportation Master Plan and its Transportation Facilities Plan listed under "Studies and Plans" below.

f. *Growth and Transportation Efficiency Center (GTEC) Designation*. The GTEC designation is part of Washington's Commute Trip Reduction program and enables designated Urban Centers to receive additional funding and assistance in creating programs to encourage use of alternatives to driving alone and to reduce vehicle miles traveled.

Studies and Plans

Some of the implementation actions that will follow from this Master Plan require additional technical work by staff and, in some cases, consultants. These include:

a. *Bellevue/Redmond Overlake Transportation Study (BROTS) Agreement*. The existing BROTS Agreement between Redmond and Bellevue will expire in 2012. Concurrent with Redmond's planning for Overlake, Bellevue has undertaken a planning effort for the adjacent Bel-Red Corridor. Using the results of these planning studies, Bellevue and Redmond will work together to update the BROTS Agreement. This update will inform Phase 2 of the Comprehensive Plan and Regulatory Amendments described above under "Ordinances and Council Actions."

b. *General Sewer Plan Update*. An update to the General Sewer Plan of 1997 is currently underway and staff will coordinate internally to ensure that this document appropriately reflects residential and commercial capacity within the Overlake Neighborhood and anticipated future development.

c. *Water System Plan Update*. An update to the Water System Plan will be made to appropriately reflect residential and commercial capacity within the Overlake Neighborhood and anticipated future development.

d. *Communication, marketing strategy*. A communication and marketing strategy for Overlake Village will help carry out the vision and plan by attracting businesses, residents, visitors and redevelopment to the area. This communication strategy will largely involve keeping existing and future interested parties up-to-date on opportunities, events and projects occurring in the Overlake Neighborhood.

e. *Station Area Planning*. Station area planning for two light rail stations will commence once a light rail alignment is identified through Overlake. Station area planning is a more detailed level of planning for the area immediately surrounding a station location.

f. *SR 520 Improvements*. Work with WSDOT and other stakeholders to study, design and construct improvements and modifications to the SR 520 corridor from I-405 to SR 202. Elements of the project would improve the flow of transit, freight and vehicles and be designed to accommodate the addition of light rail transit in a yet to be determined portion of the SR 520 right-of-way.

g. *NE 40th Street Corridor*. The City will undertake a joint planning effort with Microsoft to study and prepare a preliminary design for enhancements to the NE 40th Street corridor from 148th Avenue NE to Bel-Red Road, consistent with the City's and Microsoft's goals for the corridor.

h. *West Lake Sammamish Parkway Preliminary Design*. West Lake Sammamish Parkway between NE 51st Street and Bel-Red Road is a critical link in Redmond's transportation system. A corridor study is underway for this road to look at alternatives to improving the section between NE 51st Street and Bel-Red Road.

i. *Major Public Park Planning.* A major public park providing a community gathering place was identified by the public as a much needed and desired amenity in Overlake Village. Master planning to determine the functions and details of this park could take place in 2009.

j. *Regional Stormwater Facility Planning.* The potential for two regional stormwater management facilities have been identified in Overlake Village. Technical work to determine the size, depth and infrastructure needed for one of these facilities could begin in 2009.

Project Development, including major construction projects

A number of projects have been identified for construction in Overlake. Before projects can be built, they must be designed. The design process normally involves a preliminary engineering step and a final design step. Those projects undergoing extensive preliminary design are described above under "Studies and Plans." Those projects that are anticipated to begin final design or construction during the next three years include:

a. *NE 36th Street Bridge*. Construct new NE 36th Street bridge over SR 520 to connect with NE 31st Street. Include grade separation of the SR 520 Trail at NE 36th Street. Improvements include one through lane in each direction, left turn lanes, bike lanes, pedestrian pathways, street lights, storm drainage, right-of-way and easements.

b. *Transit Signal Priority*. As part of the Redmond Intelligent Transportation System (RITS) implementation transit signal priority will be added at intersections in Overlake that show a benefit to transit speed and reliability.

c. *152nd Avenue NE Rechannelization*. Reconfigure 152nd Avenue NE from NE 20th Street to NE 31st Street to one through-lane in each direction, center left-turn lane, bike lanes and minor improvements to pedestrian amenities. This project will begin with a detailed traffic analysis to identify the most effective channelization in the corridor.

d. *NE 24th Street and 148th Avenue NE Access Management*. Implement more stringent access management along NE 24th Street from 148th Avenue NE to Bel-Red Road and along 148th Ave NE from NE 20th Street to NE 36th Street to improve efficiency and safety in the corridor.

e. *152nd Avenue NE mid-block crossings*. Provide mid-block crossings with in-pavement lighting in two locations: between NE 20th and NE 24th Streets, and between NE 24th and NE 31st Streets.

f. *NE 40th Street and SR 520*. Work with WSDOT to implement pedestrian crossing improvements at the NE 40th Street/SR 520 Interchange. Exact improvements would likely be identified as part of the NE 40th Street Corridor Study and Preliminary Design.

g. *SR 520 Trail at NE 40th and NE 51st Streets*. Provide additional signage, pavement markings and other treatments to improve pedestrian and bicycle crossings using the at-grade crossing of the SR 520 Trail at NE 40th and NE 51st Streets. Exact improvements would likely be identified as part of the NE 40th Street Corridor Study and Preliminary Design.

h. *Bel-Red Road and NE 30th Street*. Construct a new right-in/right-out access to the Microsoft Campus.

i. *148th Avenue NE and NE 36th Street*. Provide dual southbound left-turn lanes and widen the westbound approach to accommodate a left, shared left-through, and right turn lanes.

j. *148th Avenue NE and Old Redmond Road*. Lengthen the northbound left-turn lane on 148th Avenue NE.

k. *148th Avenue NE and Redmond Way*. Widen intersection to separate the northbound shared through and left-turn lane to have dual left turn lanes and two through-lanes to improve traffic flow.

l. *150th Avenue NE and NE 40th Street*. Construct a northbound right-turn lane and combined two 150th Avenue NE intersections at existing west intersection.

m. *156th Avenue NE and Bel-Red Road*. Construct a southbound right-turn lane.

n. *156th Avenue NE and NE 31st Street*. Construct an additional westbound left-turn lane.

o. *156th Avenue NE and NE 36th Street*. Construct an additional southbound left-turn lane.

p. *159th Avenue NE and NE 40th Street*. Construct an additional northbound left-turn lane.

Projects by Others

Priority projects which will be developed by others, but which will require significant City involvement during this three-year period will include:

a. *Transit Now Downtown Redmond to Downtown Bellevue Bus Rapid Transit (BRT) Route* (King County Metro). Under the Transit Now initiative passed in November 2006, King County Metro will implement a RapidRide (BRT) service on five corridors, including a route connecting Downtown Redmond, Overlake, Crossroads, and Downtown Bellevue. In cooperation with the Cities of Redmond and Bellevue, Metro will install new buses and upgraded passenger waiting areas and add technology to synchronize traffic signals and operate real-time bus arrival signs along the 148th Avenue NE, NE 40th Street, and NE 156th and potentially NE 152nd Avenues NE within Redmond. This project could also include the implementation of

queue jumps at particular intersections if they demonstrate a significant improvement in transit speed and reliability.

b. *East Link Light Rail Planning* (Sound Transit). The East Link project is an element of the proposed Sound Transit 2 package of regional transit projects currently being considered by Sound Transit. East Link is a proposed extension of Link light rail between downtown Seattle, Bellevue, Overlake and potentially Downtown Redmond. Following the release of a draft EIS in 2008, a preferred route will be selected by the Sound Transit Board of Directors.

Action Plan Schedule Summary and Timetable

The following chart summarizes the projects described above and the proposed timetable for project initiation.

Year of Proposed Project Implementation			
	2007	**2008**	**2009**
1. Ordinance and Council Actions			
1.a	Phase 1 Comprehensive Plan, Regulatory Amendments		
1.b		Phase 2 Comprehensive Plan, Regulatory Amendments	
1.c		Transportation Master Plan Update	
1.d		Parks, Recreation, and Open Space Plan Update	
1.e		Impact Fee Ordinance Update	
1.f		Growth and Transportation Efficiency Center Designation	
2. Studies and Plans			
2.a		Bellevue/Redmond Overlake Transportation Study Agreement Update	
2.b	General Sewer Plan Update		
2.c		Water System Plan Update	
2.d	Communication, Marketing Strategy		
2.e			Station Area Planning
2.f	SR 520 Improvements		
2.g		NE 40th Street Corridor	
2.h	West Lake Sammamish Parkway Preliminary Design		
2.i			Major Public Park Planning

2.j			Regional Stormwater Facility Planning
3. Project Development, Construction			
3.a		NE 36th Street Bridge	
3.b	Transit Signal Priority		
3.c		152nd Avenue NE Rechannelization	
3.d		NE 24th Street and 148th Avenue NE Access Management	
3.e		152nd Avenue NE Mid-Block Crossings	
3.f		NE 40th Street and SR 520	
3.g		SR 520 Trail at NE 40th and NE 51st Streets	
3.h	Bel-Red Road and NE 30th Street		
3.i		148th Avenue NE and NE 36th Street	
3.j		148th Avenue NE and Old Redmond Road	
3.k			148th Avenue NE and Redmond Way
3.l	150th Avenue NE and NE 40th Street		
3.m		156th Avenue NE and Bel-Red Road	
3.n		156th Avenue NE and NE 31st Street	
3.o		156th Avenue NE and NE 36th Street	
3.p		159th Avenue NE and NE 40th Street	
4. Projects by Others			
4.a	Transit Now BRT Planning (implementation in 2010)		
4.b	East Link Light Rail Planning		