



SERITAGE
GROWTH PROPERTIES

JERDE

**Heritage Place
MASTER PLAN SUBMISSION**

11.06.2017

REDMOND, WA

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I. INTRODUCTION



The Redmond Heritage Place project is designed to address the goals set out for the Overlake Village Neighborhood policies. The project is designed as a true mixed use development, with residential uses, office space, retail spaces including a market, restaurants, a hotel and open space for public use. The site is in the Overlake Village Zone 3, which promotes regional retail uses as part of a mixed-use development.



Redmond Zoning Narrative for OV3

Zone 3 encompasses a majority of the southwest quadrant of the Overlake Village, except for the land bordering 152nd Avenue NE. Regional retail is emphasized here as part of mixed-use developments. This land area has the highest visibility and is located along this zone's highest trafficked corridors.

The city's objectives for Overlake Village Zone 3:

Allow residents and visitors greater access to a major employment hub.

With more residents, there is a stronger sense of shared community identity in the village.

A mix of retail commercial opportunities that meet a range of needs from daily goods and services, to niche and boutique retailers, to restaurants and entertainment.

To develop a system of plazas, parks and open spaces to provide residents, employees and visitors with opportunities to gather, recreate or enjoy the natural environment, abundant landscaping and community oriented programming.





OVERLAKE VILLAGE

The Heritage Place project is designed as a mixed-use district within the City of Redmond. The Comprehensive Plan establishes goals for the district that include high-quality, compact development, mid-rise, mixed use neighborhoods, a vibrant shopping district, and a network of open space, sidewalks, and trails. Overlake Village is divided into five zones (OV Zone 1 through OV Zone 5), each with a particular focus:

OV Zone 1

Emphasizes residential uses as part of mixed-use developments. OV Zone 1 makes up the core of the Overlake Village district.

OV Zone 2

Consists of two portions, and emphasizes commercial uses as part of mixed use developments. The land in these zones are adjacent to SR 520 and major arterials and so are less desirable for exclusively residential developments.

OV Zone 3

Emphasizes regional retail uses as part of mixed-use developments. This zone is adjacent to current commercial and retail uses, and has the highest visibility and highest trafficked corridors in the district.

OV Zone 4

Emphasizes the unique nature of the site, and encourages compact, mixed-use development with significant residential development, commercial and retail uses, and a major urban neighborhood park.

OV Zone 5

This zone is located north of SR 520, and emphasizes commercial uses due to nearby commercial campuses and highly trafficked arterials and highway interchange.

SITE CONTEXT

SITE AND LOCATION

The Heritage Place project is perfectly located to offer a rich mix of uses, while allowing for clear vistas through the site. The site is located within a block of the SR 520 freeway. The proposed landscaped area on the northwest corner of the site allows for a clear pedestrian connection to the new landscaped park over the storm water detention structure. The placement of the taller buildings on the north side of the site allows for long periods of sun light for the remaining proposed uses.

TOPOGRAPHY

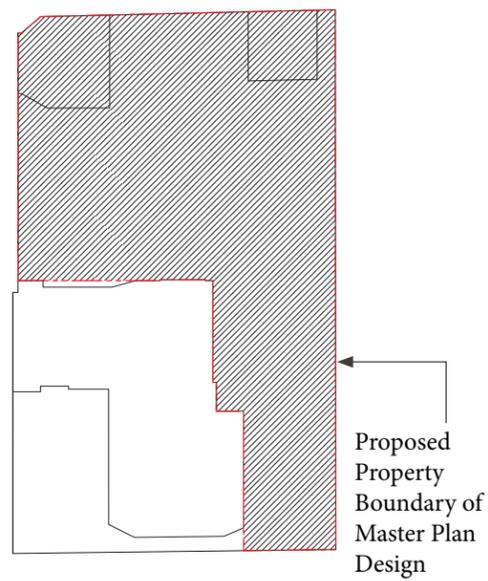
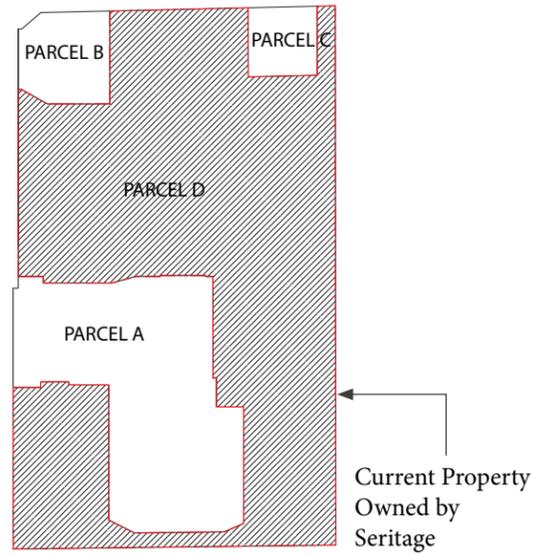
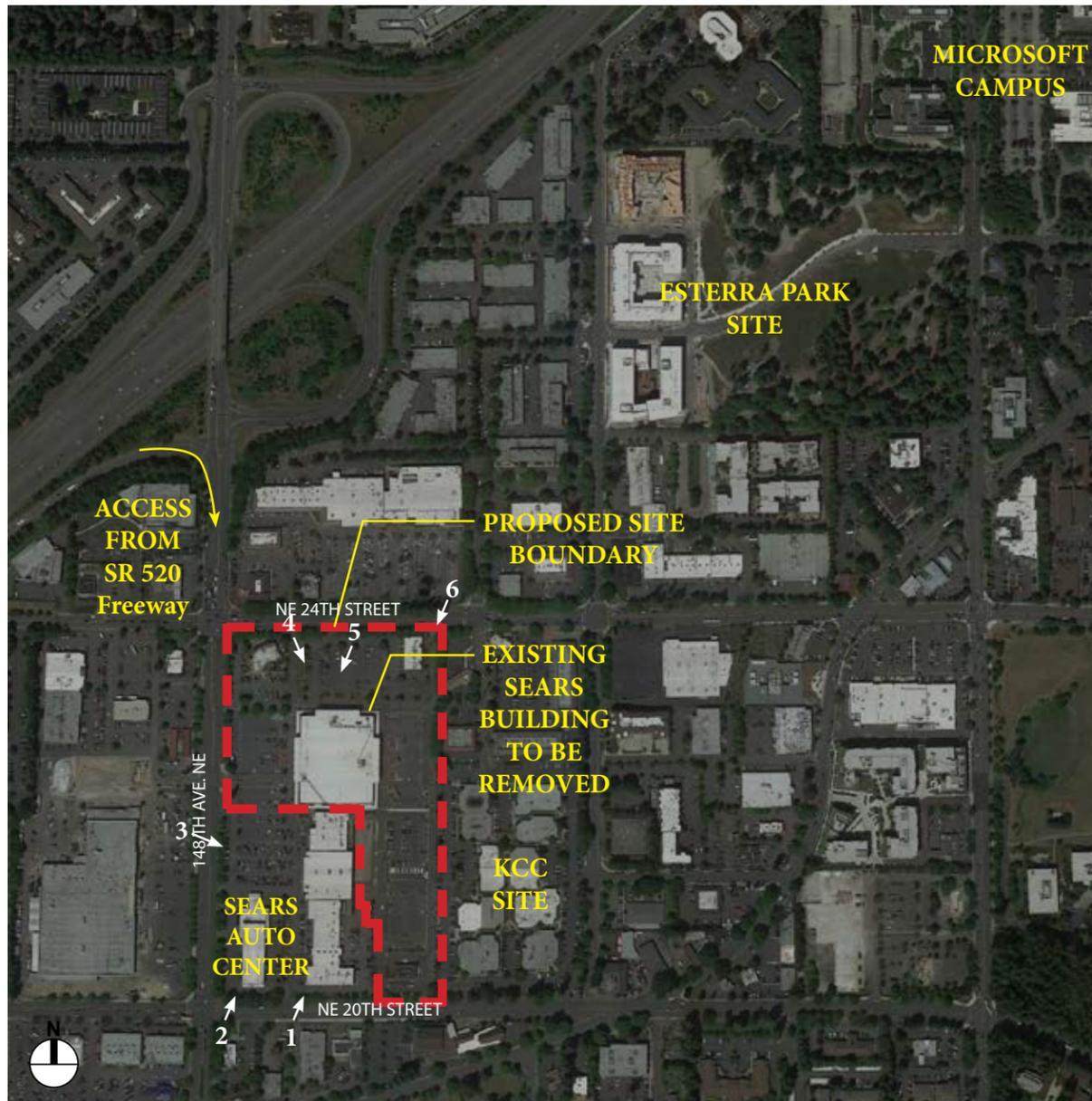
The existing site is relatively flat. There is a seven foot grade change over 1200 linear feet from the south side of the site to the north.

LOCATION

The site is bound by NE 24th Street, 148th Avenue, NE 20th Street and future DaVinci Avenue. The subject site consists of three parcels (Parcel B, C, and D). All participating parties agree that a boundary line adjustment is necessary to effectuate the land exchange while meeting all dimensional requirements specified for the OV3 zone. The ultimate legal descriptions of the parcels may change during the course of this application.

CIRCULATION AROUND THE SITE

The site is easily accessed at multiple entry points from the current and proposed roadway system.





PLANNING GOALS

REDMOND PLANNING GOALS AND OBJECTIVES

Implement the vision and policies for Overlake Village zones set forth in the Redmond Comprehensive Plan. 21.12.010 (A)

Encourage a broad mix of multifamily residential and commercial uses and amenities in order to achieve a vibrant, engaging environment and a true urban center. 21.12.010 (B)

Provide for pedestrian-friendly and activating commercial uses on the ground floor of development located along arterials, while allowing residential uses on the ground floor of development along local streets. 21.12.010 (C)

Include housing in all future development. 21.12.010 (D)

Provide improved connections for non-motorized and local vehicular travel, and mobility driven development. 21.12.010 (F)

Promote compact, walkable development forms that are conducive to transit use. 21.12.010 (E)

Encourage inclusion of retail, restaurants, professional offices, services, and entertainment uses to meet needs of residents and employees, enliven the area after working hours, and contribute to a sense of place. UC-4, LU-52, OV-5, OV-9, OV-42, OV-56, UC-6, UC-7, UC-9, UC-10, UC-22, UC-24 (Comprehensive Plan)

HERITAGE PLACE PROJECT PLANNING FEATURES

The project is designed to address the planning goals of Overlake Village as outlined in the Comprehensive Plan and zoning code. It is designed as a true mixed use project with residential units, restaurants, stores, a market, and plazas and parks.

Employment opportunities will be created through the available office space, retail stores, restaurants and the hotel.

The mix of uses will allow for extended hours of operation on the site, which will create a vibrant, yet casual destination for visitors.

Large areas of the site are being dedicated to public parks and open spaces.

II. VISION



1. Varied Block Scale

The block and street layout create unique and varied urban spaces, not achievable with 90 degree grid pattern. Encourage varied building heights and massing.

2. Linked Pedestrian Scales

Building edges and street frontages will be designed to encourage pedestrian friendly access around and within the site.

3. Active Street Frontages

Upper level setbacks and decks overlooking the central green living room space.

HERITAGE PLACE PROJECT PLANNING FEATURES

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Employment opportunities will be created through the available office space, retail stores, restaurants and the hotel.

The mix of uses will allow for extended hours of operation on the site, which will create a vibrant, yet casual destination for visitors.

Large areas of the site are being dedicated to public parks and open spaces. The buildings are also situated to maximize the sun exposure.

Residential units are being included in the development to increase the number of housing choices and create a sense of community.

The combination of residential uses and business uses in the village will reduce impacts on the natural environment.

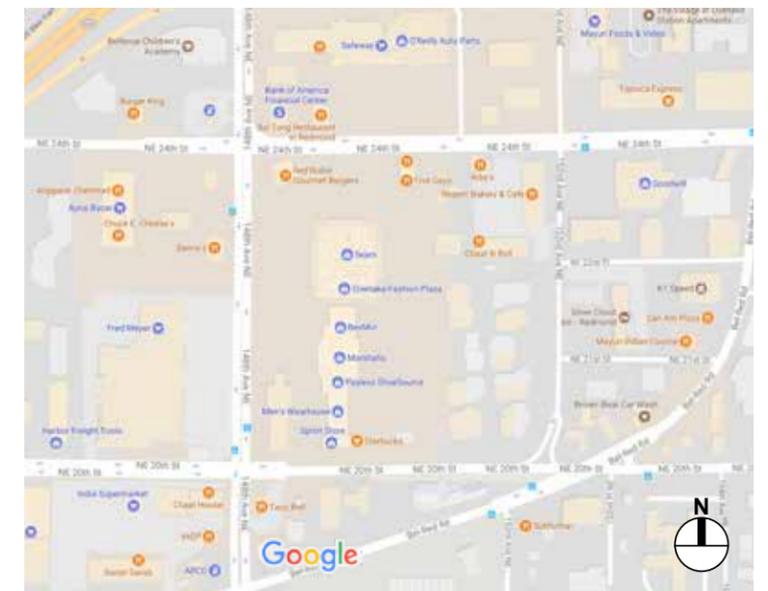
A storm water retention facility is part of the planned development, which will protect the water quality of surrounding natural water bodies.



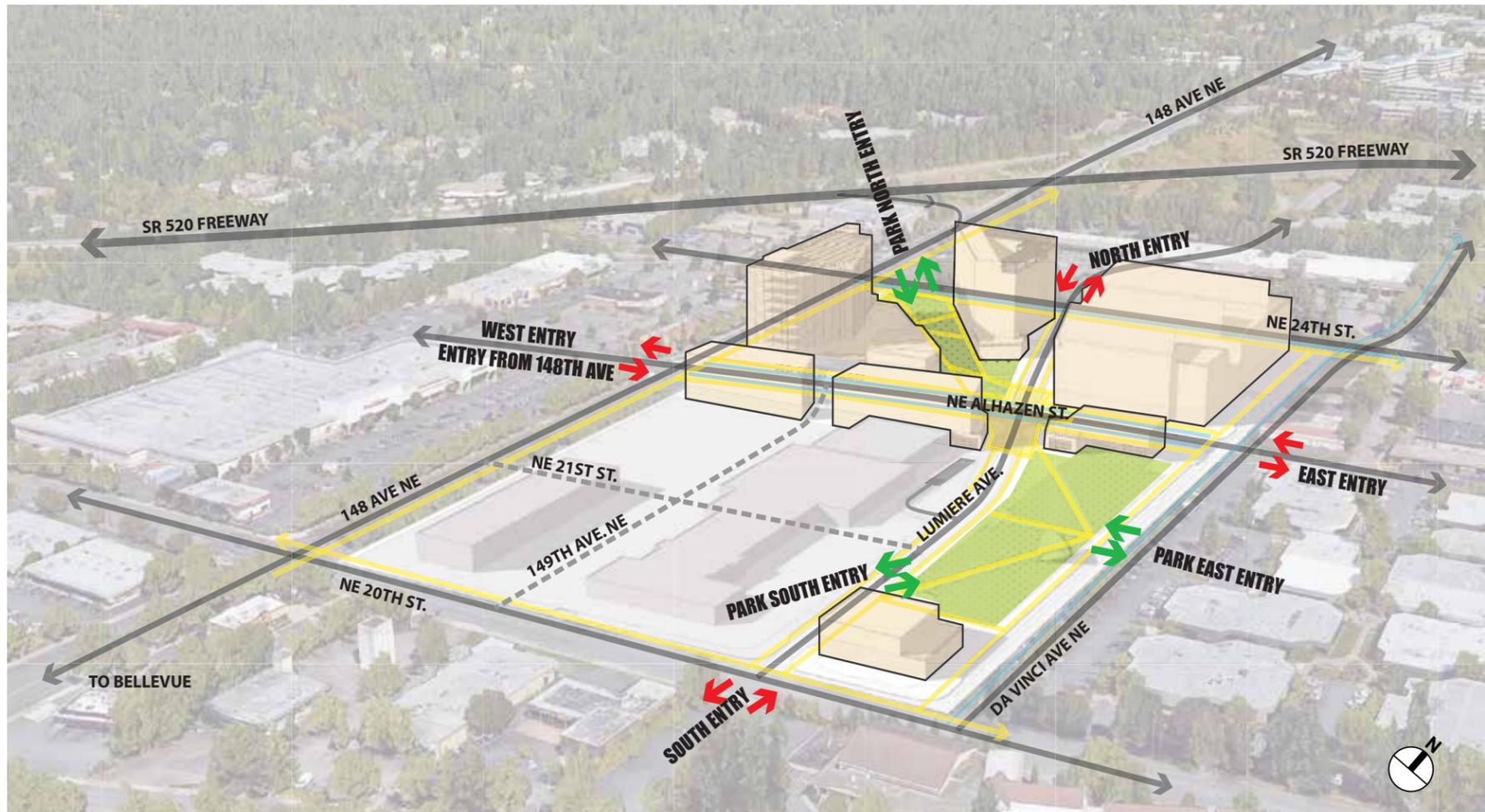
LAND USE AND DENSITY

The site lies in the southwest portion of the Overlake Urban Center, directly south of a large area of regional goods and services providers and west of the KCC Development site, a proposed mixed-use development with residential, retail and office uses. The Overlake Comprehensive Plan encourages significant retail, office and residential development at higher densities than currently existing at the project site and in the surrounding neighborhood. The Comprehensive Plan provides the opportunity to achieve higher densities through a system of bonuses that provide amenities for both the development and the surrounding neighborhood. Density required within the district will balance housing and commercial uses as well as create enough value in the land to fund major infrastructure and amenity improvements.

There are currently no public street connections between the principal east/west streets in Project site—NE 20th Street and NE 24th Street. Pedestrian, bicycle and vehicular connections across the site have the potential to link the surrounding neighborhood with the proposed Sound Transit Light Rail Station adjacent to SR 520. Creating these connections is essential to the integration of the district with these important neighbors.



Neighboring Land Use



NEIGHBORHOOD GATEWAY

The core idea for the master plan is to create an urban, mixed-use neighborhood. This neighborhood should be attractive to residents, visitors and employees alike. The entry points, public spaces and gateways will be designed to fit the character of the uses adjacent to the entry point while maintaining the identity of Overlake Village.

Residential

The residential entry points and buffer spaces will be scaled appropriately to allow for a warm, inviting experience. Currently the residential entries are designed into the residential block, and are separate from the proposed master plan roadways. The pedestrian entrances will be scaled appropriately and landscaped at a human scale.

North Gateway

The entry at Lumiere Avenue and NE 24th Street is between the residential component of the project and the hotel. This entry point will convey a sense of identity associated with residential comfort and slower vehicular traffic.

West Entry

This entry should be a seamless connection that allows movement to and from Bellevue. It will have a clean identity as an entry point of the development, but will remain an inviting entry that has similar language as the streetscape along 148th Avenue.

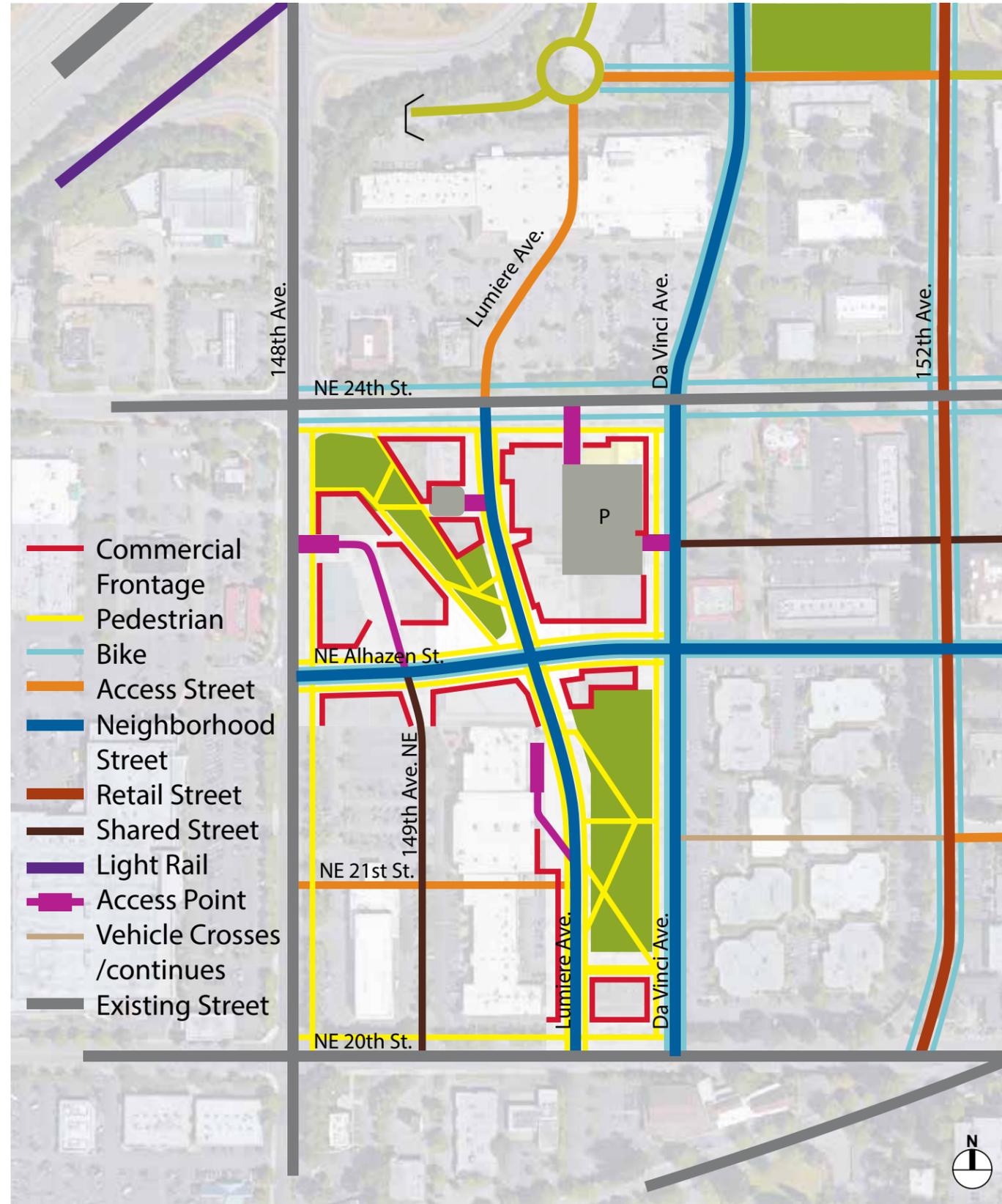
South Entry

The south gateway to the development will be the least traveled as most of the development is located towards the north side of the site.

Park Entry

The corner of 148th Avenue NE & NE 24th Street serves as a main pedestrian entry point for the project. The diagonal axis of the park leads pedestrians into the campus from the busy street intersection.





ACTIVATION GROUND PLANE

The dynamic block layout and urban edge encourages pedestrians to easily connect from one street frontage to the next. Heritage Place is envisioned as an urban center for commerce, culture, leisure and distinctive residential experiences. The dynamic block layout and urban edge encourages pedestrians to easily connect from one street frontage to the next. The new project will substantially enhance the pedestrian environment around the site

and in the area. We are proposing pedestrian oriented uses, such as retail stores, a market and a mix of food related proprietors offering an assortment of artisanal options. Outdoor seating areas, open storefronts and covered areas will encourage people to extend their stay, and enjoy the outdoors for many months out of the year.

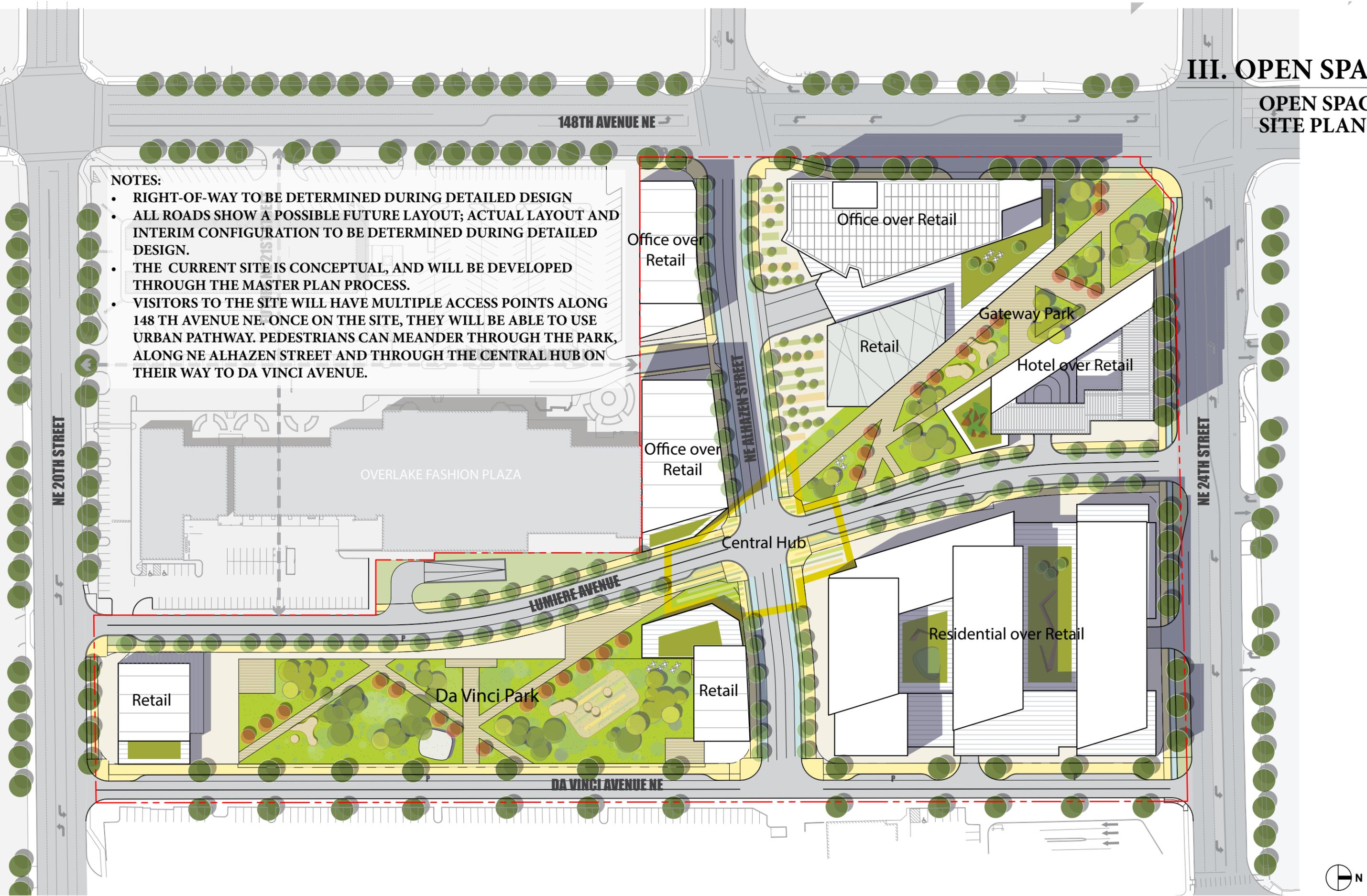


III. OPEN SPACE

OPEN SPACE SITE PLAN

NOTES:

- RIGHT-OF-WAY TO BE DETERMINED DURING DETAILED DESIGN
- ALL ROADS SHOW A POSSIBLE FUTURE LAYOUT; ACTUAL LAYOUT AND INTERIM CONFIGURATION TO BE DETERMINED DURING DETAILED DESIGN.
- THE CURRENT SITE IS CONCEPTUAL, AND WILL BE DEVELOPED THROUGH THE MASTER PLAN PROCESS.
- VISITORS TO THE SITE WILL HAVE MULTIPLE ACCESS POINTS ALONG 148 TH AVENUE NE. ONCE ON THE SITE, THEY WILL BE ABLE TO USE URBAN PATHWAY. PEDESTRIANS CAN MEANDER THROUGH THE PARK, ALONG NE ALHAZEN STREET AND THROUGH THE CENTRAL HUB ON THEIR WAY TO DA VINCI AVENUE.



EXISTING LANDSCAPE

The existing landscape on the site consists primarily of ornamental plant materials typical of a shopping center with substantial surface parking. There are no remaining native trees, trees of particular interest or any trees designated by code as Landmark Trees. There are a number of ornamental trees in parking islands that will be considered Significant Trees based on size. Building all new roadways, significant underground utilities and below-grade parking for much of the site precludes tree preservation of trees within parking islands. In order to design and develop an urban mixed-use village as anticipated in the Comprehensive Plan, it will not be feasible to meet the City of Redmond tree preservation requirement, nor would it result in creating focal points of appreciation or public benefit. The new development, through the Master Plan and Development Agreement processes, will mitigate for tree loss through the planting of additional trees and possibly off-site tree planting compensation.



Northeast Retail Parking Lot



West Sears Parking Lot



148th Avenue NE



NE 24th Street



NE 24th Street Pedestrian Connection



North Sears Parking Lot



Detention Vault Parking

LANDSCAPE DESIGN

New planting improvements will be consistent with project sustainability goals and the urban context of the new development plans. Street trees will be planted with all new public roadways for shade, way-finding and to create pedestrian friendly corridors. Trees will be used throughout project open spaces with an emphasis on the pedestrian user providing shade relief, define spaces, enhance architecture, reduce heat island effects and provide visual interest. Large deciduous trees also reduce storm water runoff through the holding capacity of their leaves. Drought tolerant species will be utilized where appropriate to reduce irrigation water demands and ornamental grasses and perennials will be planted rather than seasonal color annual plantings. Evapotranspiration monitored control systems will further reduce irrigation water use. Rain Gardens, using water tolerant native and adapted plants, will be utilized to capture a portion of site storm water, reduce runoff and encourage site infiltration. Green vegetated roofs will be incorporated on some rooftops to aid in heat island reduction, slow storm water runoff and provide visual view relief from taller structures. Street and pedestrian scale lights will be integrated in the park design to create safe and inviting facilities.





DA VINCI PARK

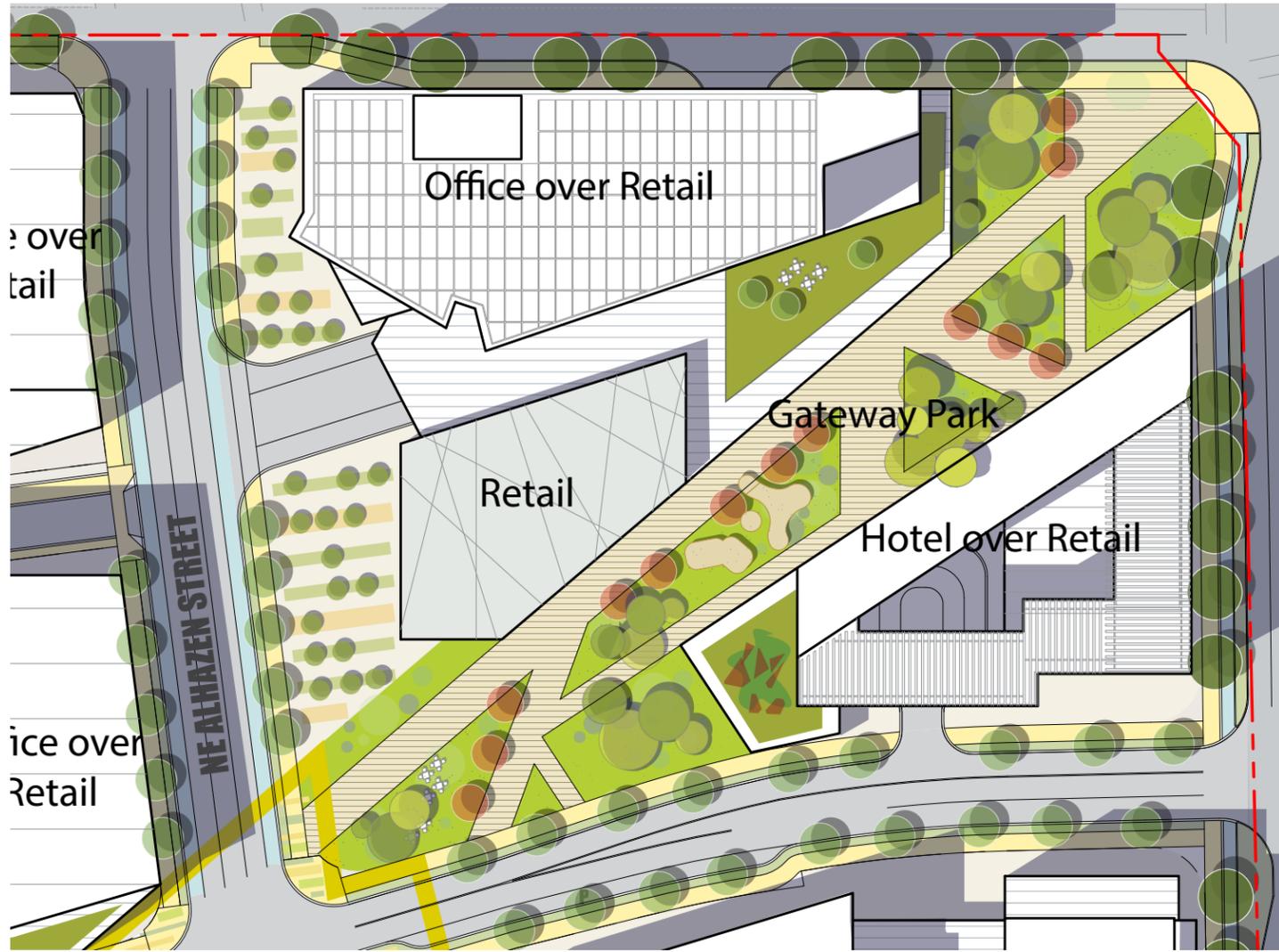
Located in the southeast portion of project, Da Vinci Park will be built over a massive underground detention vault storing and treating rain water runoff for a large park of the Overlake neighborhood. The current use of the site is surface parking. The park is the beginning of a linear series of open spaces traversing the site, interacting with the various uses and providing a strong public pedestrian linkage to current and future planned development in Overlake. Converting paved surfaces to green spaces also reduces storm water runoff and urban heat effects.

Da Vinci Park is envisioned as a multi-purpose recreation park as well as a broad and generous pedestrian linkage. Regular park uses would include strolling, dog play, sun bathing, children's play, athletic court play and urban picnicking. The park provides respite and recreation for project residents, office occupants, retail shoppers and the surrounding neighborhood. Providing a large area of less structured open space would allow for the public benefit of large gatherings for night time movies, farmer's market use, art festivals and music performance events. The park could also provide opportunities for public art. Street and pedestrian scale lights will be integrated in the park design to create safe and inviting facilities. Park will also include public WiFi. Kiosk could possibly offer travel information for transit, bike share, Uber and etc..



NOTES:

- THE FINAL PARKS CONFIGURATION, DESIGN, AND PROGRAMMING WILL BE DETERMINED THROUGH A PARKS MASTER PLANNING PROCESS.



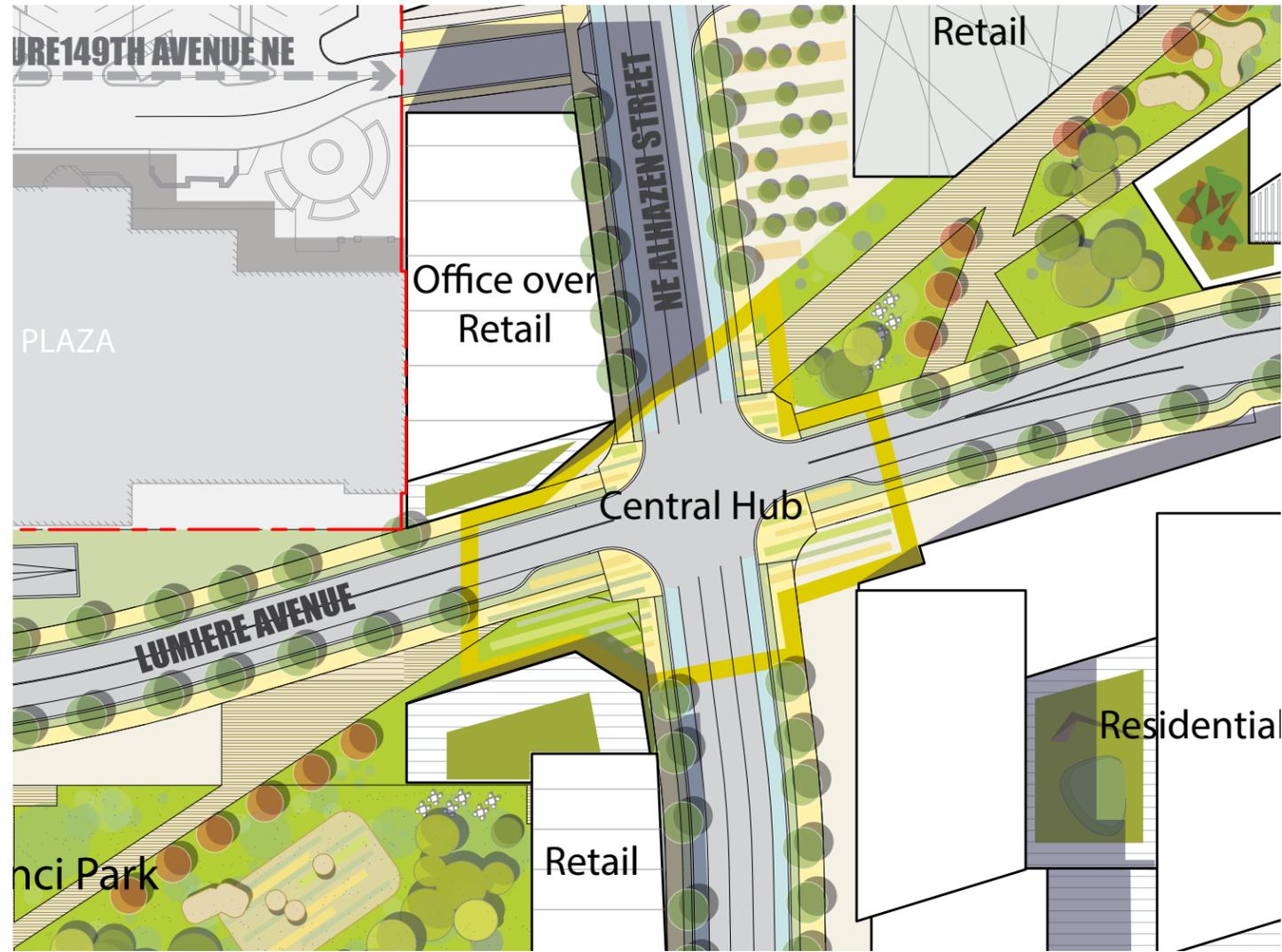
GATEWAY PARK

Gateway Park is situated at one of the busiest vehicular intersections in Redmond, the corner of NE 24th Street and 148th Avenue NE. The location makes it a gateway to both the project and the overall Overlake neighborhood. The park is intended as both a strong visual clue and way-finding element introducing the project and public park linkage to the public. Intended as urban plaza, it is also a much needed pedestrian refuge from the multiple lanes of heavy vehicle use on both sides. The plaza pulls the pedestrian away from the busy and loud traffic into safe and pedestrian oriented open space with seating and shade relief, then encourages further exploration into Heritage Place. Keeping open site lines also allows vehicles passing by a way-finding opportunity to look into the project. Public art or gateway architectural elements could be used to further define the prominent corner. Street and pedestrian scale lighting will keep the space active into the evening while also providing the public a safe environment.

NOTES:

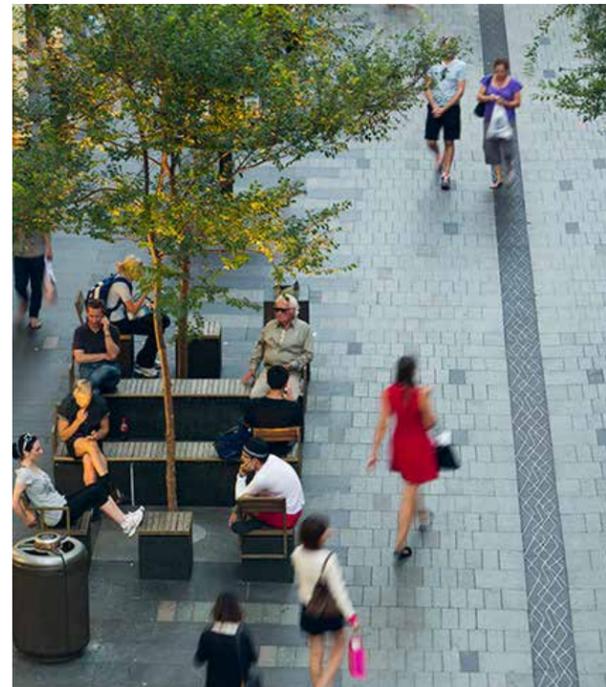
- **THE FINAL PARKS CONFIGURATION, DESIGN, AND PROGRAMMING WILL BE DETERMINED THROUGH A PARKS MASTER PLANNING PROCESS.**





CENTRAL HUB

The Central Hub is a connective open space, centered in the middle of the site, at the intersection of NE Alhazen Street and Lumiere Avenue. It is a strong pedestrian linkage between Da Vinci Park and Gateway Park with enhanced paving to create a pedestrian friendly connection. The main purpose of the Hub is to link a variety of uses including hotel, retail, restaurant and office spaces. It is envisioned as an active, vibrant pedestrian space engaging users from early morning until well into evening hours serving all of these uses as well as drawing the public into the project. The Hub will be more urban in nature with enhanced hardscape surfaces to accommodate the volume of users and provide connectivity to adjacent uses. The edges between private and public will be blurred and not defined such that each overlap and engage. Pedestrian oriented lighting will keep the space active into the evening while also providing the public a safe environment. The area will also include public WiFi.

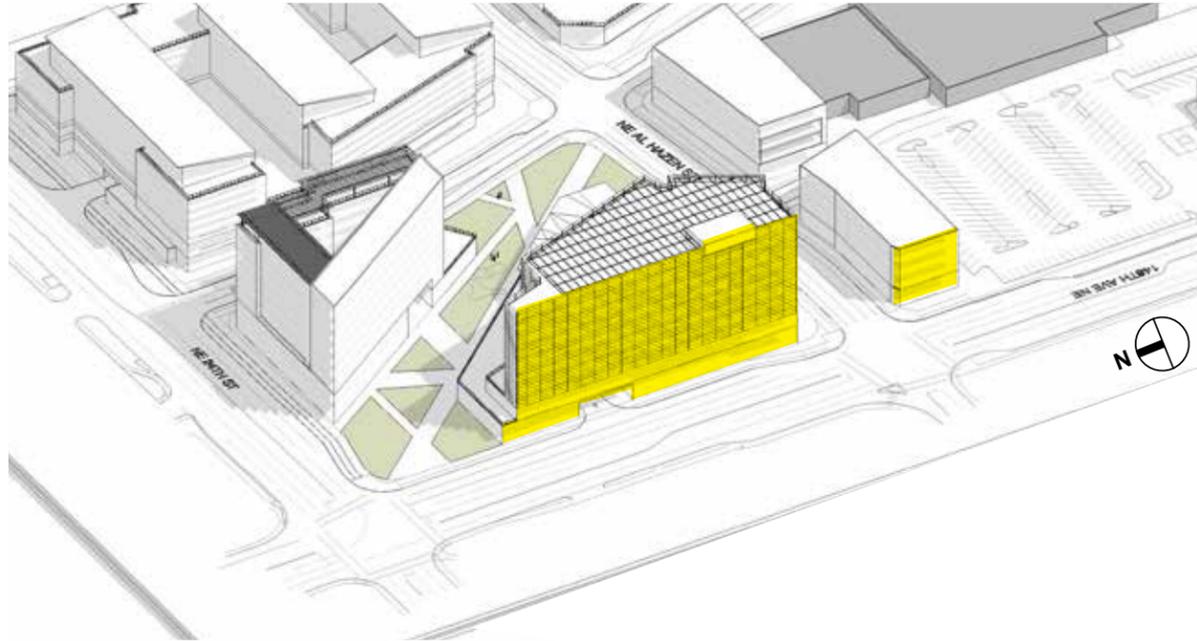


NOTES:

- THIS IS DEMONSTRATING MASSING, AND IS NOT SHOWING PROPOSED DESIGN OF THE BUILDINGS.

IV. BUILDING CHARACTERISTICS

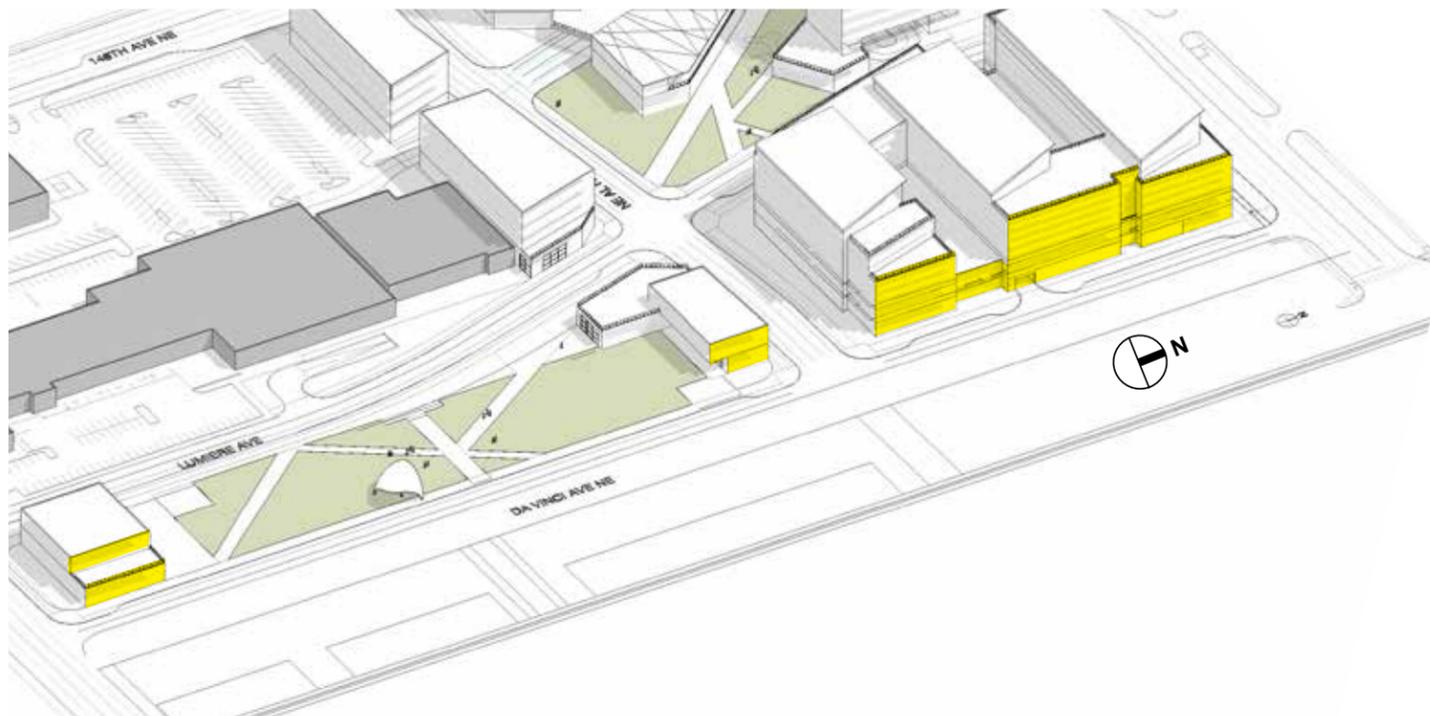
VARIED BLOCK FORM



BLOCK ALONG 148TH AVE.



BLOCK ALONG 24TH ST.



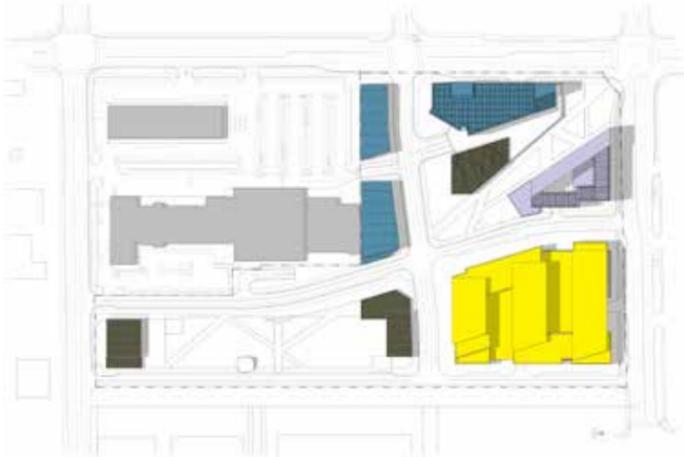
BLOCK ALONG DA VINCI



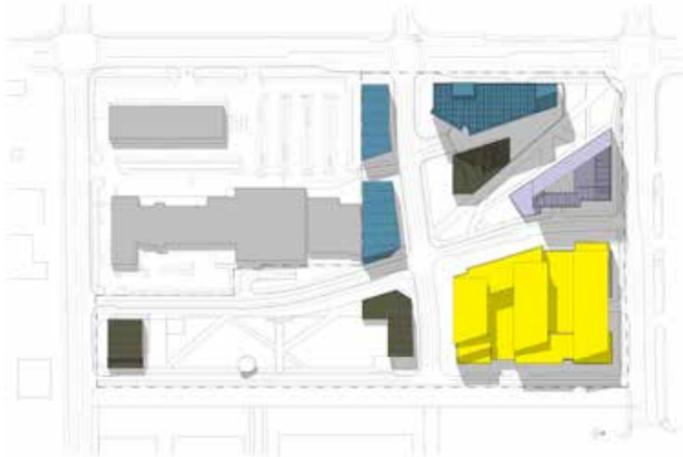
STREET VIEW AT 24TH ST. & 148TH AVE.



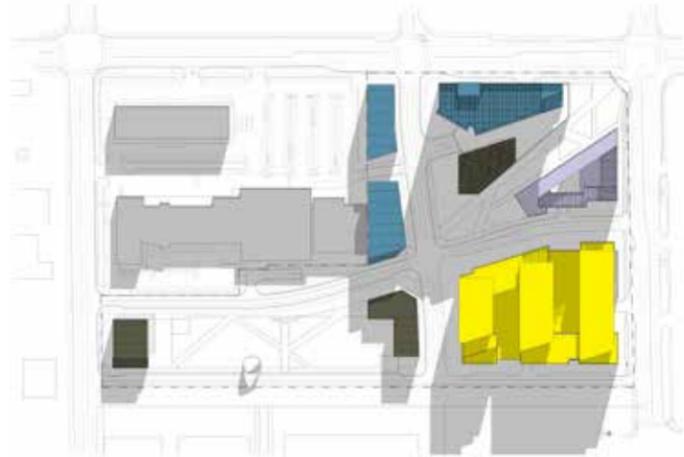
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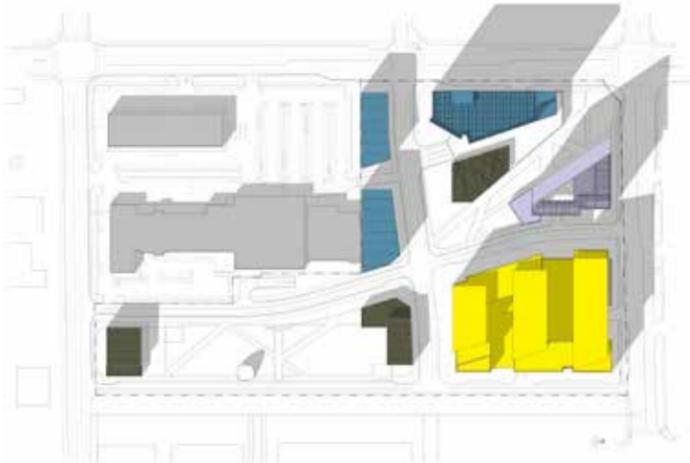
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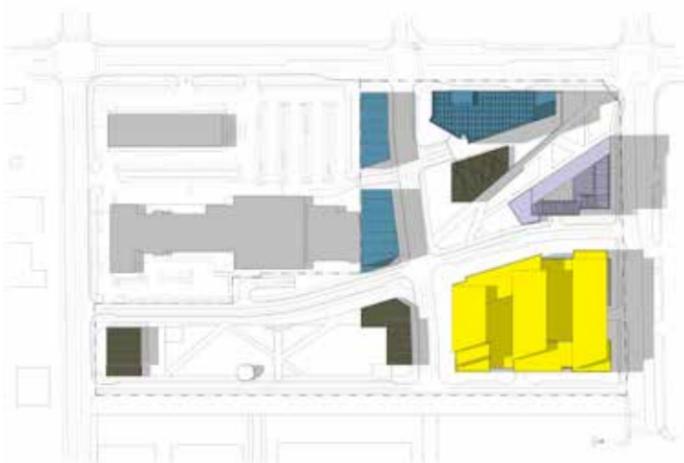
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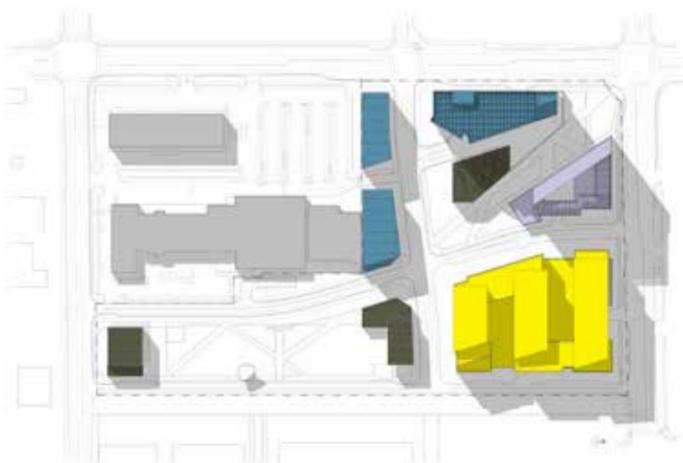
JUNE 21 - 6:00 PM



SEPTEMBER 21 - 9:00 AM



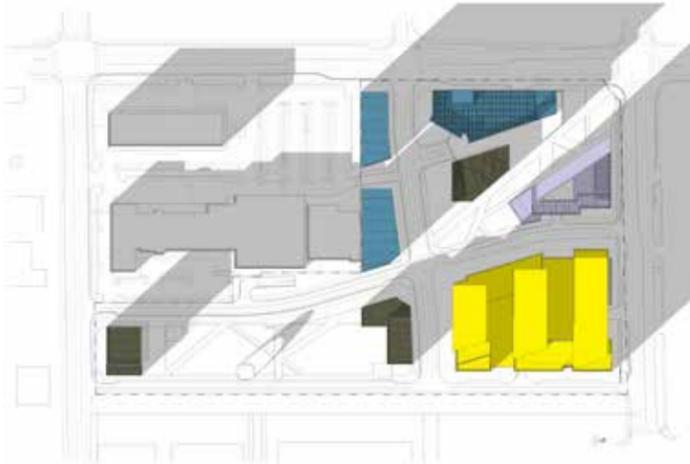
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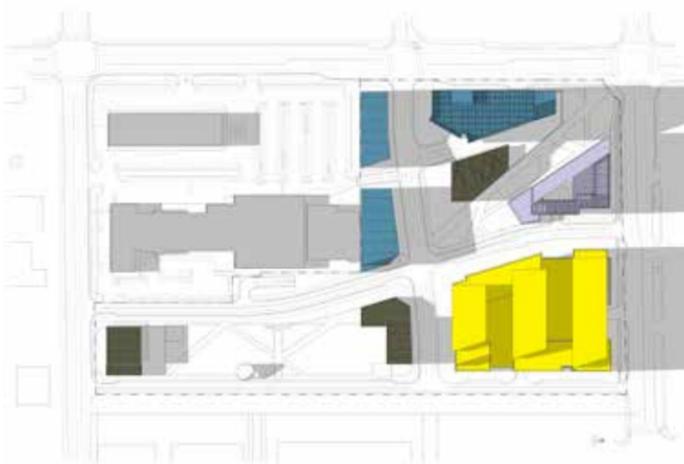
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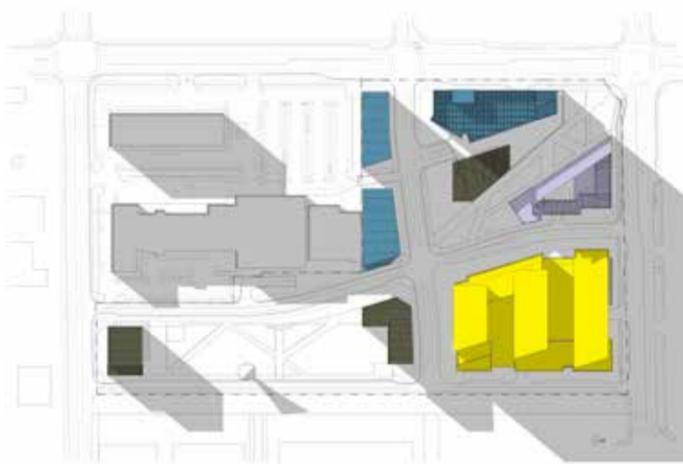
SEPTEMBER 21 - 6:00 PM



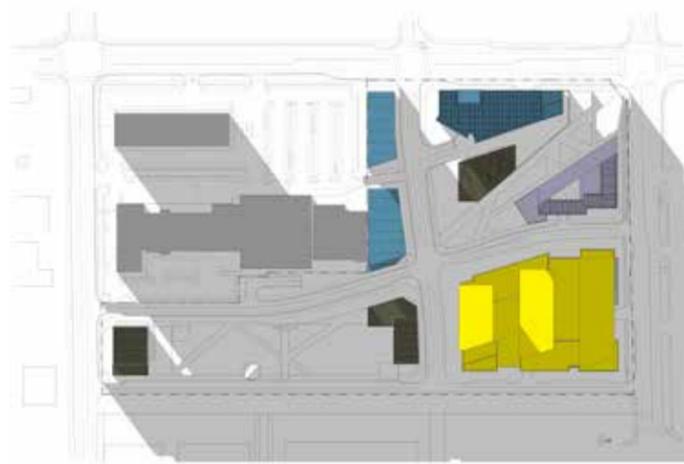
DECEMBER 21 - 9:00 AM



DECEMBER 21 - 12:00 PM

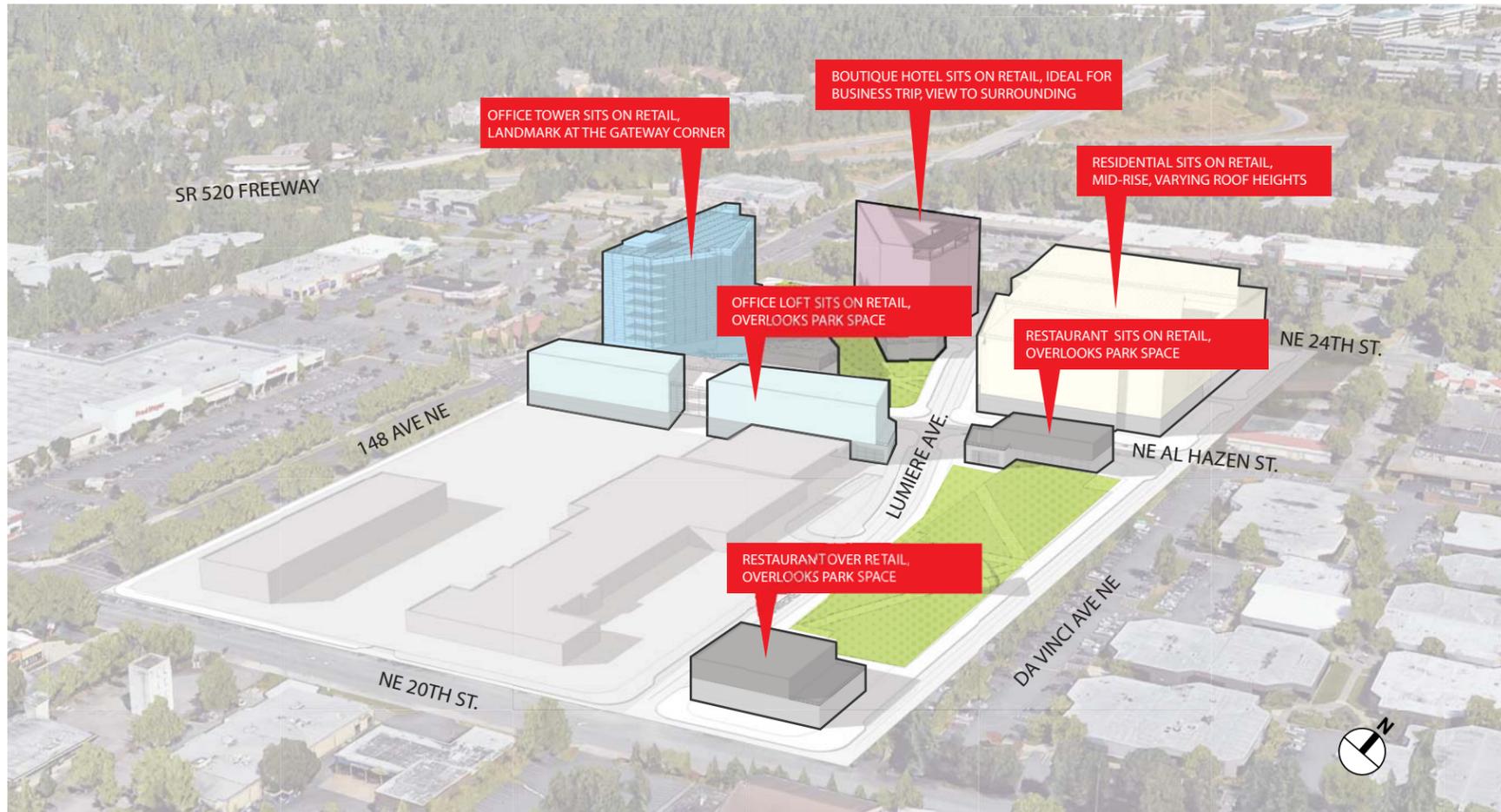


DECEMBER 21 - 3:00 PM



DECEMBER 21 - 6:00 PM





BUILDING CHARACTER

The building character of the development will have a unifying feel, yet offer differences in materials, scale and access. Consideration of the building design will be determined by the shape and material selections as well as the buildings' connective nature to the outdoor public spaces, rooftop terraces, dining decks, inviting entryways, and the surrounding city fabric.

The residential building will be developed as a mid-rise structure, to take advantage of light, air, views and access to decks.

A small stylish hotel located in this new fashionable location will offer guests access to stores, restaurants and businesses. The upscale accommodations will also offer views to the surrounding natural environment, downtown Bellevue and newly designed parks.

The office building is currently designed as the tallest building on the site, with access to a raised terrace on the second level. The contemporary structure is envisioned to utilize large floor plates, provide views from each facade and courts and plazas at the ground level.

The linear buildings along NE Alhazen Street will be designed with transparent retail spaces along the pedestrian path, with loft type office spaces above. Light, air and flexibility of the spaces will offer tenants inspiring work environments within a vibrant pedestrian oriented location.

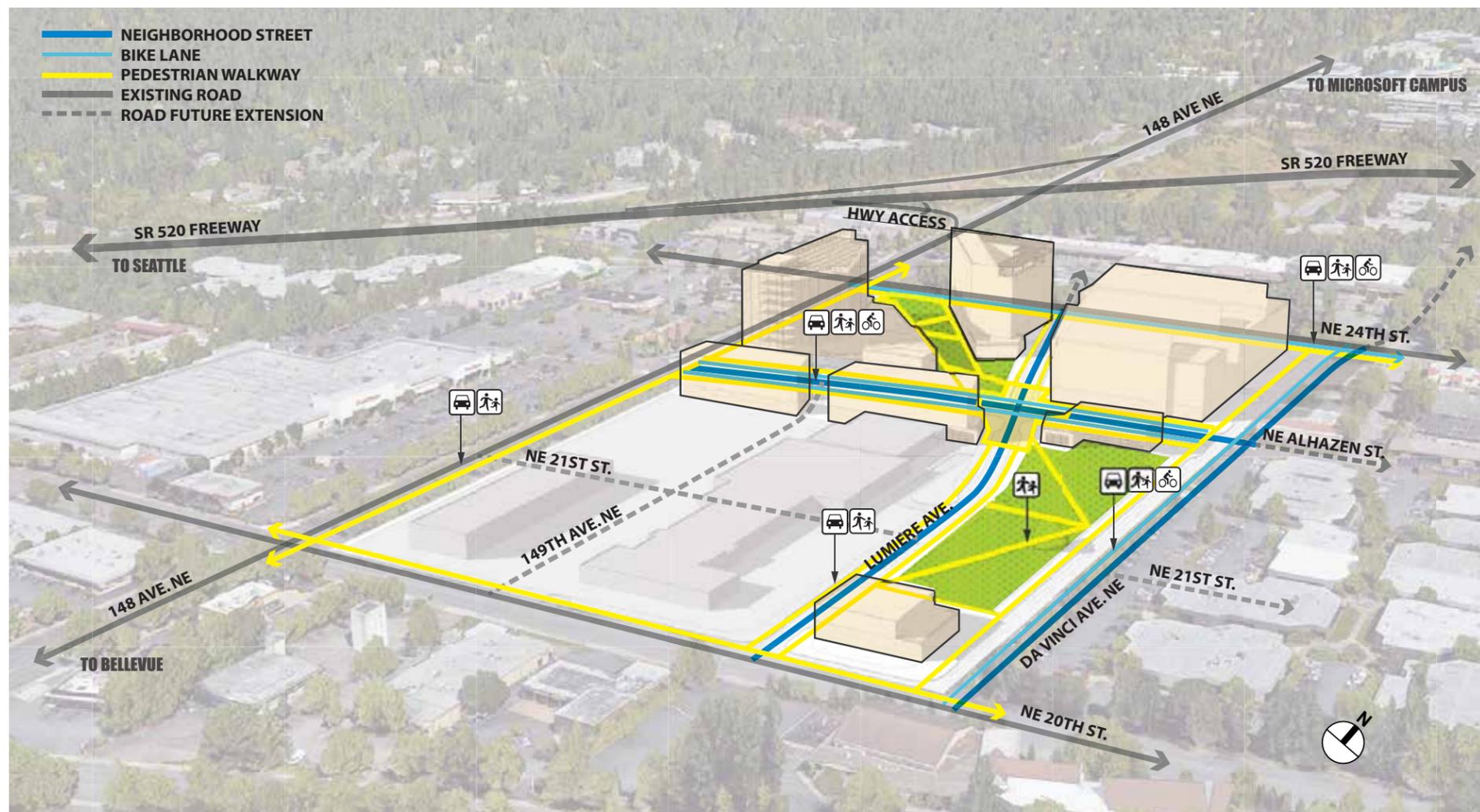


BUILDING CHARACTER

V. MOBILITY

MOBILITY AND CONNECTION

The proposed master plan results in a multi-modal circulation experience, giving pedestrians priority for access through and around the site. The design configuration of the intersection of NE Alhazen Street and Lumiere Avenue will be an important part of the site connectivity. A paved plaza softens the lines between public space and intersection and will allow for greater connectivity across the parcels. The proposed street system will connect to the existing major streets on the perimeter of the site. Bicycle facilities are proposed on NE Alhazen St, Da Vinci Ave NE, and NE 24 St.



NE 24TH STREET (between 148th Avenue NE & Da Vinci Avenue NE):

- Vehicle: Existing east-west bound traffic, with improvements between Da Vinci Avenue and 148th Ave NE
- Bike: Cycle track (protected bikeway)
- Pedestrian: Future reconstructed sidewalk
- Transit: No existing bus routes on the 24th Street between 148th Avenue and 152nd Avenue

NE ALHAZEN STREET (between 148th Avenue NE & Da Vinci Avenue NE):

- Vehicle: Neighborhood Street
- Bike: Bike lanes on both sides of the street
- Pedestrian: Future urban pathway/sidewalks
- Transit: Future transit routes on this street TBD

NE 20TH STREET (between 148th Avenue NE & Da Vinci Avenue NE):

- Vehicle: Existing east-west bound traffic, with improvements between Da Vinci Avenue and Lumiere Avenue
- Bike: No bike lanes along this section of the street
- Pedestrian: Reconstructed sidewalk between Da Vinci Avenue and Lumiere Avenue
- Transit: No existing bus routes on NE 20th Street between 148th Avenue NE and Bel-Red Road

DA VINCI AVENUE NE (between NE 24th Street & NE 20th Street):

- Vehicle: Neighborhood Street
- Bike: Bike lanes on both sides of the street when the ultimate section is built
- Pedestrian: Urban pathway when the ultimate section is built
- Transit: Future transit routes on this street TBD

LUMIERE AVENUE (between NE 24th Street & NE 20th Street):

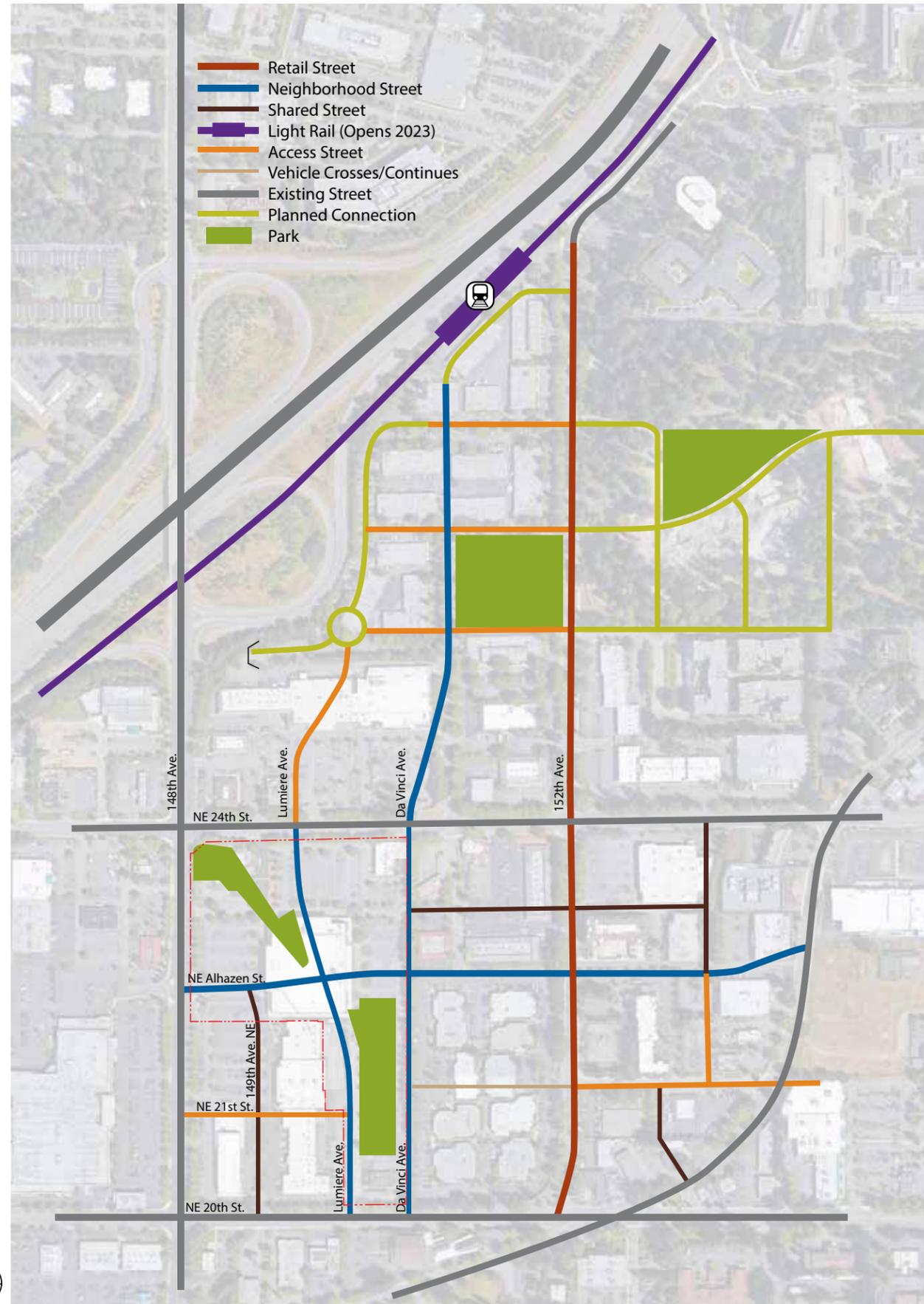
- Vehicle: Neighborhood Street
- Bike: No bike lanes along this section of the street
- Pedestrian: New sidewalks
- Transit: Future transit routes on this street TBD

148TH AVENUE NE (between NE 24th Street & NE 20th Street):

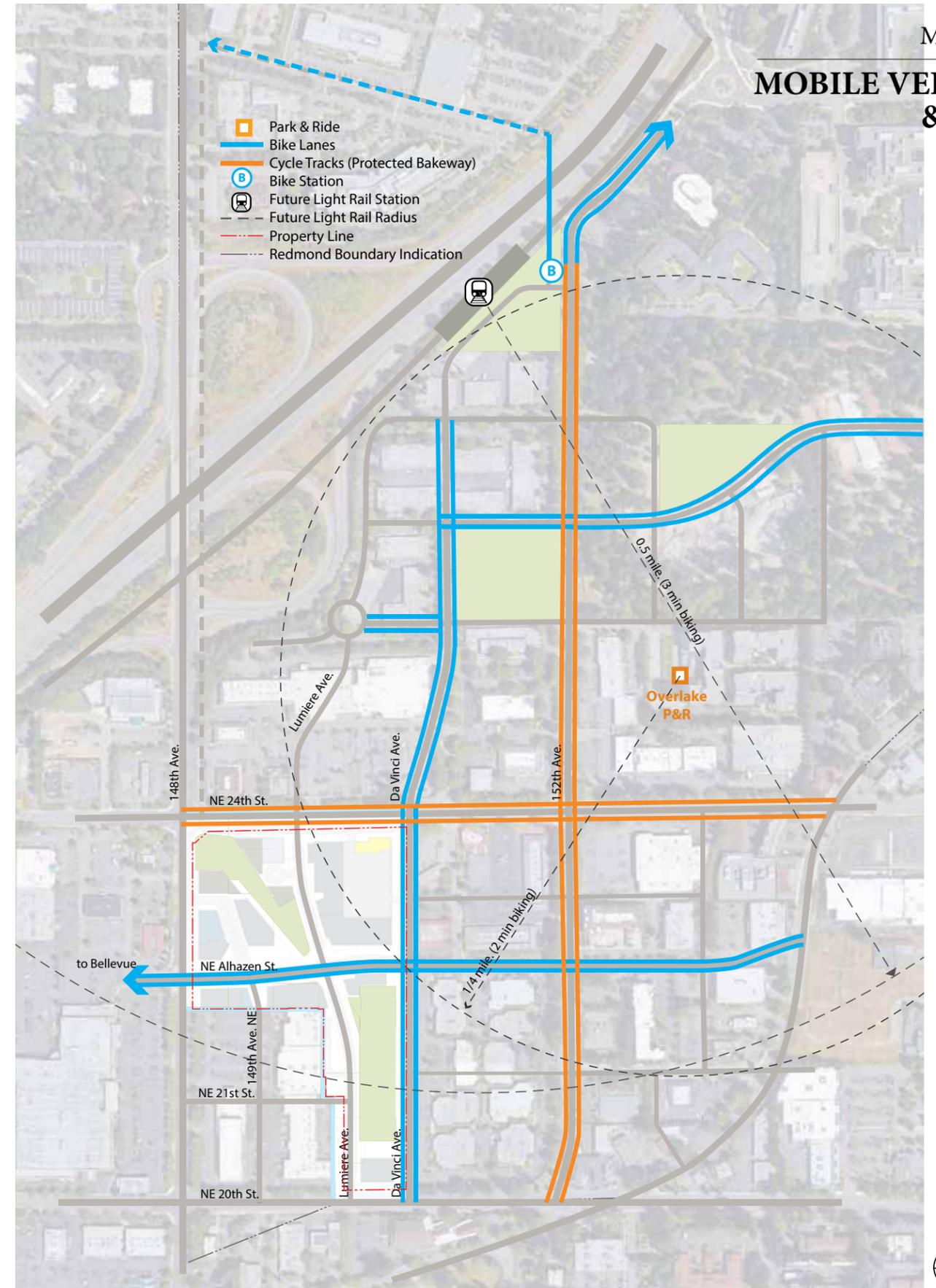
- Vehicle: Existing north-south bound traffic, with improvements along project frontage
- Bike: No bike lanes along this section of the street
- Pedestrian: Future reconstructed sidewalk
- Transit: Existing Route 221 has two stops on 148th between 20th and 24th



Future Vehicle Road Network

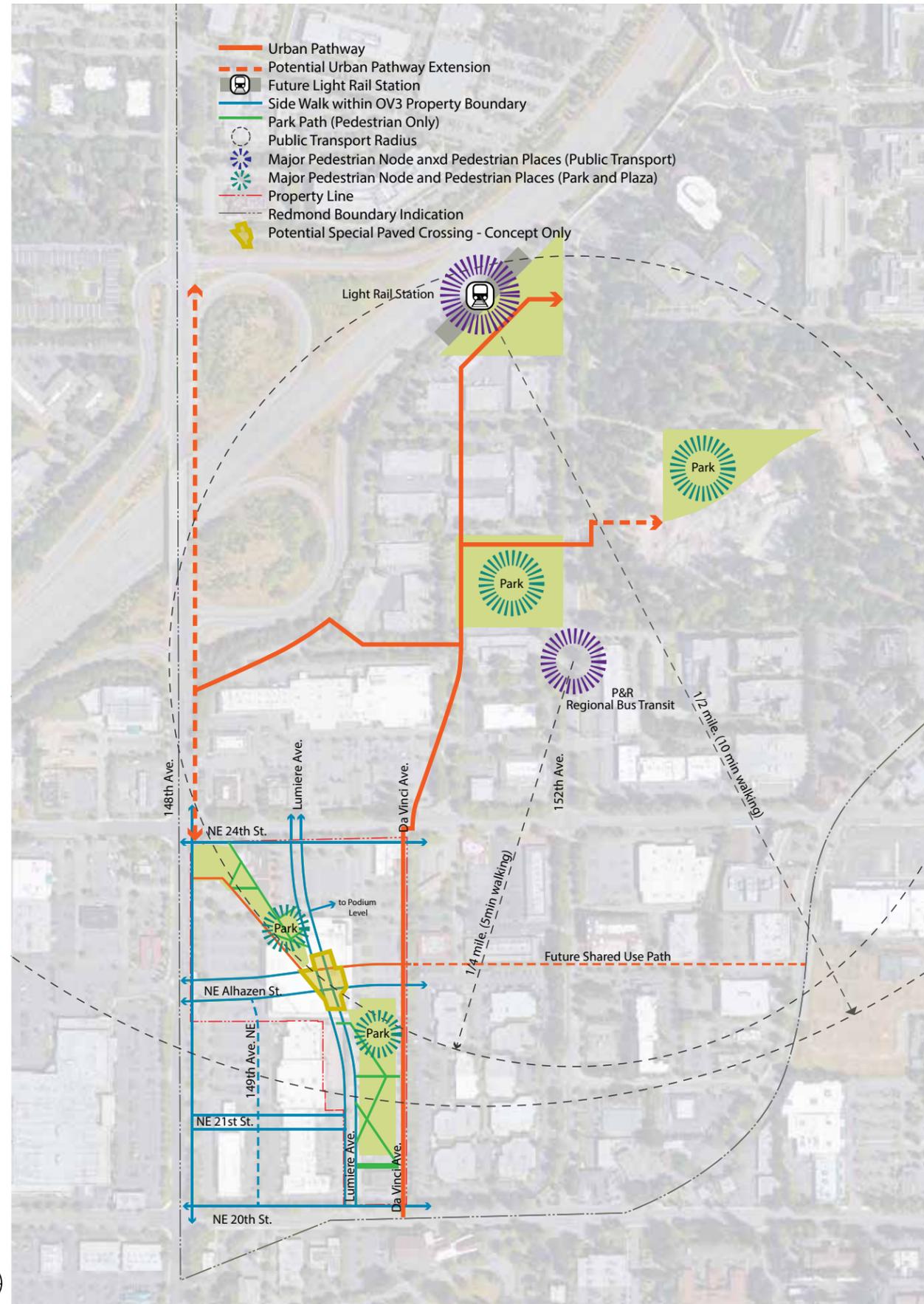


Future Bicycle Network

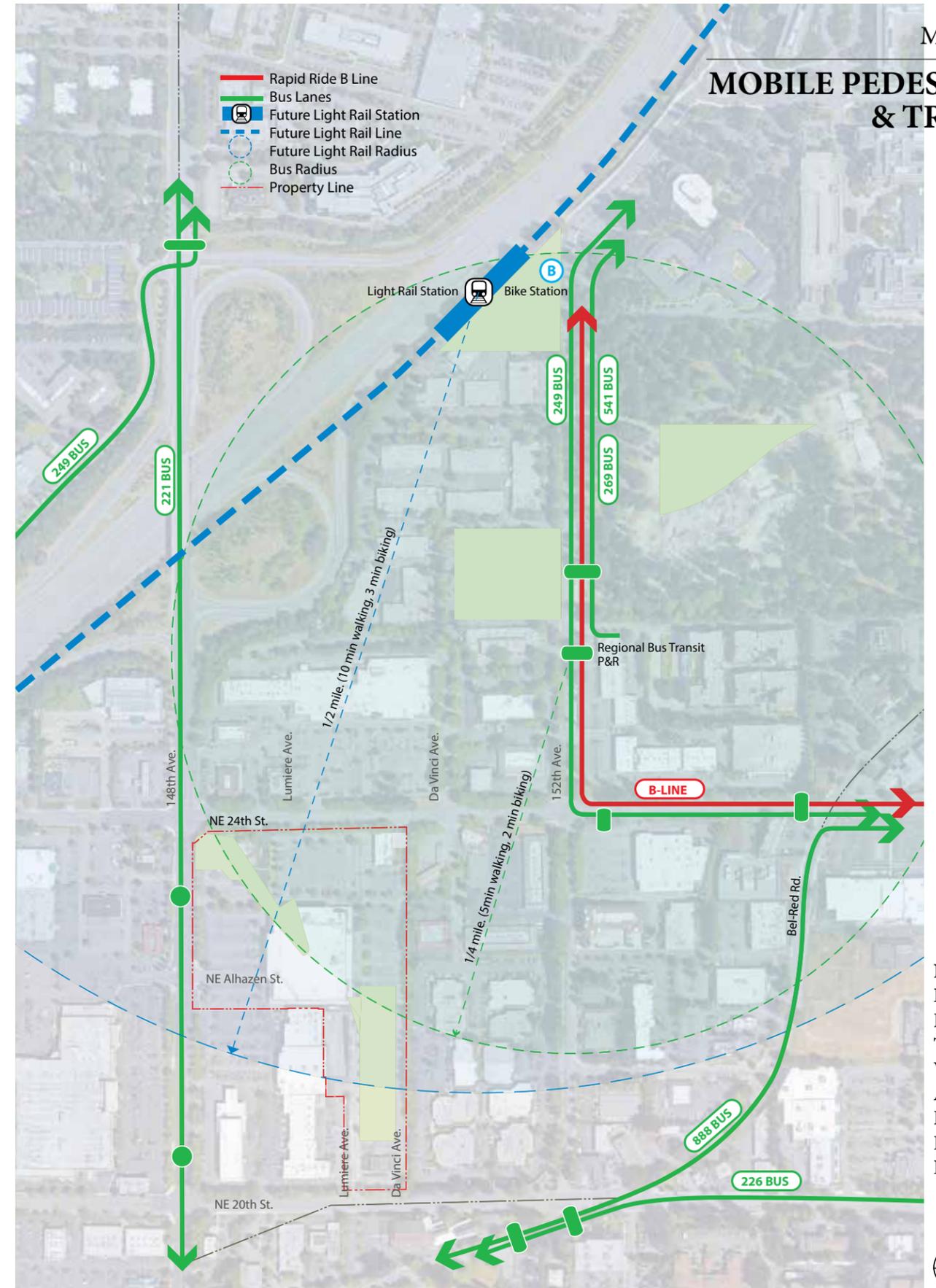


MOBILITY
MOBILE VEHICLES
& BIKES

Future Pedestrian Facilities



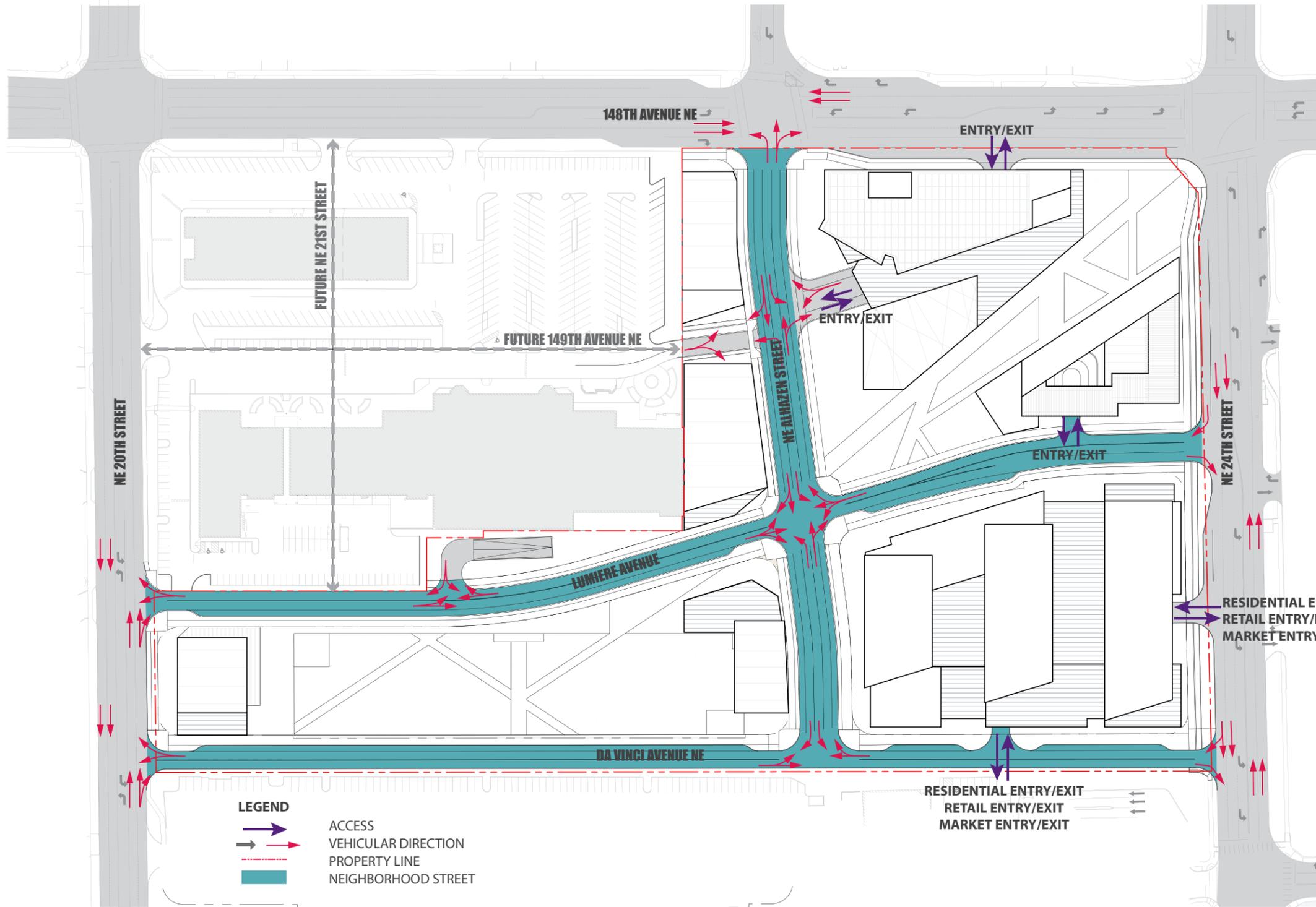
Existing/Future Transit Service



MOBILITY
MOBILE PEDESTRIAN & TRANSIT

NOTE:
EXISTING BUS
ROUTES IN
THE PROJECT
VICINITY
ARE SHOWN.
FUTURE BUS
ROUTES TO BE
DETERMINED.

VEHICULAR ACCESS ROAD TYPE

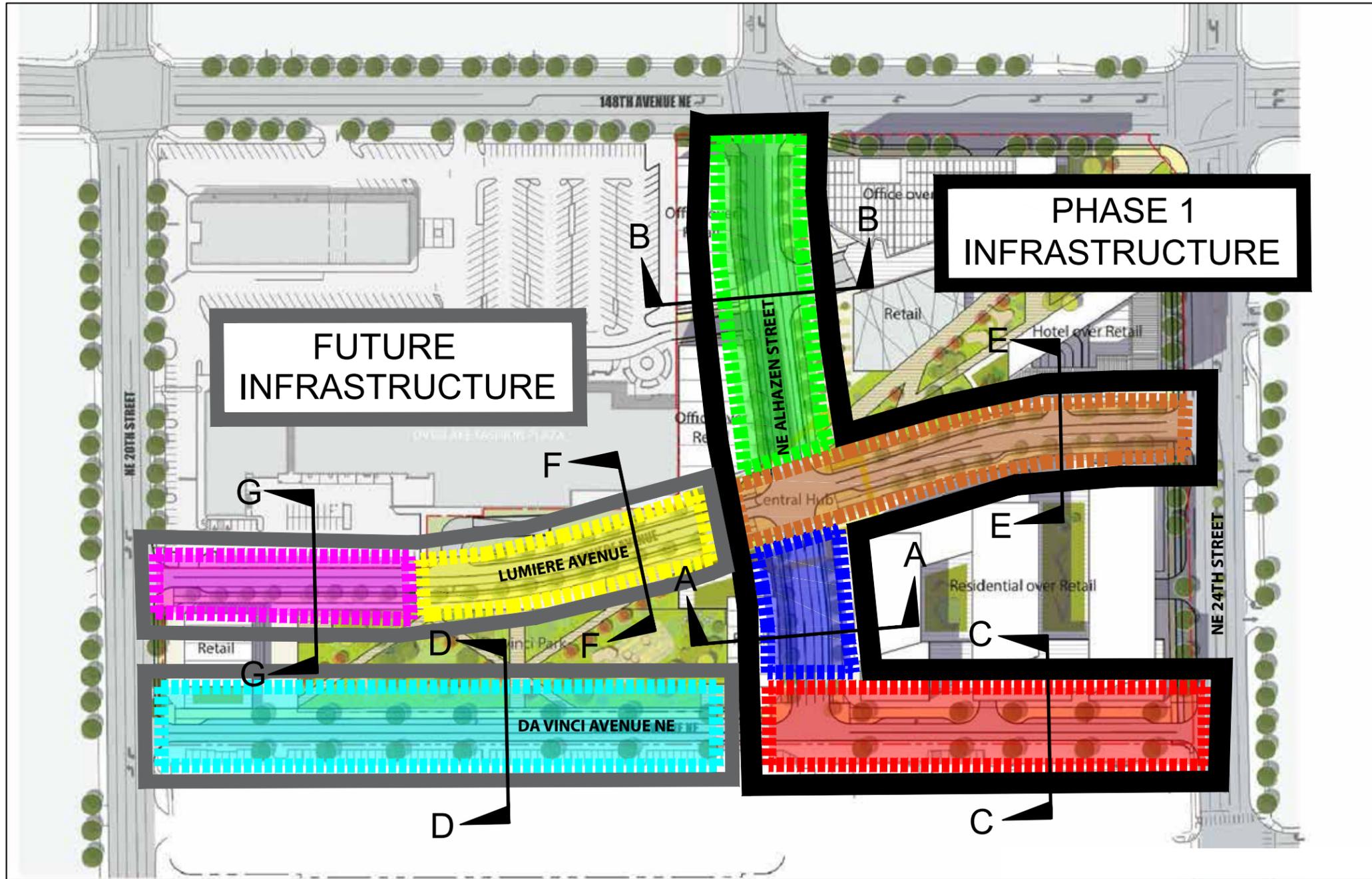


NOTES:

- RIGHT-OF-WAY TO BE DETERMINED AS THE MASTER PLAN DEVELOPS.
- ALL ROADS SHOW A POSSIBLE FUTURE LAYOUT; ACTUAL LAYOUT AND INTERIM CONFIGURATION TO BE DETERMINED DURING DETAILED DESIGN.
- ROADWAY DESIGN IS IN A PRELIMINARY STAGE, AND IS SUBJECT TO CHANGE AS THE MASTER PLAN DEVELOPS.



PHASING OF ROAD INFRASTRUCTURE



PHASE 1
INFRASTRUCTURE

FUTURE
INFRASTRUCTURE

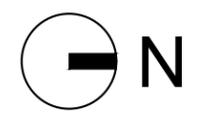
HERITAGE PLACE
TYPICAL ROADWAY SECTIONS

KEYMAP

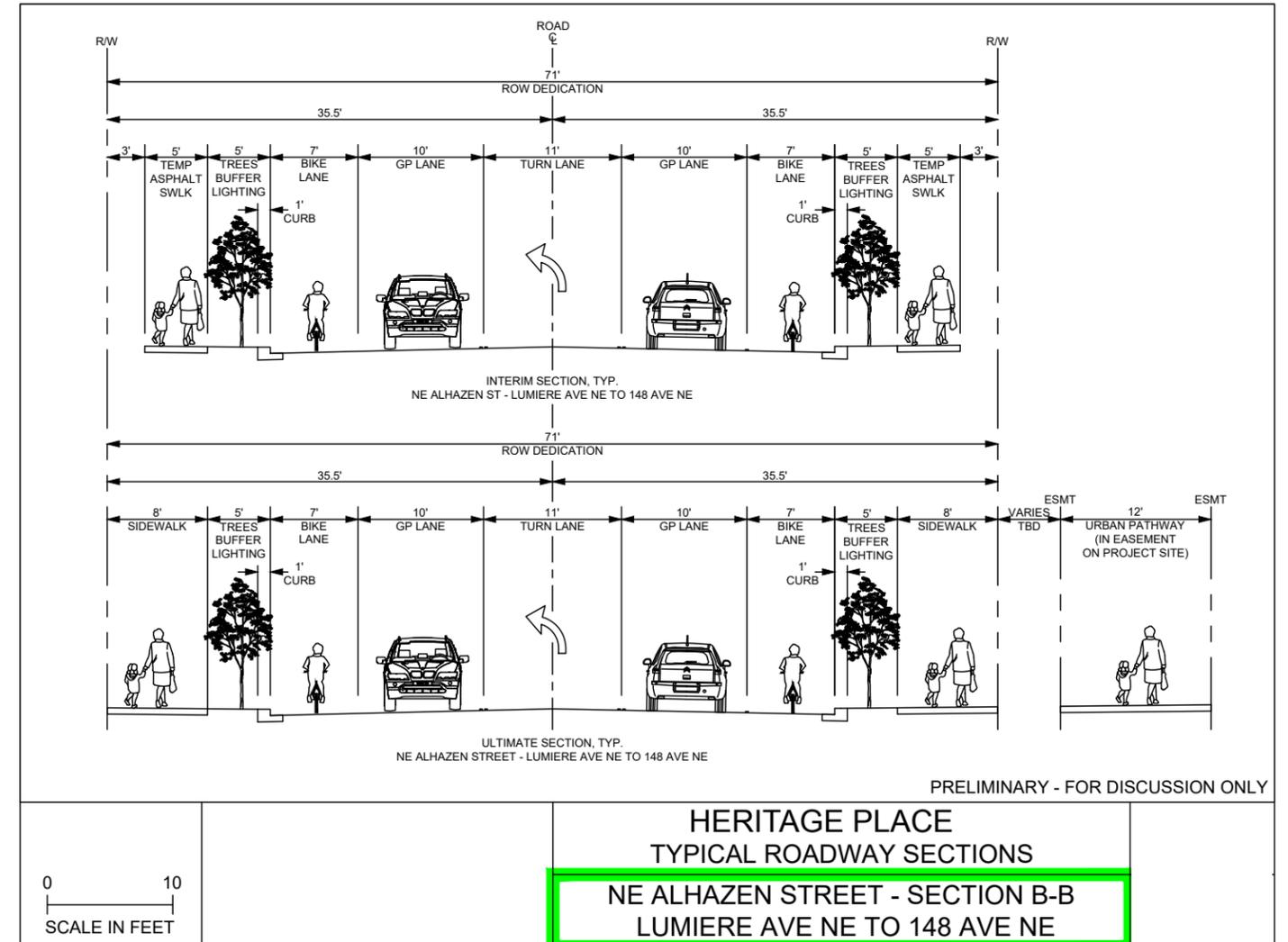
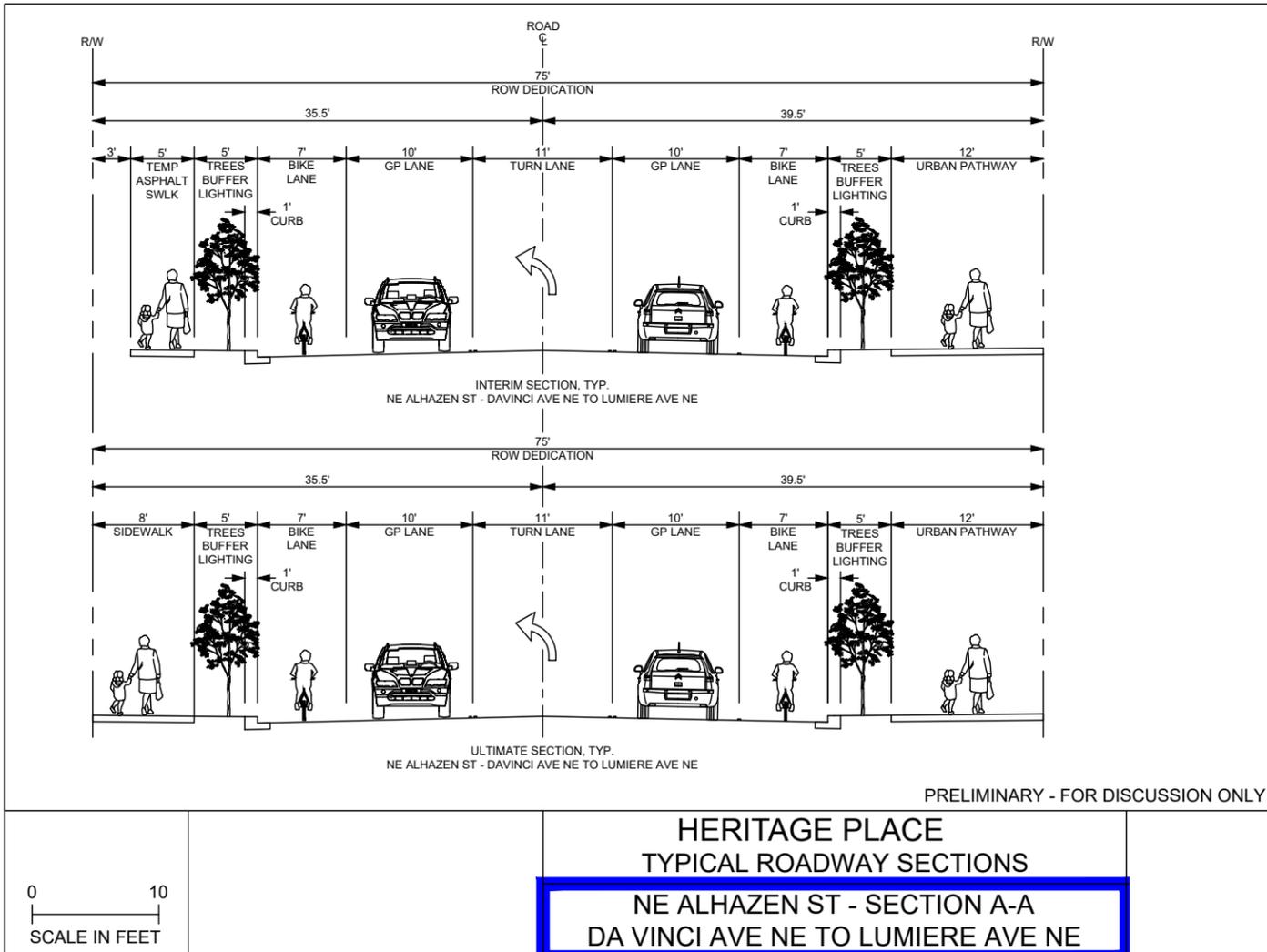
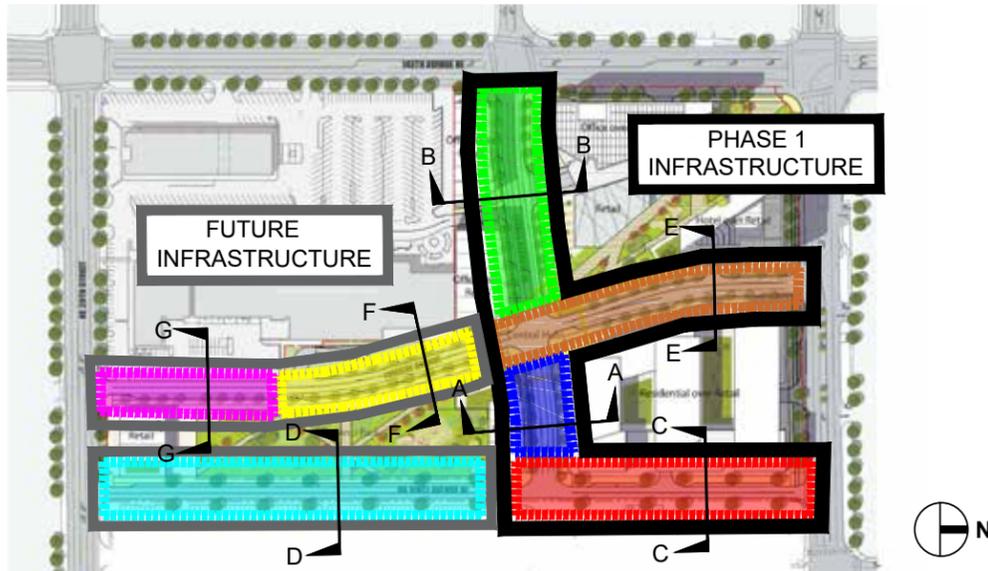
NOTES:

- PHASE 1 OF THE ROAD INFRASTRUCTURE IS OUTLINED IN BLACK. THE CONSTRUCTION OF THE REMAINING ROAD INFRASTRUCTURE WILL BE DETERMINED BY THE LEVEL OF ACTIVITY IN SUBSEQUENT PHASES.

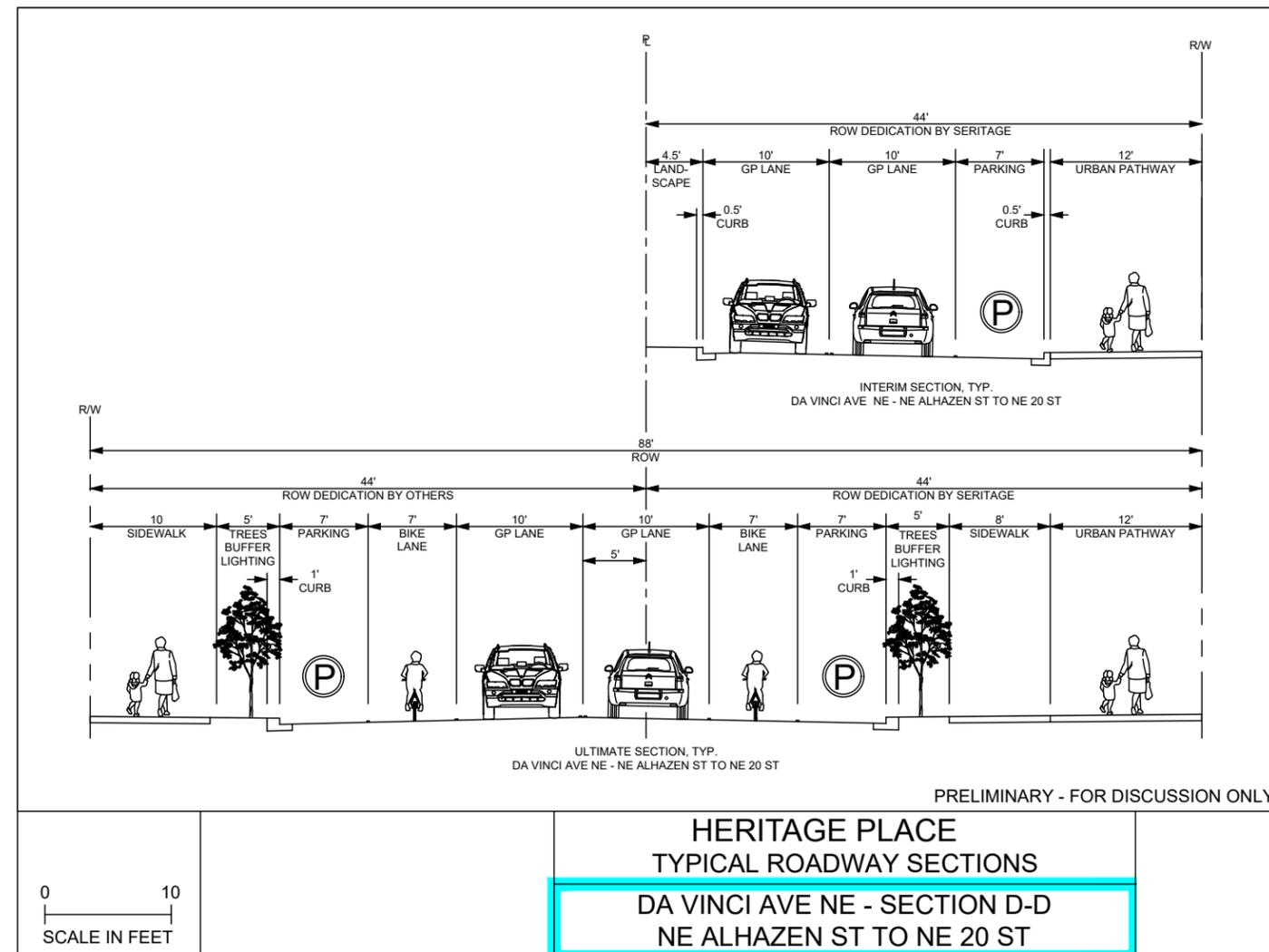
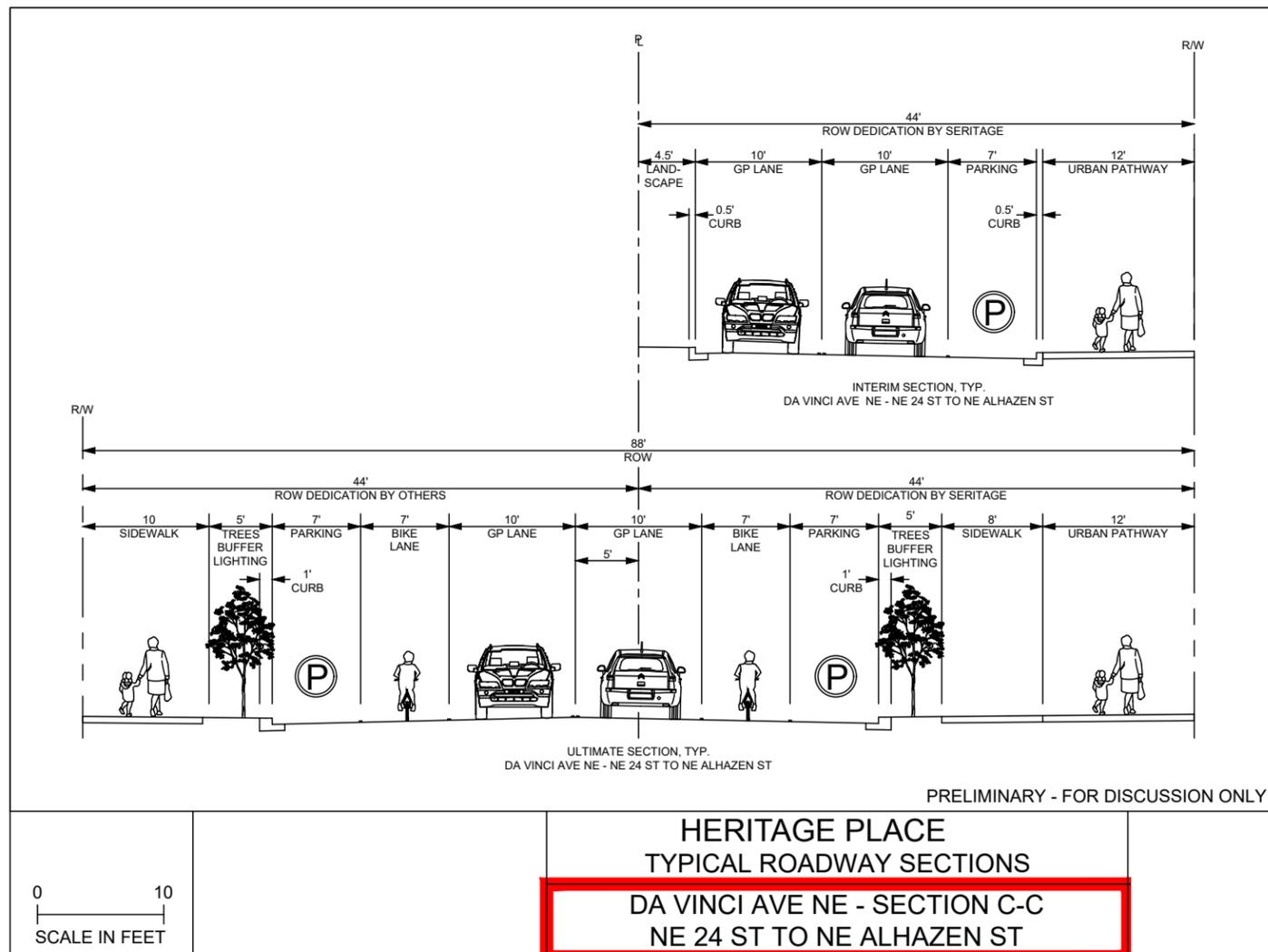
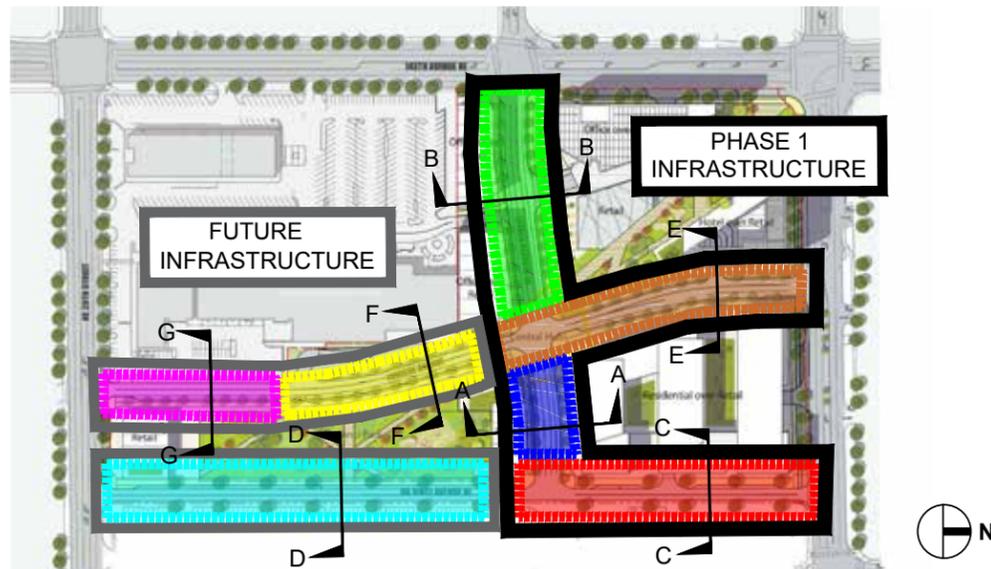
NOT TO SCALE



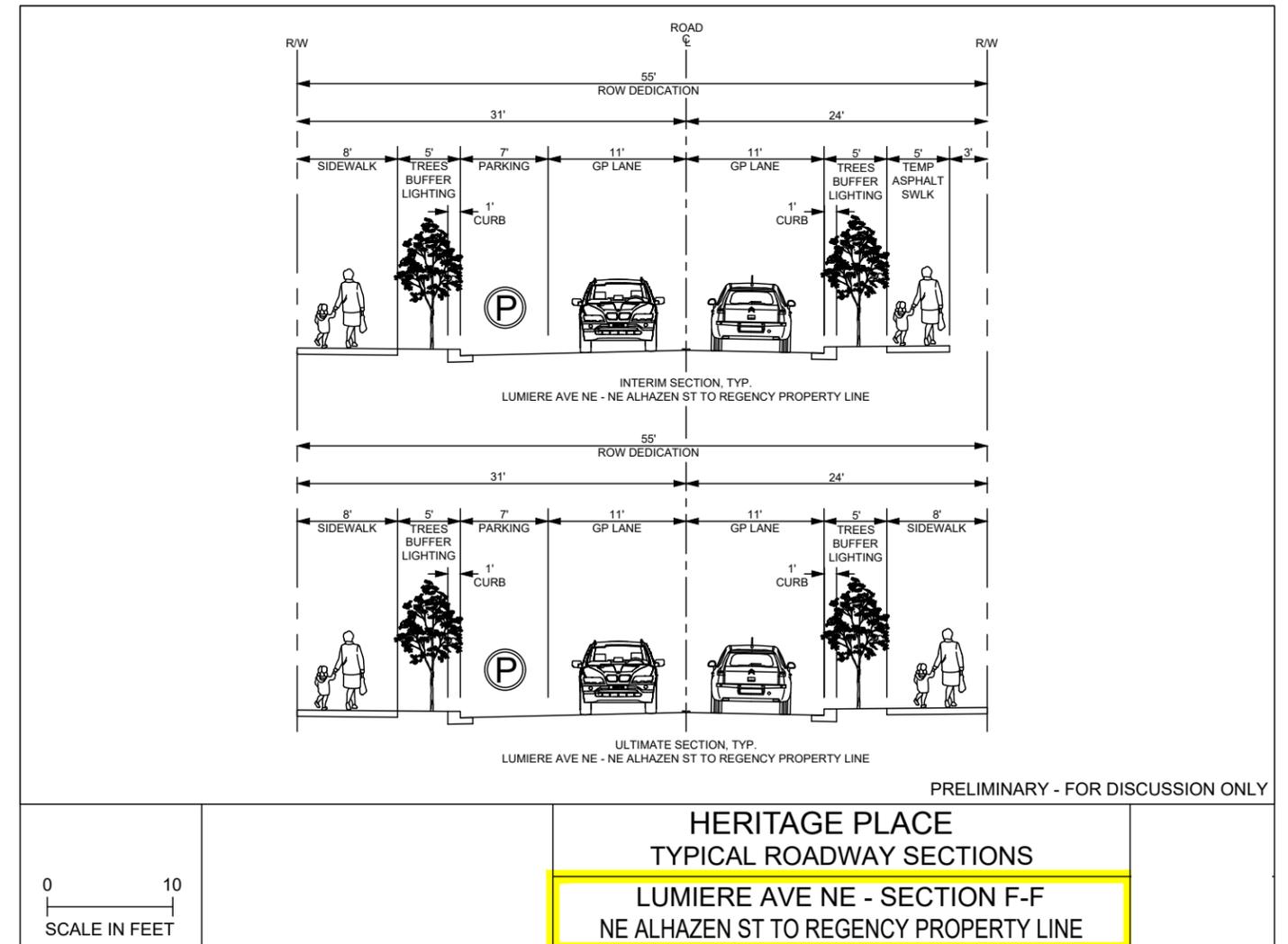
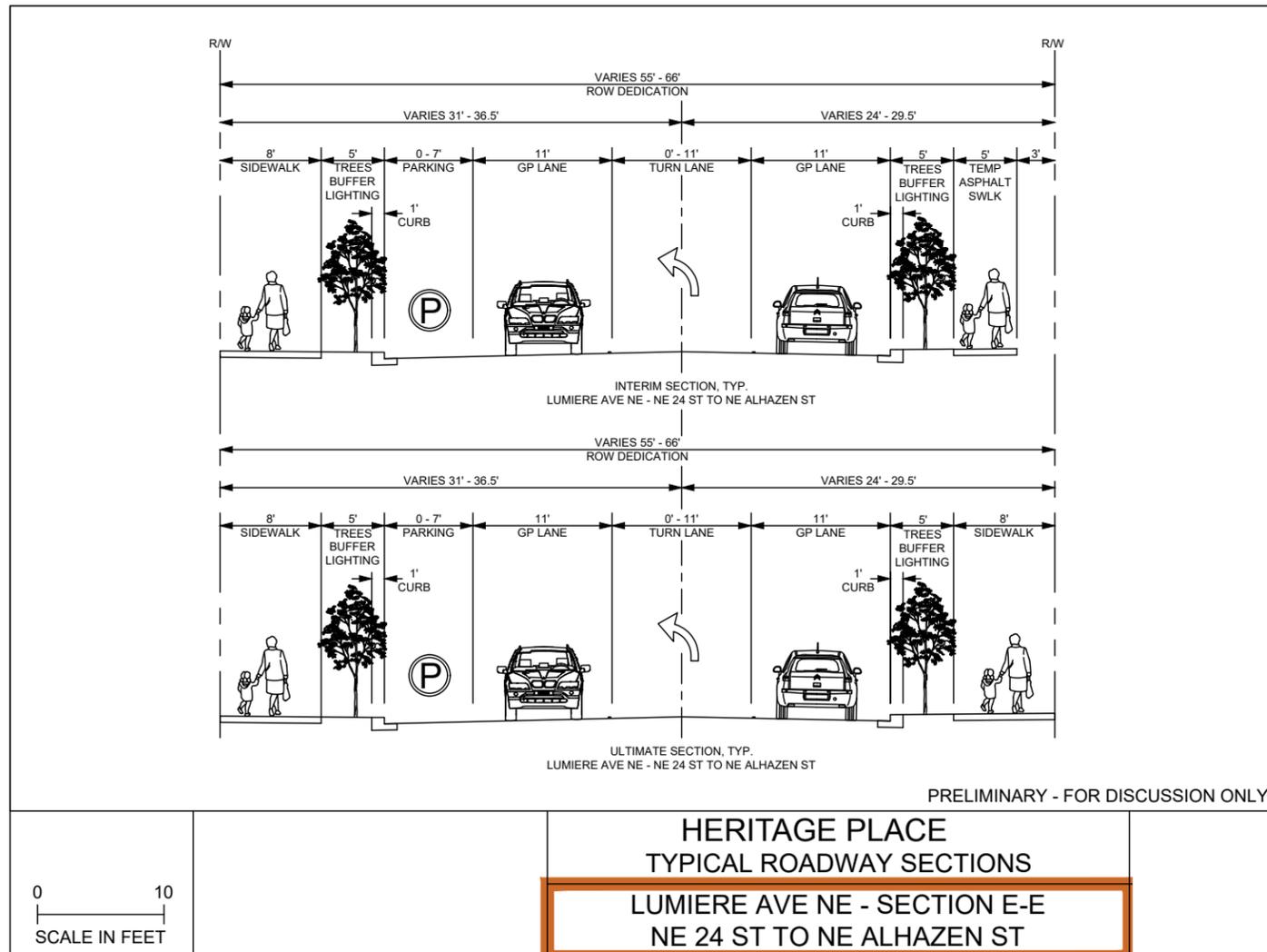
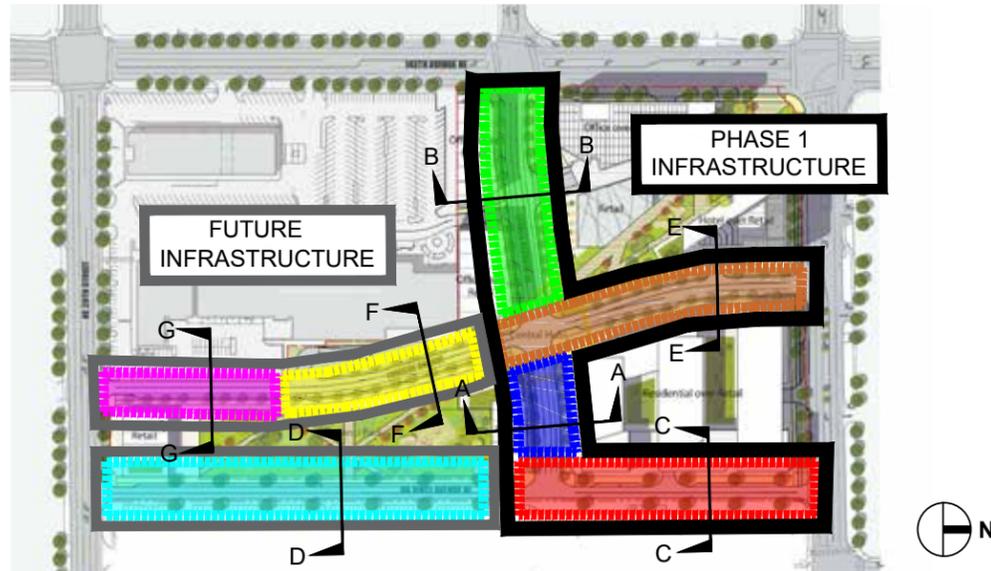
ROAD SECTION - NE ALHAZEN STREET



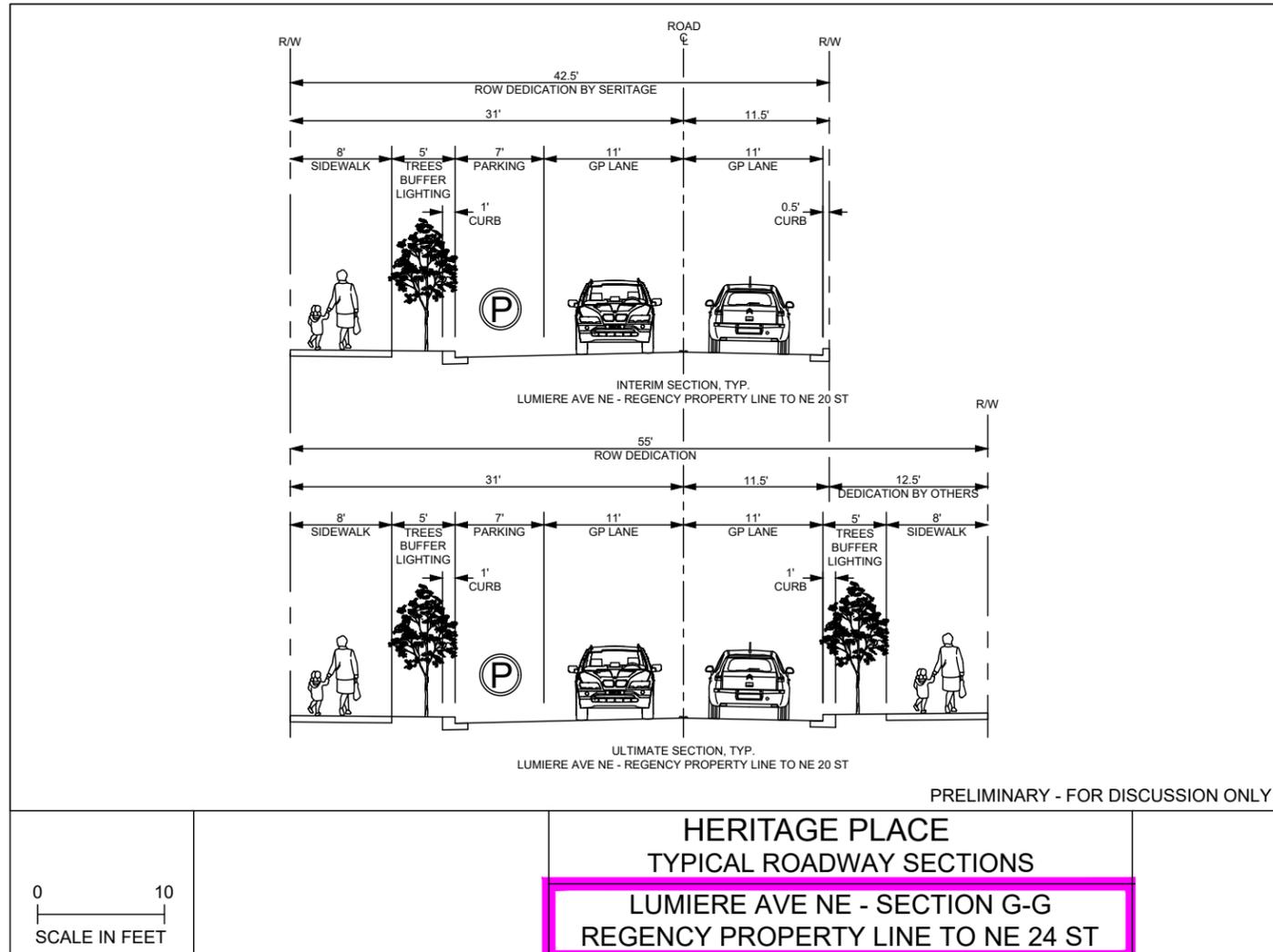
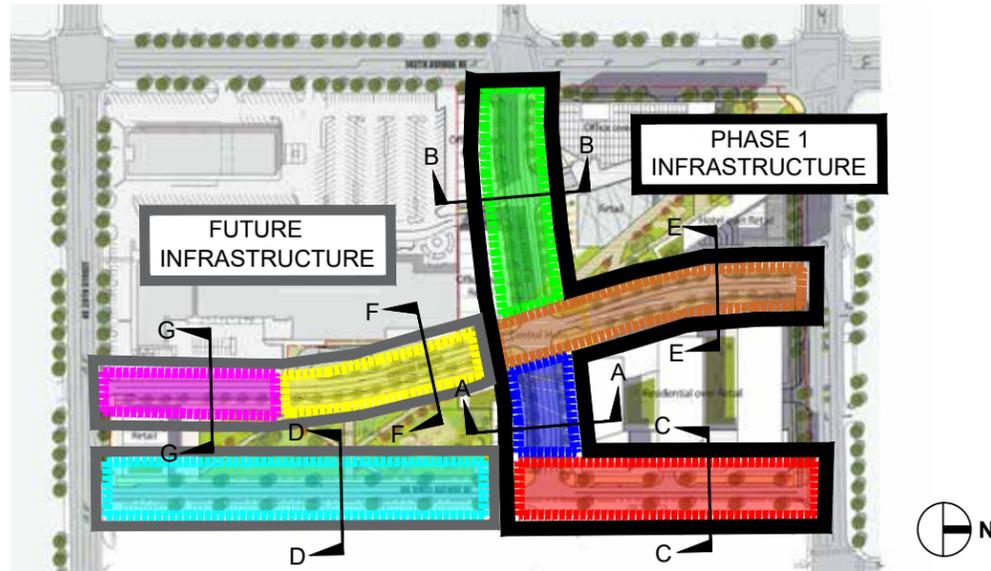
ROAD SECTION - DA VINCI AVENUE NE



ROAD SECTION - LUMIERE AVENUE NE



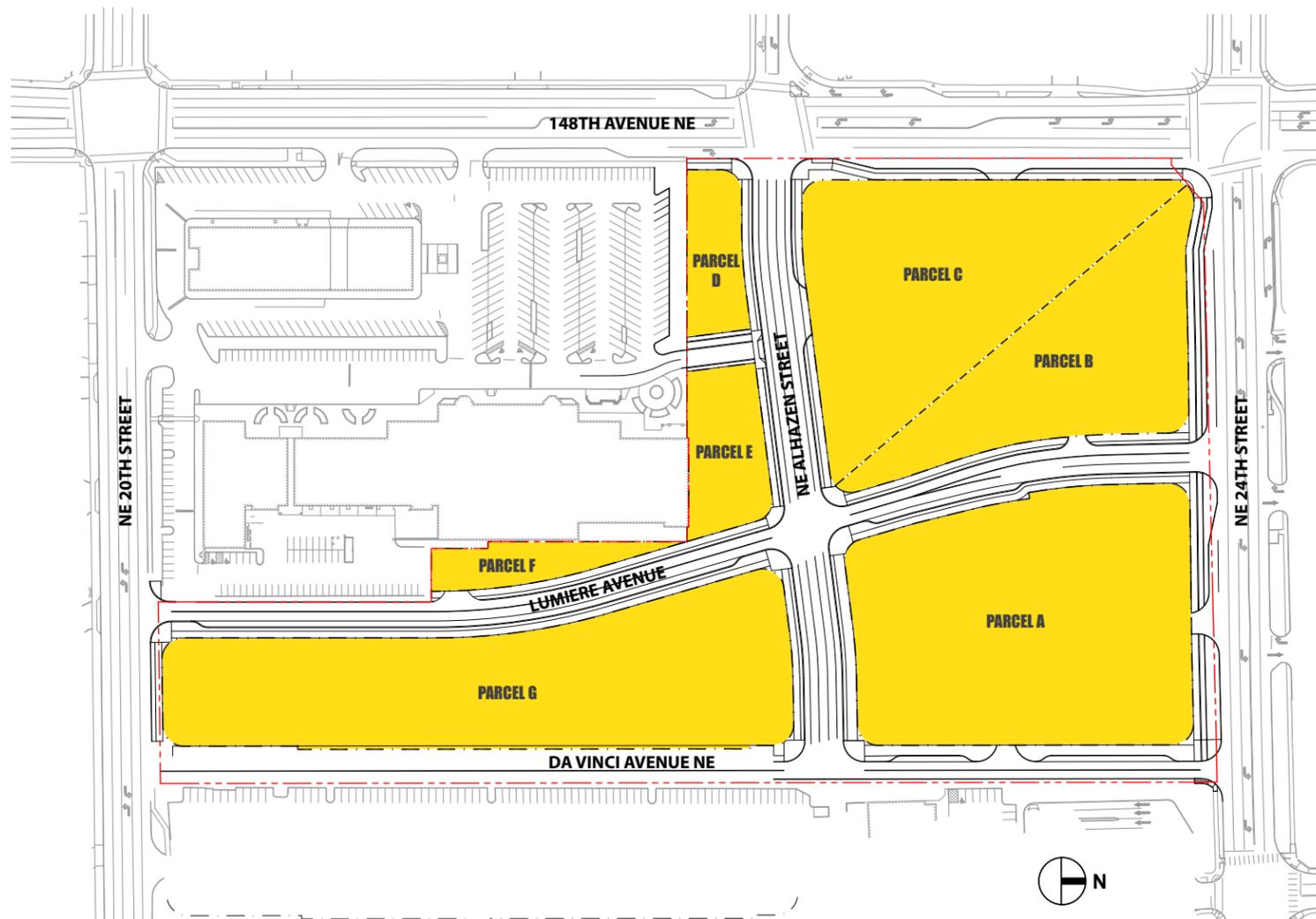
ROAD SECTION - LUMIERE AVENUE NE



HERITAGE PLACE
TYPICAL ROADWAY SECTIONS
LUMIERE AVE NE - SECTION G-G
REGENCY PROPERTY LINE TO NE 24 ST

NOTES:

- PLAN WILL COMPLY WITH THE AFFORDABLE HOUSING REQUIREMENTS OF RZC 21.20 AFFORDABLE HOUSING, AND WILL BE CONSTRUCTED WITH THE RESIDENTIAL COMPONENT.



PROPOSED TOTAL FLOOR AREAS

| | |
|--------------|---------------------|
| Retail: | 100,100 square feet |
| Market: | 23,000 square feet |
| Restaurant: | 62,700 square feet |
| Residential: | 500 dwelling units |
| Hotel: | 210 rooms |
| Office: | 266,800 square feet |

APPROXIMATE RESIDENTIAL AND HOTEL AREA

| | |
|-------------------|-----------------------------------|
| Residential: | approximately 476,865 square feet |
| Affordable units: | 10% of units |
| Hotel: | approximately 121,565 square feet |

TOTAL SITE AREA: 607,827 square feet

REDUCED SITE AREA: 409,864 square feet
(not including roads or right-of-way setbacks)

TOTAL OPEN SPACE: 106,200 square feet
(not including open space in Parcel A)

TOTAL DEVELOPABLE AREA: 303,664 square feet
(not including roads, right-of-way, Da Vinci Park and Gateway Park)

PROJECT AREA BREAKDOWN

All parcels are within the Overlake Village Zone 3

PARCEL A

| | | |
|-------|--------------|--------------------|
| Uses: | Retail: | 25,000 square feet |
| | Market: | 23,000 square feet |
| | Restaurant: | 10,000 square feet |
| | Residential: | 500 DU |

PARCEL B

| | | |
|-------|-------------|--------------------|
| Uses: | Hotel: | 210 rooms |
| | Restaurant: | 11,600 square feet |

PARCEL C

| | | |
|-------|-------------|---------------------|
| Uses: | Office: | 184,300 square feet |
| | Retail: | 25,300 square feet |
| | Restaurant: | 27,500 square feet |

PARCEL D

| | | |
|-------|---------|--------------------|
| Uses: | Office: | 32,093 square feet |
| | Retail: | 13,070 square feet |

PARCEL E

| | | |
|-------|---------|--------------------|
| Uses: | Office: | 50,407 square feet |
| | Retail: | 18,730 square feet |

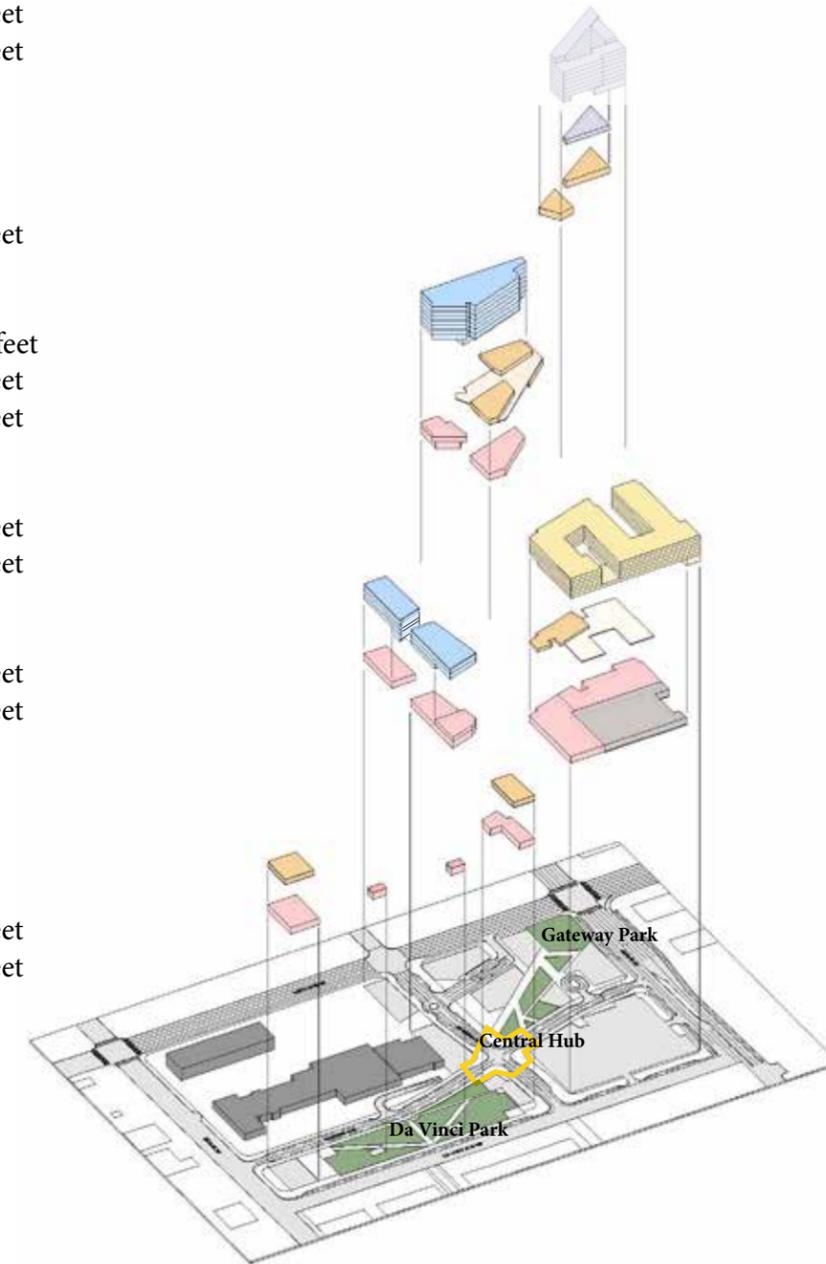
PARCEL F

No uses

PARCEL G

| | | |
|-------|-------------|--------------------|
| Uses: | Retail: | 18,000 square feet |
| | Restaurant: | 13,600 square feet |

**VI. MASSING & USE
BLOCK PROGRAM**

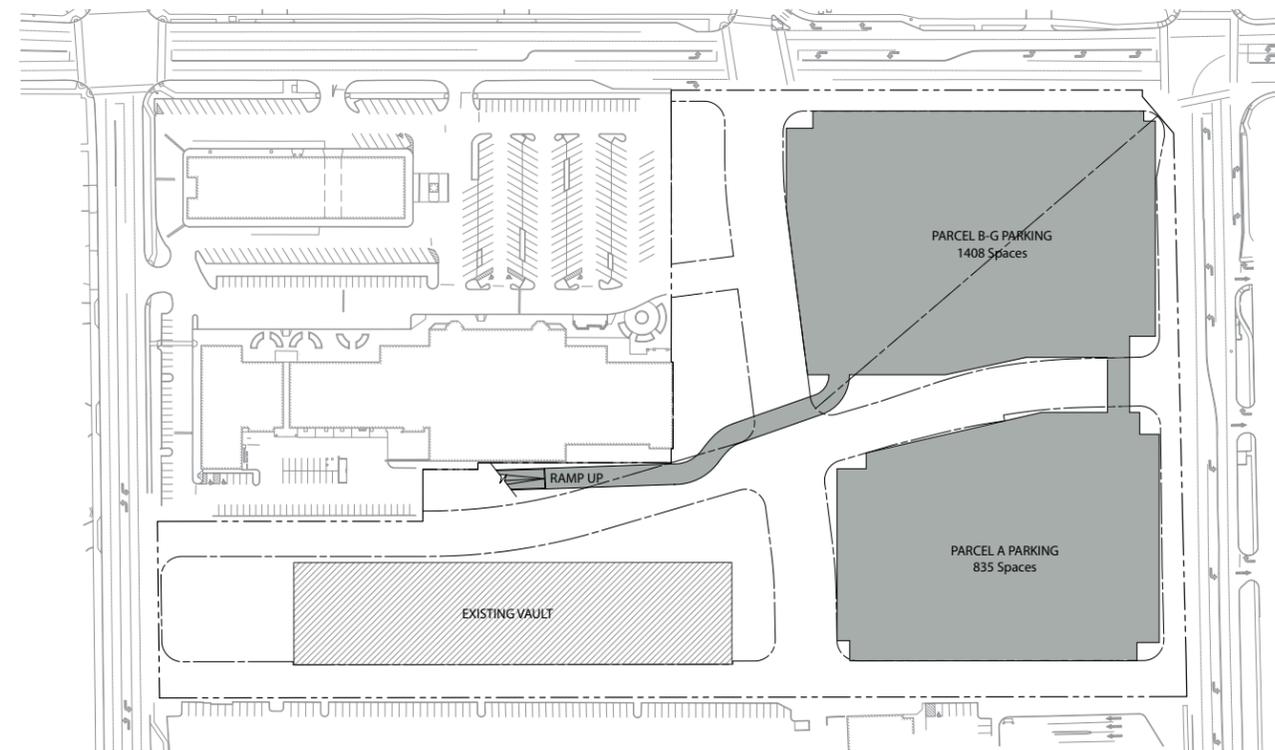
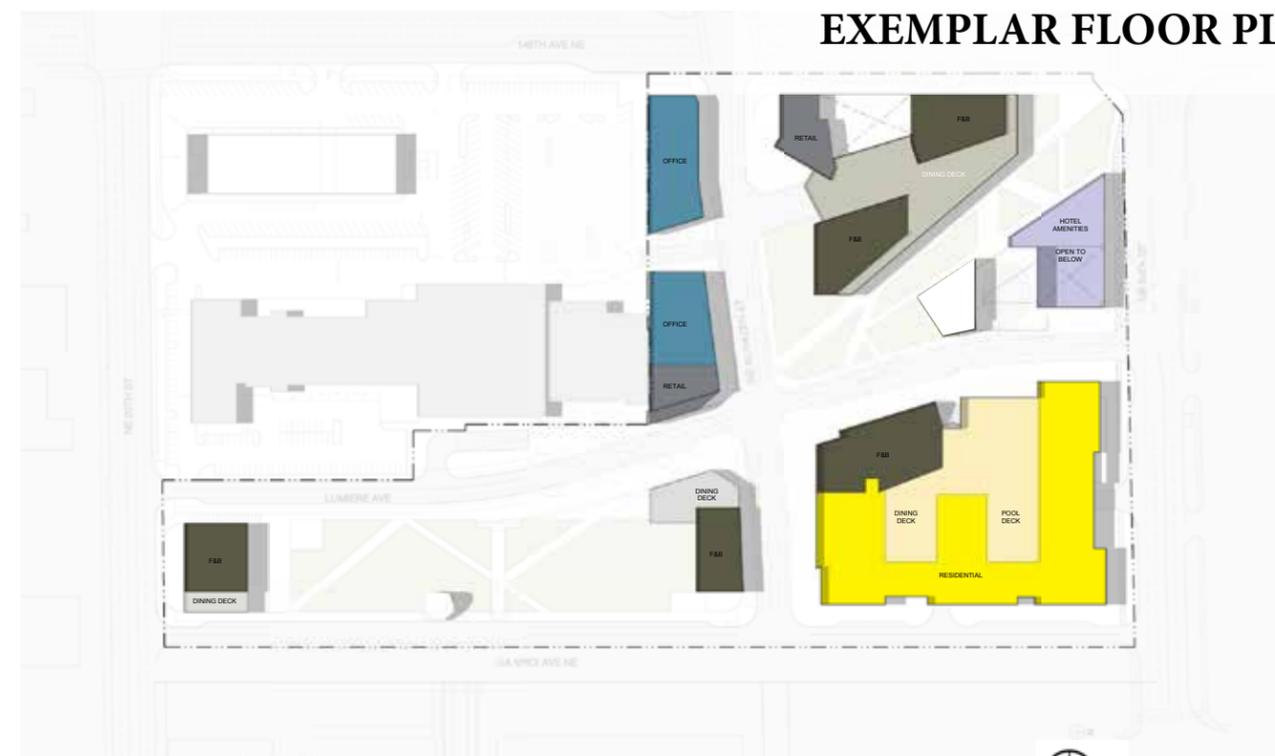


OPEN SPACE BREAKDOWN

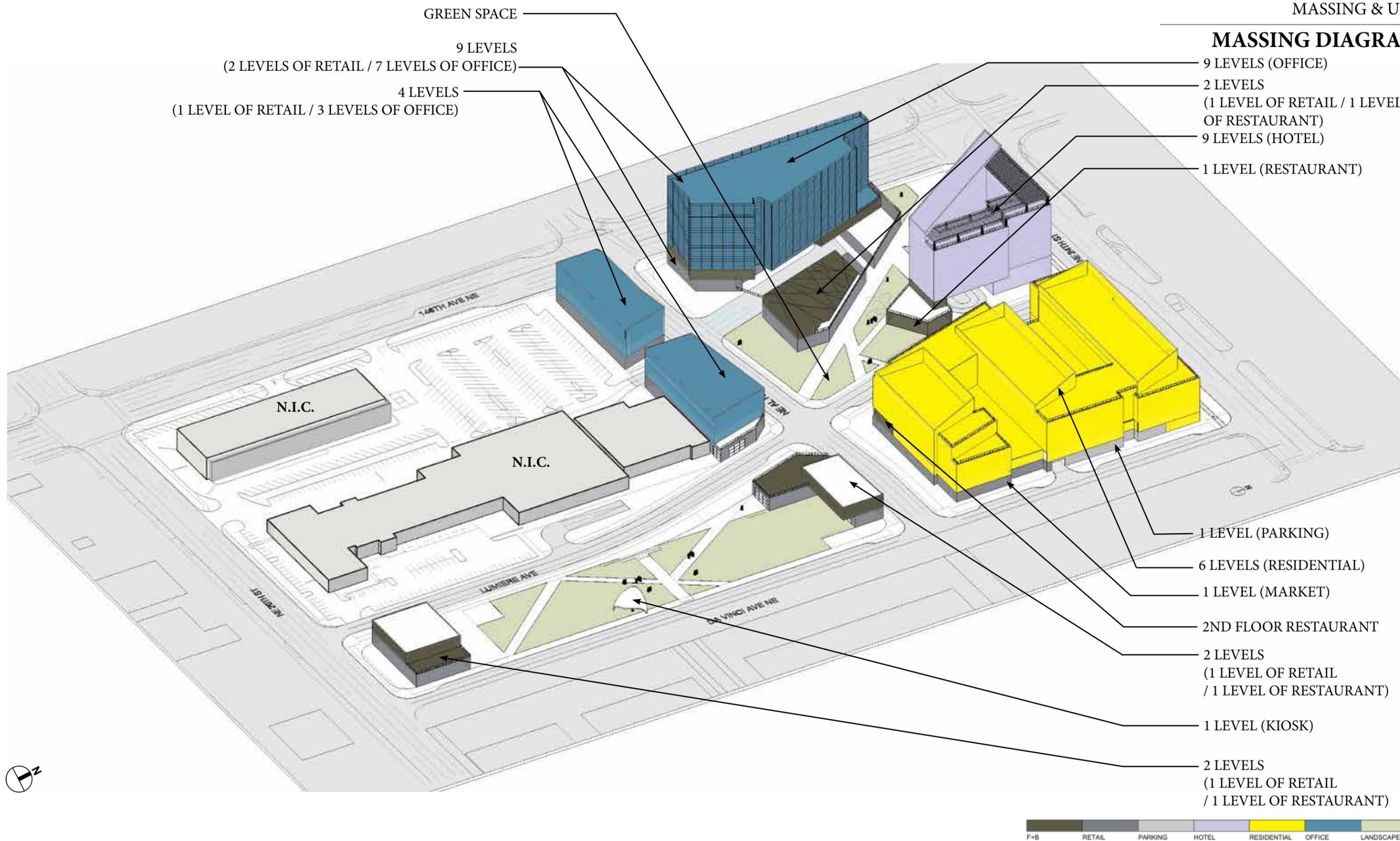
| |
|--------------------------------------|
| Park Area: |
| Da Vinci Park: 60,000 SF (1.3 Acres) |
| Gateway Plaza: 46,200 SF (1.1 Acres) |

Parcel A: Residential amenities area will comply with the code requirements .

EXEMPLAR FLOOR PLAN



MASSING DIAGRAM



GREEN SPACE

9 LEVELS
(2 LEVELS OF RETAIL / 7 LEVELS OF OFFICE)

4 LEVELS
(1 LEVEL OF RETAIL / 3 LEVELS OF OFFICE)

9 LEVELS (OFFICE)

2 LEVELS
(1 LEVEL OF RETAIL / 1 LEVEL OF RESTAURANT)

9 LEVELS (HOTEL)

1 LEVEL (RESTAURANT)

1 LEVEL (PARKING)

6 LEVELS (RESIDENTIAL)

1 LEVEL (MARKET)

2ND FLOOR RESTAURANT

2 LEVELS
(1 LEVEL OF RETAIL / 1 LEVEL OF RESTAURANT)

1 LEVEL (KIOSK)

2 LEVELS
(1 LEVEL OF RETAIL / 1 LEVEL OF RESTAURANT)

F+B RETAIL PARKING HOTEL RESIDENTIAL OFFICE LANDSCAPE

MASSING DIAGRAM

MASSING DIAGRAM

2 LEVELS
(1 LEVEL OF RETAIL / 1 LEVEL OF RESTAURANT)

1 LEVEL (KIOSK)

2 LEVELS
(1 LEVEL OF RETAIL / 1 LEVEL OF RESTAURANT)

9 LEVELS (HOTEL)

6 LEVELS (RESIDENTIAL OVER PODIUM)

1 LEVEL (PODIUM RETAIL)

4 LEVELS
(1 LEVEL OF RETAIL / 3 LEVELS OF OFFICE)



9 LEVELS BUILDING (OFFICE/RETAIL/RESTAURANT)

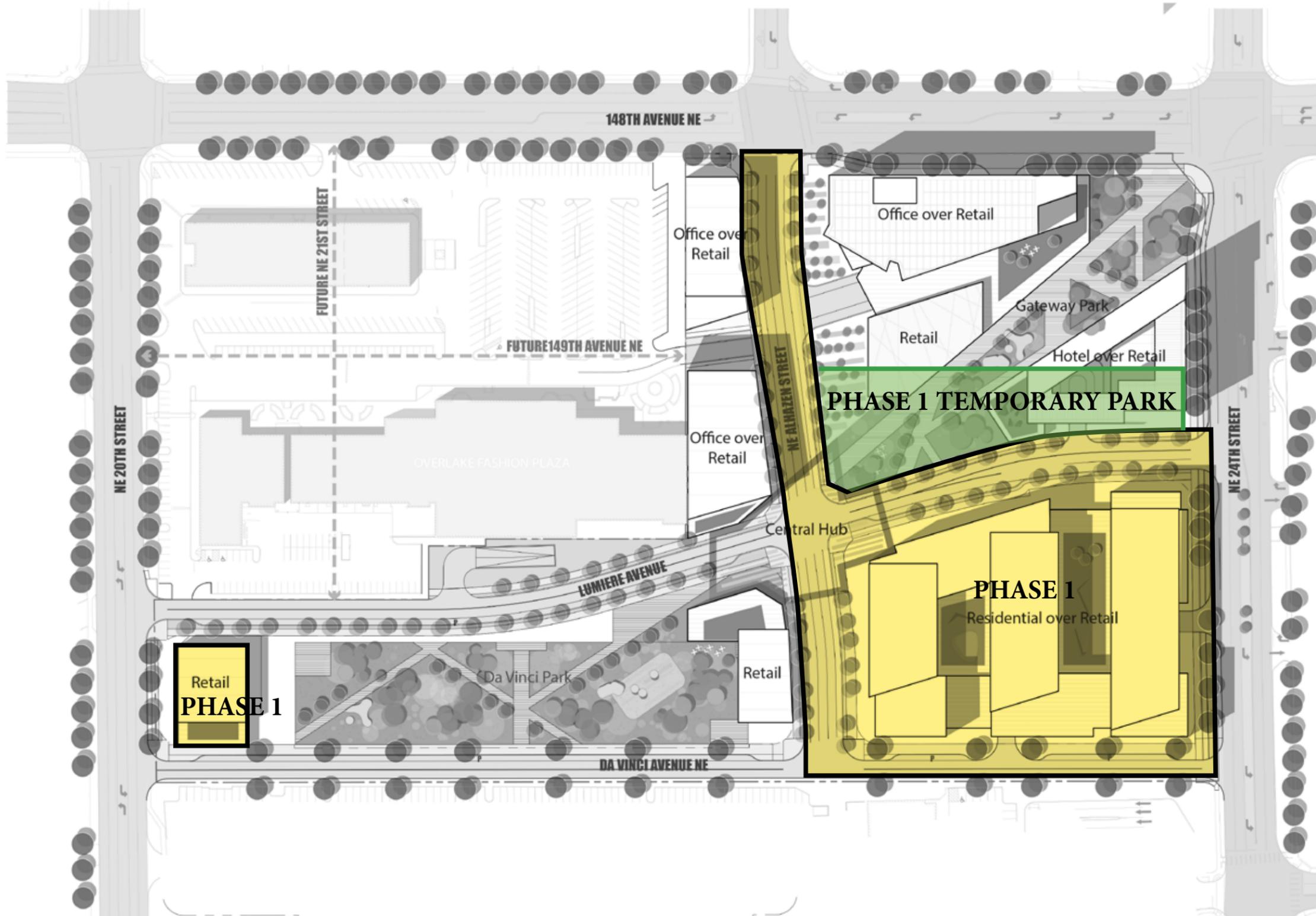
2 LEVELS (1 LEVEL OF RETAIL / 1 LEVEL OF RESTAURANT)

1 LEVEL (RESTAURANT)



MASSING DIAGRAM

THIS DIAGRAM REPRESENTS THE BUILDING STRUCTURE PHASING ONLY. PHASE I STREET DEVELOPMENT WILL LIKELY CONSIST OF CONSTRUCTING FRONTAGES, INTERIM PRIVATE CONNECTIONS AND ACCESS DRIVEWAYS.



Development of Northeast Parcel

At the time of development, the following infrastructure and public amenities will be delivered:

Roadways

- Interim half-Street configuration of Da Vinci Avenue NE north of NE Alhazen Street
- Frontage improvements on south side of NE 24th Street, between Lumiere Avenue and Da Vinci Avenue NE
- Lumiere Avenue north of NE Alhazen Street
- NE Alhazen Street between Da Vinci Avenue NE and 148th Avenue NE

Utilities

- Utilities indicated in the concept plans and under Phase 1 constructed roads, along with the regional sewer down to NE 20th

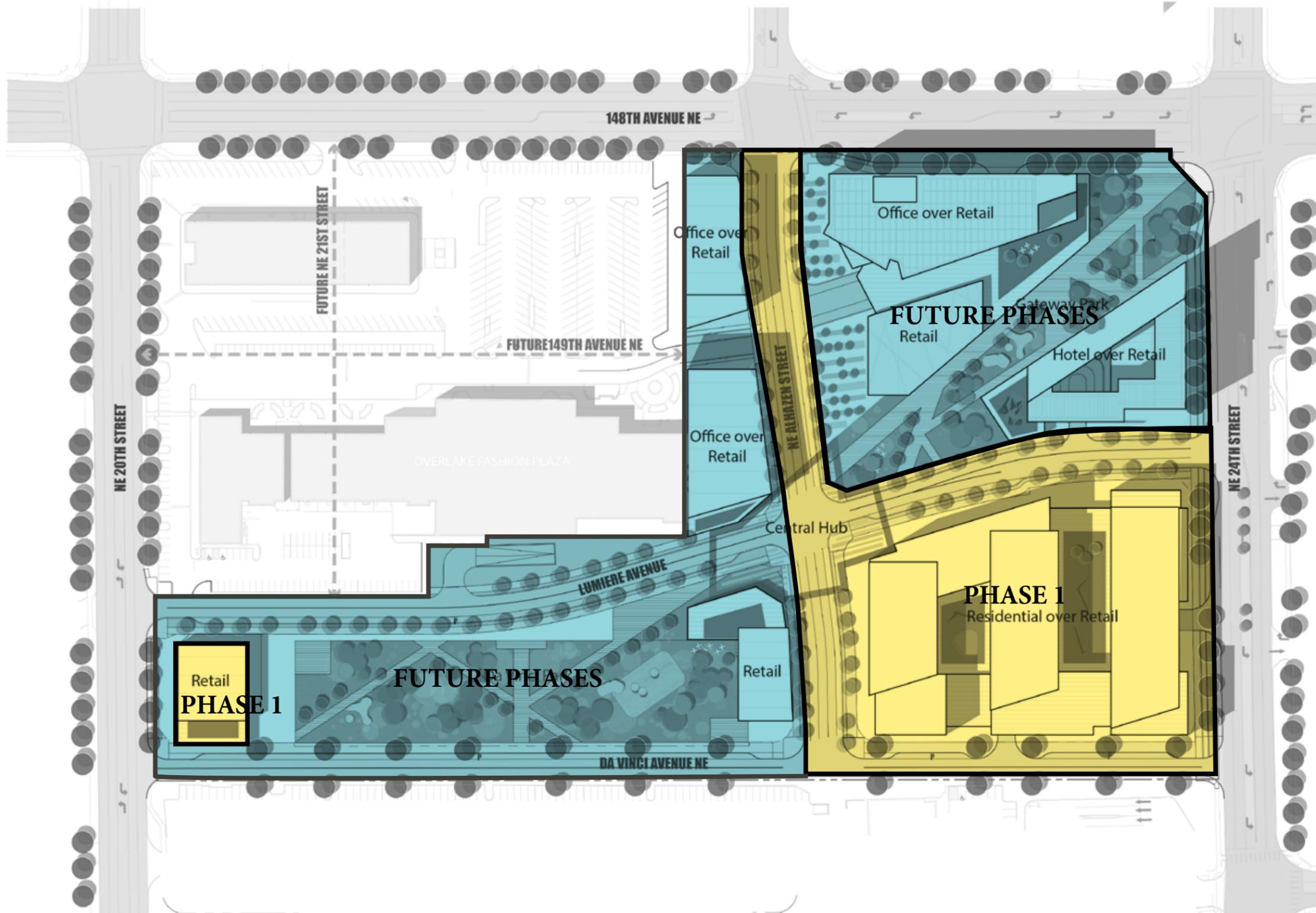
Residential

- All proposed residential units to be constructed in Phase 1

Public Amenities

- Temporary park is being proposed west of Lumiere Avenue

FUTURE PHASES ARE ALL SUBSEQUENT DEVELOPMENT AFTER PHASE I AND WILL LIKELY BE DEVELOPED IN MORE THAN ONE PHASE.



Development of Remaining Land

At the time of development, the following infrastructure and public amenities will be delivered:

Roadways

- Interim half-Street configuration of Da Vinci Avenue between 20th and 24th will be completed
- Lumiere Avenue will be completed
- Partial street improvements to NE 24th Street
- Partial street improvements to 148th Avenue NE
- Partial street improvements to NE 20th Street
- 149th Avenue partially built (on subject site) as a shared street

Utilities

- Utilities will be constructed at the time of road construction and as determined by the level of activity of a particular phase of construction

Project Uses

- All proposed building types and public spaces will be designed and constructed after following the appropriate procedures required by the city of Redmond

Public Amenities

- Da Vinci Park and Gateway Park will be constructed as determined by the level of activity in subsequent phases.



| REQUIREMENT | COMPLIANCE |
|---|---|
| MAXIMUM LOT COVERAGE 85%,(per RZC 21.12.060B) (on basis of the entire approved master plan, rather than on a site-by-site basis) | Master Plan will meet city’s requirement. |
| MINIMUM LANDSCAPE AREA 15% (as defined in RZC 21.12.060 B and per specific requirements in RZC 21.12.130) | Master Plan will meet city’s requirement. |
| BASE MAXIMUM BUILDING HEIGHT without bonuses (per RZC 21.12.060B) | Superseded by incentive program |
| BASE MAXIMUM FLOOR AREA RATIO without bonuses (per RZC 21.12.060B) | Superseded by incentive program |
| COMMERCIAL FLOOR AREA Not to exceed BROTS Agreement | |
| BUILDING SETBACKS AND BUILD-TO LINES (RZC 21.12.150A) | Master Plan meets city’s requirement. |
| MINIMUM RESIDENTIAL FLOOR AREA (per RZC 21.12.060B) Provide residential uses as a minimum of 25% of the gross floor area of proposed uses. | Master Plan meets city’s requirement. |
| RESIDENTIAL OPEN SPACE (per RZC 21.12.120) 6.25% of gross residential floor area. Can include common space, private balconies, rooftop decks. Does not include parks or other bonus features. | Master Plan will meet city’s requirement. |
| TREE PROTECTION AND REPLACEMENT (per RZC 21.72) | Master Plan will comply with city’s code 21.72.080. |
| PARKING (per RZC 21.40) | Master Plan will meet city’s requirement. |

COMPLIANCE WITH REDMOND ZONING CODE (RZC)

The vision for the Overlake Village Zone 3 (OV3) Master Plan aligns with the vision set forth in the City of Redmond Comprehensive Plan, which describes Overlake Village as “a neighborhood with a sense of place and activity that makes it attractive for living.” Although RZC 21.76.070 (P)(5)(c)(ii) states that “architectural design, exact building shapes and locations, and other detailed information required in a site plan shall not be required [for the master plan]”, the hypothetical scenario included in the Master Plan demonstrates that the various site requirements and incentive elements addressed by the RZC can be achieved. The submittal documents demonstrate compliance with applicable sections of the RZC.

BONUS CALCULATION

MAXIMUM BUILDING HEIGHT USING INCENTIVE PROGRAM

| | Residential | General Sales and Services | Communications and Information | Hotel/Conf Commercial | Phase Implemented | Parcel Implemented |
|-----------------------|-------------|----------------------------|--------------------------------|-----------------------|-------------------|-------------------------|
| Base Height | 5 | 4 | 4 | 4 | | |
| Master Plan | 1 | 1 | 1 | 1 | All Phases | All Parcels |
| Plaza Improvement | | 1 | 1 | 1 | TBD after Phase 1 | Parcels Except Parcel A |
| Subterranean Parking | 1 | 1 | 1 | 1 | All Phases | Parcels A, B, and C |
| Plaza Dedication | | 1 | 1 | 1 | TBD after Phase 1 | TBD after Phase 1 |
| Green Building or TDR | | 1 | 1 | 1 | All Phases | All Phases |

| | | | | |
|--|--|---|---|---|
| Max Heights per RZC 21.12.060 (B) | 9 | 9 | 9 | 9 |
| Heights Proposed by Master Plan | 6 (To be constructed over 1 or 2 story podium) | 9 (There are 2 stand-alone building, the rest are within larger buildings on the site.) | 9 | 9 |

NOTE: *While several incentive items will be provided as part of this project, not all uses require the additional height or floor area and are not noted in the table

MAXIMUM FAR USING INCENTIVE PROGRAM

| | Residential | General Sales and Services | Communications and Information | Hotel/Conf Commercial | Phase Implemented | Parcel Implemented |
|-----------------------|-------------|----------------------------|--------------------------------|-----------------------|-------------------------------|-------------------------|
| Base FAR | 2.5 | 0.36 | 0.36 | 1.2 | | |
| Subterranean Parking | | | 0.15 | | Phase 1 and subsequent phases | Parcels A, B, and C |
| Plaza Improvement | | | | | TBD after Phase 1 | Parcels Except Parcel A |
| Plaza Dedication | | | | | TBD after Phase 1 | TBD after Phase 1 |
| Green Building or TDR | | | | | All Phases | All Phases |

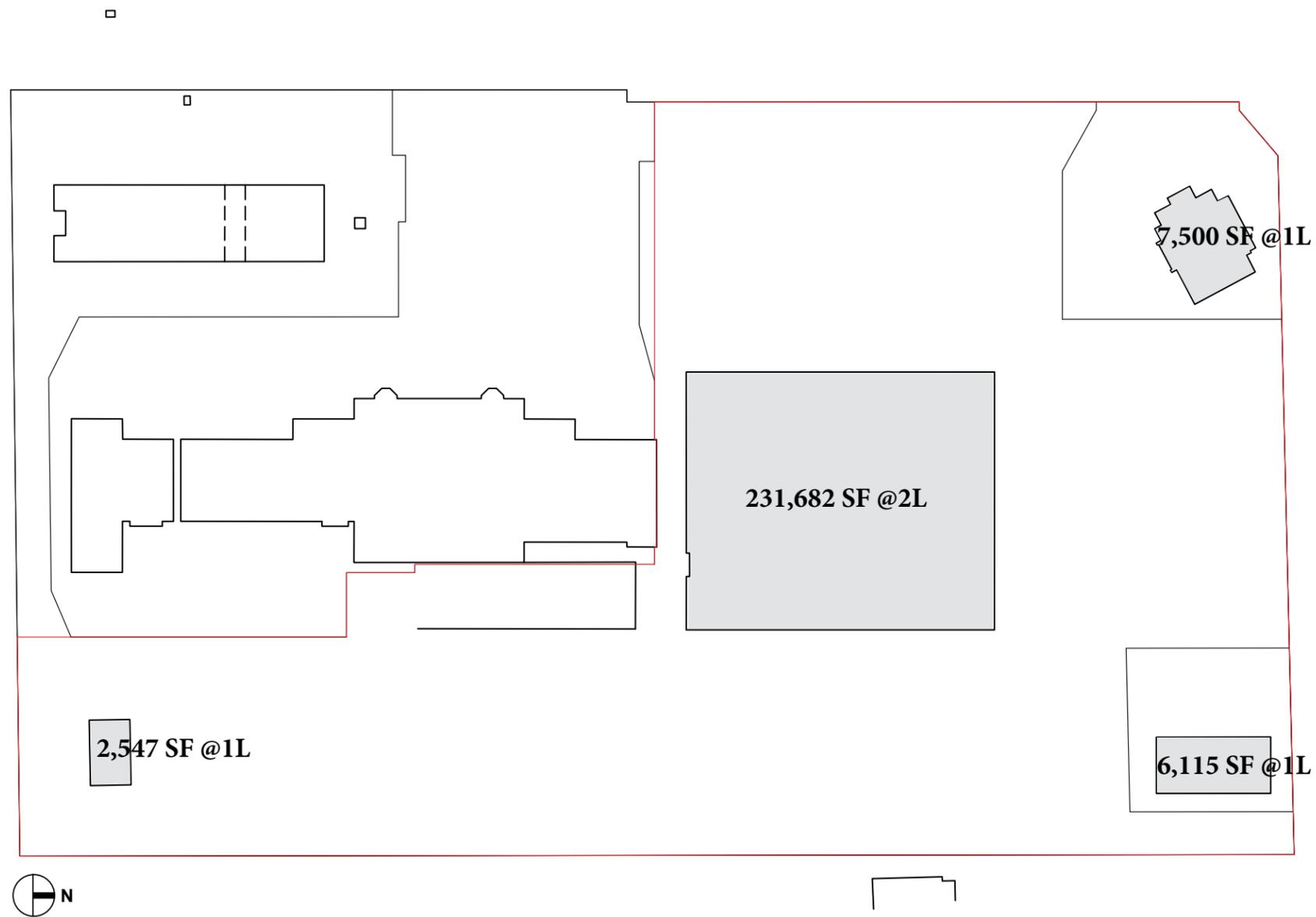
| | | | | |
|---|-----|------|------|------|
| Maximum FAR allowed with bonuses | 2.5 | 0.36 | 0.51 | 1.2 |
| Max FAR per RZC 21.12.060 (B) | 4 | 0.55 | 0.55 | 1.35 |

| | | | | |
|------------------------------------|-------------|---|-------------------|-------|
| FAR Proposed by Master Plan | Residential | Restaurant/Retail/Market (General Sales and Services) | Technology Office | Hotel |
| | 0.78 | 0.29 | 0.43 | 0.2 |

NOTES:

- BONUS AND INCENTIVE CALCULATIONS ARE IN A PRELIMINARY STAGE, AND ARE SUBJECT TO CHANGE AS THE MASTER PLAN DEVELOPS.
- FAR IS CALCULATED BASED ON THE ENTIRE DEVELOPMENT SITE (607,827 SF)
- ONLY THOSE INCENTIVES SERITAGE INTENDS TO UTILIZE FOR A PARTICULAR USE ARE LISTED. THE CHART DOES NOT SHOW ALL THE INCENTIVES UPON WHICH SERITAGE QUALIFIES.

EXISTING SITE



CURRENT FLOOR AREA:

Sears Retail Building: 231,682 SF @2L

Building NW Corner: 7,500 SF @1L

Building NE Corner: 6,115 SF @1L

Building SE Corner: 2,547 SF @1L

TOTAL EXISTING GFA: 247,844 SF

SITE AREA: 607,827 SF (INCL. ROW)

FAR EXISTING: 0.41

VIII. SUSTAINABILITY POTENTIAL STRATEGIES



Potential Sustainable strategies

- Connection to mass transit
- Efficient HVAC and lighting
- No toxic gas emissions
- Recycling collectables
- Daylighting
- Vegetated roof
- Water efficient appliances

Using sustainable building strategies results in reduced capital costs of equipment and enclosure, as well as long term operation and maintenance expenditures over the lifespan of the project. This energy conscious approach reflects the sustainable concepts embodied in the design.

Through direct connections to the surrounding urban fabric and an interactive relationship with the natural environment, the creation of more vibrant pedestrian retail experiences, office spaces, and apartments is realized.

The project differentiates itself from its competitors by fulfilling the great demand for a sustainable development.

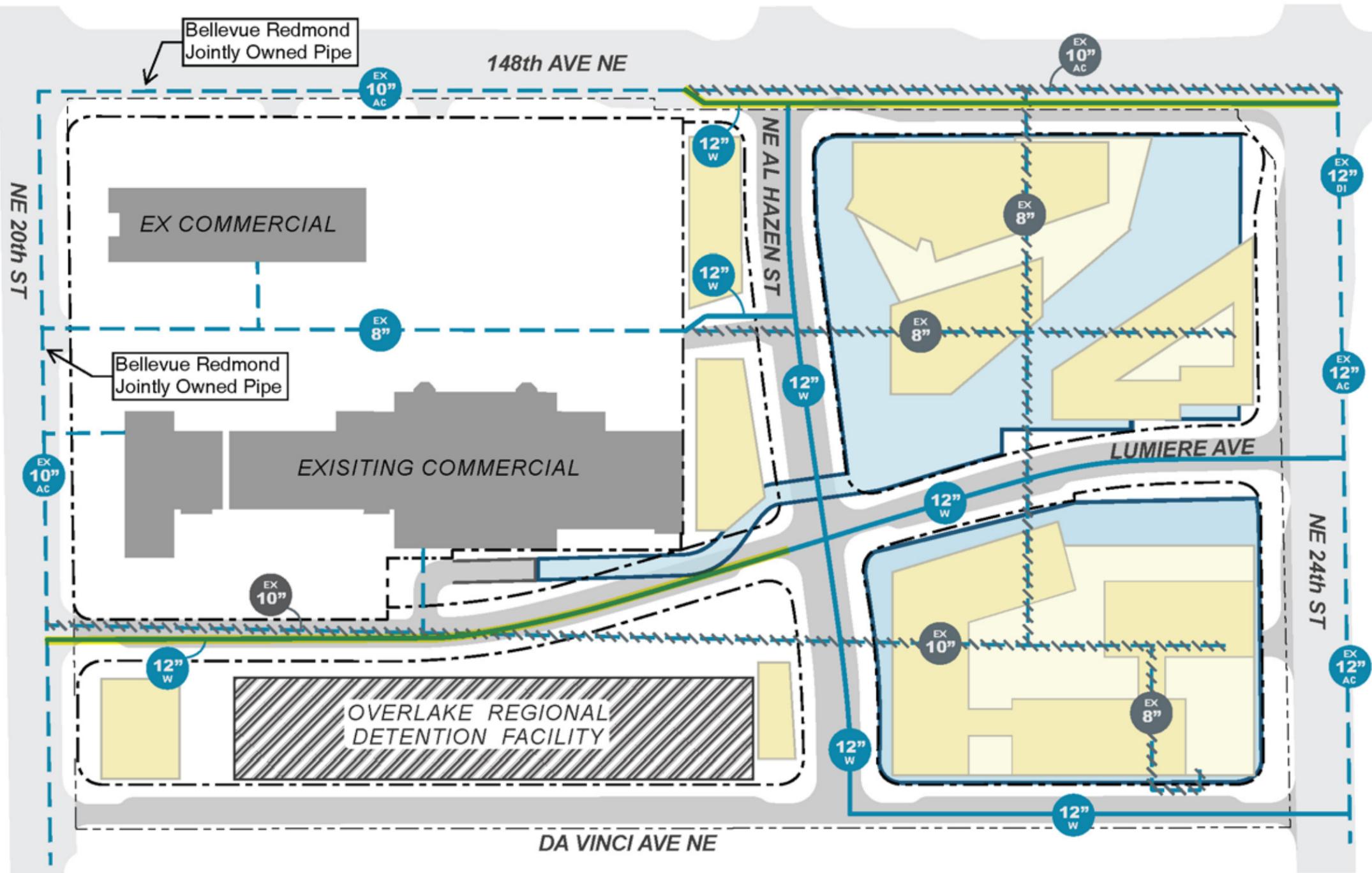
Some concepts that help achieve this goal, include:

- Connecting to mass transit
- Using regional and renewable materials
- The use of efficient lighting
- Materials and products that meet or exceed Volatile Organic Compound limits
- Employing materials with recycled content
- Using receptacles for recyclable materials
- Designing with high performance building envelopes
- Using day lighting strategies for the reduction of electricity
- The use of roof gardens to reduce the heat island effect

IX. SITE DEVELOPMENT

CONCEPTUAL WATER UTILITY PLAN

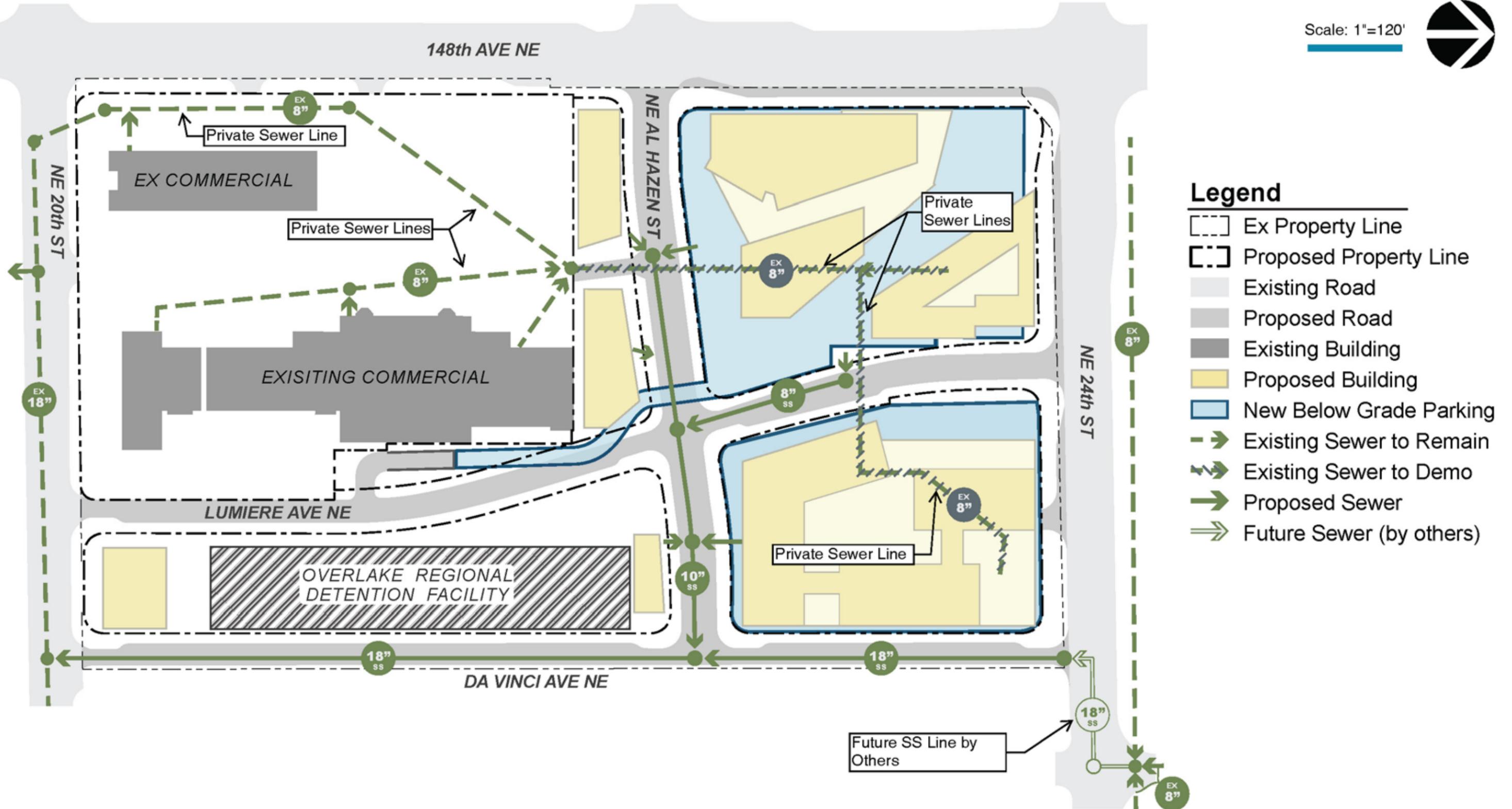
Scale: 1"=120'



- ### Legend
- Ex Property Line
 - Proposed Property Line
 - Existing Road
 - Proposed Road
 - Existing Building
 - Proposed Building
 - New Below Grade Parking
 - Existing Water to Remain
 - Existing Water to Demo
 - Proposed Water
 - Proposed Water (Future Phase)

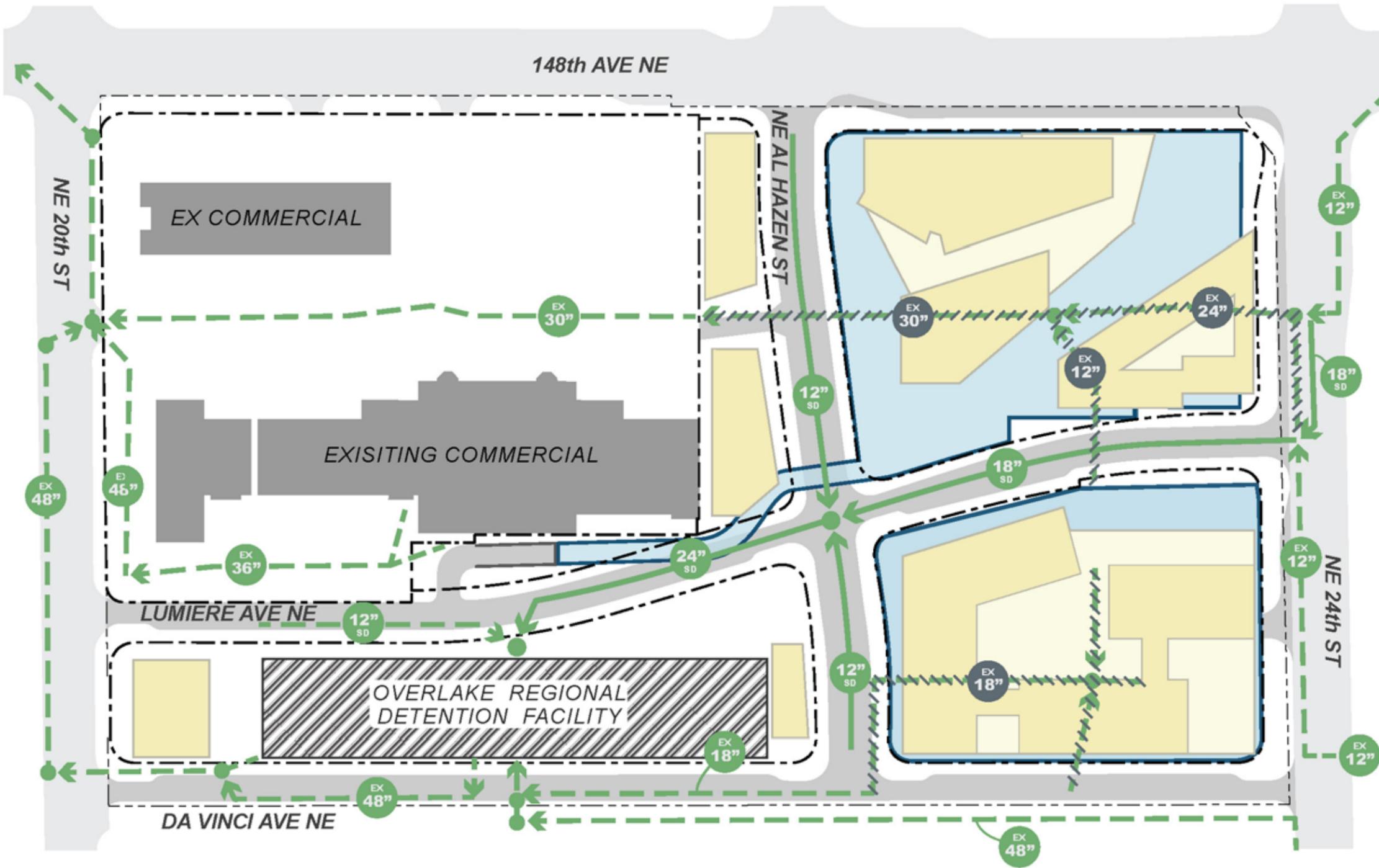
CONCEPTUAL SEWER UTILITY PLAN

Scale: 1"=120'



CONCEPTUAL STORM UTILITY PLAN

Scale: 1"=120'

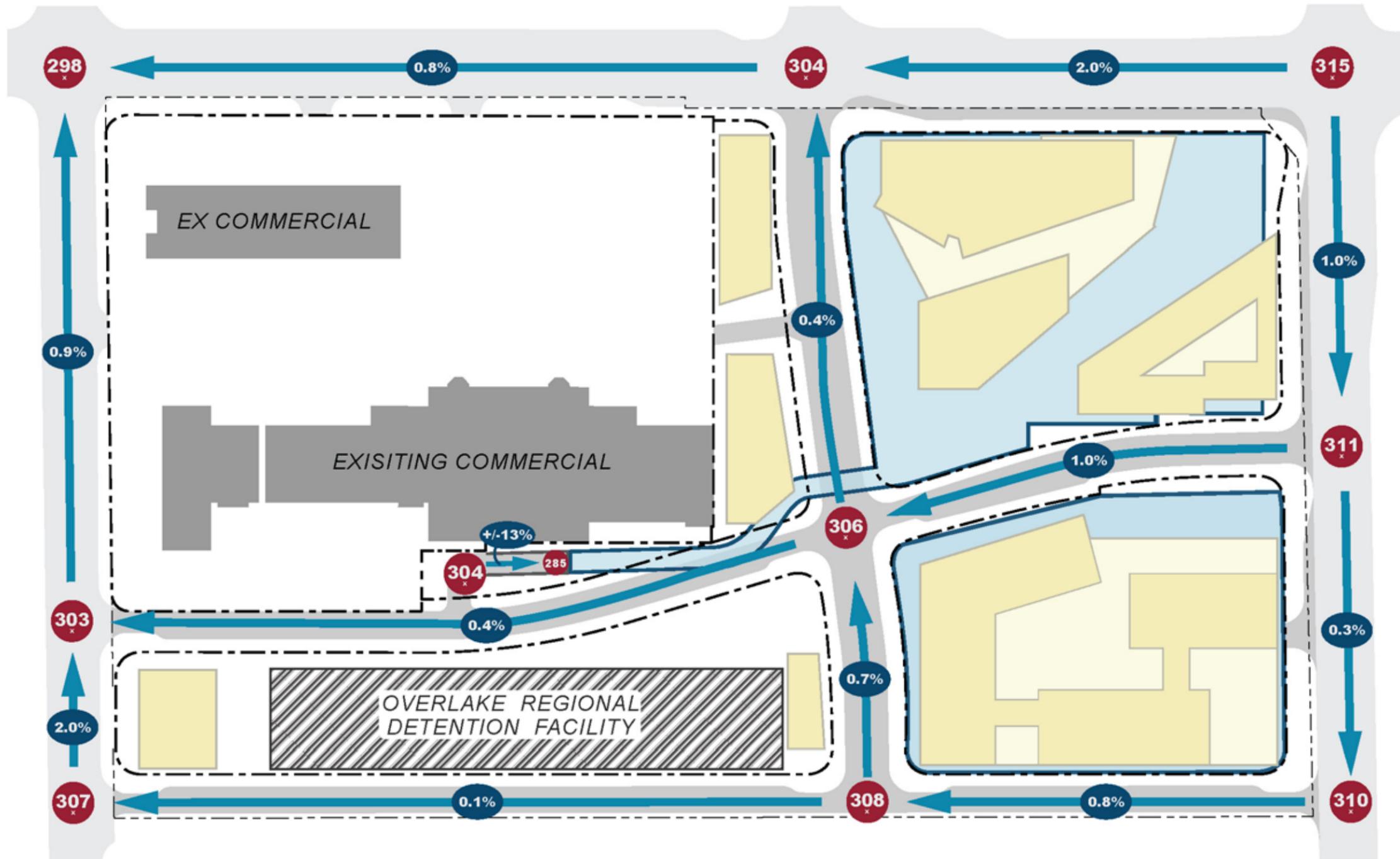


Legend

- Ex Property Line
- Proposed Property Line
- Existing Road
- Proposed Road
- Existing Building
- Proposed Building
- New Below Grade Parking
- Existing Storm to Remain
- Existing Storm to Demo
- Proposed Storm

SITE DEVELOPMENT
CONCEPTUAL GRADING PLAN

Scale: 1"=120'



Legend

- Ex Property Line
- Property Line
- Existing Road
- Proposed Road
- Existing Building
- Proposed Building
- New Below Grade Parking
- Spot Elevation
- Average Percent Slope
- Slope Direction

CONCEPTUAL FIRE ACCESS PLAN

Scale: 1"=120'

