

ORDINANCE NO. 2026

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, AMENDING THE REDMOND MUNICIPAL CODE AND THE REDMOND COMMUNITY DEVELOPMENT GUIDE TO ADOPT THE OVERLAKE NEIGHBORHOOD PLAN, BEL-RED/OVERLAKE TRANSPORTATION STUDY UPDATE TRANSPORTATION FACILITIES AND FINANCING PLAN, REPEALING OUTDATED POLICIES AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Growth Management Act authorizes the preparation and adoption of neighborhood plans, and

WHEREAS, the City of Redmond Comprehensive Plan directs the preparation and adoption of a neighborhood plan for the Overlake Neighborhood, and

WHEREAS, the City of Redmond has prepared the Overlake Neighborhood Plan, the Bel-Red/Overlake Transportation Study (BROTS) Update, and a Final Environmental Impact Statement for the neighborhood plan and facility plan update, and

WHEREAS, the City Council has conducted a public hearing so the public may comment on the proposed policies, transportation facilities, and funding methods with the modifications proposed by the City Council, and

WHEREAS, the City of Redmond desires to adopt the Overlake Neighborhood Plan and the Bel-Red/Overlake Transportation Study (BROTS) Update, NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, DO
ORDAIN AS FOLLOWS:

Section 1. Findings and Conclusions. After carefully reviewing the record

and considering the evidence and arguments in the record and at the public hearing, the City Council hereby adopts the following findings and conclusions:

- The findings, analysis, and conclusions in the Planning Commission Report and Final Environmental Impact Statement Appendices consistent with this decision are hereby adopted.
- As to the neighborhood plan, the City Council decided to designate NE 152nd Avenue NE as Green Street to simplify the proposed development regulations and to reinforce the residential potential of the "Housing Emphasis Area."
- As to the neighborhood plan and the Bel-Red/Overlake Transportation Study (BROTS) Update, the City did not designate NE 51st Street as a boulevard to minimize impacts on nearby uses and preserve trees.
- As to the BROTS Update, the Redmond City Council deleted and deferred transportation facilities 10.1, 12.1, 36.1, and 55.0. For these facilities, the City Council adopts the reasoning of the Planning Commission. The BROTS Update consultant has calculated that the level of service standards can still be met with a minor adjustment to the boundaries of Bellevue's Overlake Transportation Management District.
- For facilities 40.2 and 47.2, the Cities of Bellevue and Redmond will prepare a study analyzing alternatives to these facilities before making a final decision.
- The BROTS Update is a companion study and part of the Overlake Neighborhood Plan.

Section 2. Adoption of the BROTS Update Transportation Facilities.

Redmond Comprehensive Plan Table TR-5, *Transportation Facilities Plan: 1997-2012*, is hereby amended to read as shown in Attachment A, attached hereto and incorporated herein by this reference as if set forth in full. This lists the BROTS Update transportation facilities. Those facilities on Table TR-5 and in Redmond shall be added to Map TR-3A, *Transportation Facility Plan Map*, and TR-6, *Bicycle Plan*. Redmond Comprehensive Plan Table TR-6, *Transportation Facility Plan Financial Element, 1995-2012, Growth-Related Project Needs* is hereby amended to read as shown in Attachment A, attached hereto and incorporated herein by this reference as if set forth in full.

Section 3. Adoption of the Overlake Neighborhood Plan Policies. The

text, maps, policies, and other provisions in of the Overlake Neighborhood Plan are adopted to read as set forth in Attachment B, attached hereto and incorporated herein by this reference as if set forth in full.

Section 4. Repealer. The following *Redmond Comprehensive Plan*

narrative and policies are hereby repealed:

- (a) Policies LU-50 through LU-56 and the paragraph preceding policy LU-50.
- (b) Part G, *Overlake Neighborhood Policies*, of the Neighborhoods Chapter of the *Redmond Comprehensive Plan*, including the vision and all narrative, maps, and policies in Part G.

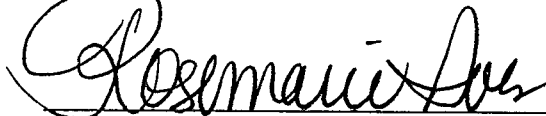
Section 5. Severability. If any policy, section, sentence, clause, phrase, or

map of this ordinance or any policy adopted or amended hereby should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other policy section, sentence, clause, phrase or map of this ordinance or any policy adopted or amended hereby.

Section 6. Effective Date. This ordinance, being an exercise of a power

specifically delegated to the city legislative body, is not subject to referendum, and shall take effect five days after passage and publication of an approved summary thereof consisting of the title.

CITY OF REDMOND



MAYOR ROSEMARIE IVES

ATTEST/AUTHENTICATED:



CITY CLERK, BONNIE MATTSON

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

By: _____

FILED WITH THE CITY CLERK:

May 28, 1999

PASSED BY THE CITY COUNCIL:

June 1, 1999

SIGNED BY THE MAYOR:

June 1, 1999

PUBLISHED:

June 5, 1999

EFFECTIVE DATE:

June 10, 1999

ORDINANCE NO.: 2026

ATTACHMENT A

Table TR-5

Transportation Facilities Plan: 1997 - 2012

(1998 dollars)

District	Project ID	Project Type	Project Description	Total Costs
Citywide Programs	RED-TFP-901	Programmatic	Neighborhood traffic control program	
	RED-TFP-902	Programmatic	Transportation project advance engineering	
	RED-TFP-904	Programmatic	Impact fee program administration	
	RED-TFP-908	Pedestrian/Bicycle	Pedestrian/bicycle plan implementation	
	RED-TFP-909a	Programmatic	Transportation demand management capital facilities	
	RED-TFP-909b	Programmatic	Transportation demand management services	
	RED-TFP-909c	Programmatic	Transportation demand management administration	
Total for Citywide Programs				9,225,000
City Center	RED-TFP-046	New road	Construct new 4 lane arterial and bridge at NE 90th St from 154th to 160th Ave NE	
	RED-TFP-050a	New road	Construct new 4-5 lane arterial at 162nd Ave NE from 159th Place NE to Leary Way	
	RED-TFP-050b	Road widening	Widen Bear Creek Pkwy to 4-5 lanes from Leary Way to BNR railroad tracks	
	RED-TFP-050c	New road	Construct new 3-4 lane bridge at NE 72nd St from Bear Creek to W Lk Samm Pkwy	
	RED-TFP-067	Road widening	Widen NE 80th St to 2-3 lanes from 164th Ave NE to 171st Ave NE	
	RED-TFP-071	Road widening	Widen 168th Ave NE to 2-3 lanes from NE 80th St to Redmond Way	
	RED-TFP-077	Road widening	Widen NE 79th St to 2-3 lanes from 166th Ave NE to Avondale Way	
	RED-TFP-801	Intersection optimization	Reconfigure/optimize 19 arterial intersections in City Center District	
	RED-TFP-905	HOV/Transit	Design/construct transit center/parking facility in City Center District	
Total for City Center Projects				42,275,000
Northeast Redmond	RED-TFP-105	Road widening	Widen NE 116th St to 2-3 lanes from Red-Wood Rd to Avondale Rd	
	RED-TFP-802	Intersection optimization	Reconfigure/optimize 1 arterial intersection in NE Redmond District	
Total for Northeast Redmond Projects				12,700,000
Willows & Sammamish Valley	RED-TFP-037a	Road widening	Widen Willows Rd to 4-5 lanes from NE 90th St to NE 95th St	
	RED-TFP-037b	Road widening	Widen Willows Rd to 3-4 lanes from NE 100th St to NE 116th St	
	RED-TFP-037c	Road widening	Widen Willows Rd to 4-5 lanes from NE 116th St to NE 124th St	
	RED-TFP-051	Road widening	Widen Red-Wood Rd to 2-3 lanes from NE 90th St to new 160th Ave NE	
	RED-TFP-072a	New road	Construct new 4-5 lane 160th Ave NE extension from NE 90th St to Red-Wood Rd	

Table TR-5

Transportation Facilities Plan: 1997 - 2012

(1998 dollars)

District	Project ID	Project Type	Project Description	Total Costs
	RED-TFP-072b	Road widening	Widen Red-Wood Rd to 4-5 lanes from 160th Ave NE extension to NE 124th St	
	RED-TFP-409	HOV/Transit	Add HOV treatments on Willows Rd from Redmond Way to NE 124th St	
	RED-TFP-803	Intersection optimization	Reconfigure/optimize 7 arterial intersections in Willows/Sammamish Valley District	
	Total for Willows/Sammamish Valley Projects			47,010,000
Grass Lawn	RED-TFP-048	Road widening	Widen Old Redmond Road to 2-3 lanes from 140th Ave NE to 148th Ave NE	
	RED-TFP-075	Road widening	Widen 140th Ave NE to 2-3 lanes from south city limits to NE 80th St	
	RED-TFP-804	Intersection optimization	Reconfigure/optimize 2 arterial intersections in Grass Lawn District	
	RED-TFP-906	HOV/Transit	Construct HOV lanes on Redmond Way from 148th Ave NE to I-405	
	Total for Grass Lawn Projects			38,440,000
Overlake	RED-TFP-033	New interchange	Construct new full diamond interchange on SR-520 at NE 40th St	
	RED-TFP-045a	Road widening	Widen W Lk Sammamish Pkwy to 4-5 lanes from Leary Way to SR-520 EB Ramps	
	RED-TFP-045b	Road widening	Widen W Lk Sammamish Pkwy to 3-4 lanes from SR-520 EB Ramps to Bel-Red Rd	
	RED-TFP-080	Road widening	Widen Bel-Red Rd to 4-5 lanes from NE 30th St to NE 40th St	
	RED-TFP-090	New road	Construct new 2-3 lane NE 28th St arterial from 156th Ave NE to Bel-Red Rd	
	RED-TFP-401	HOV/Transit	Construct SR-520 HOV lanes, both directions, I-405 to W Lk Sammamish Pkwy	
	RED-TFP-805	Intersection optimization	Reconfigure/optimize 7 arterial intersections in Overlake District	
	RED-TFP-903	HOV/Transit	Construct transit center/park and ride facility at NE 40th St & 156th Ave NE	
	Total for Overlake Projects			88,400,000
Redmond BROS Projects	RED-BROTS-27.0	Intersection widening	148th Ave NE/NE 40th St-Add 2nd southbound left turn and northbound right turn lanes	
	RED-BROTS-27.1	Intersection widening	148th Ave NE/NE 40th St-Add second westbound right turn lane	
	RED-BROTS-29.0	Intersection widening	148th Ave NE/NE 51st St-Add 2nd southbound left turn lane; convert westbound lanes to provide shared left turn/through and two right turn lanes	
	RED-BROTS-32.0	Intersection widening	148th Ave NE/NE 56th St-Add northbound right turn lane	
	RED-BROTS-68.0	Intersection widening	148th Ave NE-Add northbound through lane; modify channelization and signals	

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o:\terry\Table TR-5 with BROTS Projects

Table TR-5

Transportation Facilities Plan: 1997 - 2012

(1998 dollars)

District	Project ID	Project Type	Project Description	Total Costs
	RED-BROTS-55.0	Intersection widening	151st PI NE/NE 24th St-Add westbound right turn lane	
	RED-BROTS-56.1	Intersection widening	152nd Ave NE/NE 24th St-Add northbound and southbound approach lanes. Make northbound lanes: Left/Thru/Thru-Right. Make southbound lanes: Left/Thru/Right	
	RED-BROTS-5.4	Intersection widening	148th Ave NE/Old Redmond Road-Improve eastbound right turn lane by increasing length and by channelization	
	RED-BROTS-40.2	New road	152nd Ave NE-Extend 152nd Ave NE over SR 520 to the intersection of 150th Ave NE/NE 36th St. Provide connection from overcrossing to NE 31st St east of SR 520	
	RED-BROTS-8.1	Intersection widening	150th Ave NE/NE 40th St-Add northbound right turn lane	
	RED-BROTS-10.1	Intersection widening	SR 520 Eastbound Ramps/NE 51st St-Add 2nd eastbound right turn lane	
	RED-BROTS-47.2	New road	150th Ave NE-Construct 2-lane collector. Realign north end to form a four-leg intersection at NE 40th St. Install signal at NE 40th St.	
	RED-BROTS-85.0	Intersection widening	150th Ave NE/NE 51st St-Add north leg to intersection. Provide two southbound left turn lanes	
	RED-BROTS-1.1	Intersection widening	SR 520 Eastbound Ramps/NE 40th St-Add 2nd eastbound right turn lane	
	RED-BROTS-4.1	Intersection widening	159th Ave NE/NE 40th St-Revise lanes to provide northbound left turn and shared northbound left turn/right turn lanes	
	RED-BROTS-12.1	Intersection widening	156th Ave NE/NE 31st St-Add southbound right turn lane	
	RED-BROTS-36.1	Intersection widening	156th Ave NE/NE 40th St-Add northbound right turn and 2nd southbound left turn lanes	
	RED-BROTS-81.0	Intersection widening	156th Ave NE/NE 36th St-Add eastbound right turn lane and a 2nd westbound right turn lane	
	RED-BROTS-33.0	Intersection widening	140th Ave NE/Redmond Way-Add eastbound right turn and 2nd northbound left turn lanes	
	RED-BROTS-34.1	Intersection widening	Willows Rd/Redmond Way-Convert southbound lanes to provide left turn and left turn/through/right turn lanes; add westbound right turn lane	
	RED-BROTS-74.0	Intersection widening	132nd Ave NE/Redmond Way-Add westbound right turn lane	
	RED-BROTS-11.1	Intersection widening	W. Lake Samm Pkwy/NE 51st St-Convert eastbound lanes to provide left turn and shared left turn/right turn lanes; convert southbound lanes to provide through and through/right turn lanes; and add northbound through lane	
	RED-BROTS-30.0	Intersection widening	W. Lake Samm Pkwy/SR 520 eastbound Ramps-Add second eastbound left turn lane	
	RED-BROTS-31.0	Intersection modification	W. Lake Samm Pkwy/Bel-Red Rd-Channelize to provide a yield for westbound right turn lane	

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Table TR-5

Transportation Facilities Plan: 1997 - 2012

(1998 dollars)

District	Project ID	Project Type	Project Description	Total Costs
	RED-BROTS-39.1	New road	W/ Lake Samm Pkwy/Town Center-Construct a new 4-lane connector w/signal at W Lake Samm Pkwy	
	RED-BROTS-86.0	Intersection widening	W. Lake Samm Pkwy/Leary Way-Widen Leary Way approach to provide 4-lanes: left/left-thru/thru/right. Widen SR 520 on ramp to two lanes for 500 feet.	
Total for Redmond-Overlake BROTS Projects:				22,978,597
Joint Redmond - Bellevue Projects	JOINT-BROTS-52.0	Intersection widening	Bel-Red Rd/NE 20th St-Add southbound right turn lane;convert westbound lanes to provide left turn, left turn/through and through/right turn lanes	
	JOINT-BROTS-53.1	Intersection widening	Bel-Red Rd/NE 24th St-Add southbound right turn lane and northbound left turn lane. Provide protected phasing for northbound left turns. Prohibit southbound left turns	
	JOINT-BROTS-50.1	Intersection widening	148th Ave NE/NE 20th St-Add 2nd westbound left turn and 2nd eastbound left turn lanes	
	JOINT-BROTS-28.0	Intersection widening	148th Ave NE/NE 29th Pl-Add southbound through and 2nd westbound left turn lanes; channelize yield for westbound right turn lane; convert eastbound right turn to shared right turn/left turn lane	
	JOINT-BROTS-79.0	Intersection widening	148th Ave NE/NE 36th St-Add 2nd southbound left turn lane and 2nd westbound left turn lane	
	JOINT-BROTS-22.3	Intersection widening	156th Ave NE/Bel-Red Rd-Add southbound right turn lane	
Total for Overlake-Redmond - Bellevue Joint Projects				7,853,027
SE Redmond	RED-TFP-028	Road widening	Widen Avondale Way to 2-3 lanes from Avondale Rd to Union Hill Rd	
	RED-TFP-049a	Road widening	Widen Union Hill Rd to 6-7 lanes from Avondale Rd to 178th Place NE	
	RED-TFP-049b	Road widening	Widen Union Hill Rd to 4-5 lanes from 178th Pl NE to 188th Ave NE	
	RED-TFP-049c	Road widening	Widen Union Hill Rd to 4-5 lanes from 188th Ave NE to east City Limits	
	RED-TFP-065	Road widening	Widen Redmond Way to 4-5 lanes from E Lake Sammamish Pkwy to east city limits	
	RED-TFP-073	Road widening	Widen E Lake Sammamish Pkwy to 3-4 lanes from Redmond Way to south city limits	
	RED-TFP-112	New roads	Construct new local arterial road system in SE Redmond District	
	RED-TFP-117	New road	Construct new 2-3 lane 188th Ave NE arterial from Redmond Way to Union Hill Rd	
	RED-TFP-118	New road	Construct new 3-4 lane 185th Ave NE arterial from NE 80th St to Union Hill Rd	
	RED-TFP-400	HOV/Transit	Add southbound HOV lane on Avondale Rd from Union Hill Rd to approach to SR-520	
	RED-TFP-807	Intersection optimization	Reconfigure/optimize 7 arterial intersections in SE Redmond District	
Total for Southeast Redmond Projects				44,259,000

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Table TR-5

Transportation Facilities Plan: 1997 - 2012

(1998 dollars)

District	Project ID	Project Type	Project Description	Total Costs
Bellevue-BROTS Projects	BEL-BROTS-18.1	Intersection widening	Add southbound right turn lane-120th Ave NE/NE 12th St	
	BEL-BROTS-19.0	Intersection widening	Add northbound right turn lane-116th Ave NE/NE 12th St	
	BEL-BROTS-20.2	Intersection widening	Add a southbound right turn lane-124th Ave NE/Bel-Red Rd	
	BEL-BROTS-21.0	Intersection widening	Add southbound right turn lane-132nd Ave NE/Bel-Red Rd	
	BEL-BROTS-48.0	New road	120th Ave NE-Extend from NE 8th St to Old Bel-Red Rd; widen to 3 lanes from Old Bel-Red Rd to NE 12th St	
	BEL-BROTS-48.1	Intersection widening	120th Ave NE/NE 8th St-Provide three northbound approach lanes by converting one of two southbound lanes: L/LT/R configuration. Split phase N-S traffic signal.	
	BEL-BROTS-65.0	Road widening	130th Ave NE-Widen to 3 lanes, Bel-Red Rd to NE 20th St	
	BEL-BROTS-66.0	New signal	134th Ave NE/Bel-Red Rd-Install signal	
	BEL-BROTS-69.0	Road widening	132nd Ave NE-Widen to 3 lanes; modify signals, from Bel-Red Rd to NE 20th St	
	BEL-BROTS-77.1	Intersection widening	124th Ave NE/NE 8th St-Add a northbound right turn lane	
	BEL-BROTS-78.0	Intersection widening	130th Ave NE/Bel-Red Rd-Add second southbound right turn lane and a westbound right turn lane	
	BEL-BROTS-15.1	Intersection widening	124th Ave NE/Northup Way-Add northbound right turn, eastbound right turn, and eastbound through lanes; convert westbound right turn to westbound right turn/through	
	BEL-BROTS-25.2	Intersection widening	140th Ave NE/NE 24th St-Add 2nd westbound left turn lane	
	BEL-BROTS-26.0	Intersection widening	130th Ave NE/NE 20th St-Add southbound right turn and westbound right turn lanes	
	BEL-BROTS-46.2	New road	NE 29th PI-Extend as 2/3-lane road; install signal at NE 24th Street. Provide two southbound right turn lanes at NE 24th St. Prohibit southbound left turn at NE 24th St (between NE 24th St and 145th Ave NE)	
	BEL-BROTS-49.0	Intersection widening	140th Ave NE/NE 20th St-Add 2nd eastbound left turn, 2nd westbound left turn, and southbound right turn lanes	
	BEL-BROTS-57.2	Road widening	NE 24th St-Widen to four lanes from east of NE 29th PI to 140th Ave. NE. Provide two westbound lanes, one eastbound lane, and a two-way left turn lane (NE 29th PI to 140th Ave NE)	
	BEL-BROTS-71.1	Road widening	136th PI NE-Upgrade to 2-lane urban standards from NE 16th to NE 20th St	
	BEL-BROTS-75.0	Road widening	Northup Way-Add second eastbound lane from 120th to 124th Ave NE	

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Table TR-5

Transportation Facilities Plan: 1997 - 2012

(1998 dollars)

District	Project ID	Project Type	Project Description	Total Costs
	BEL-BROTS-24.1	Intersection widening	156th Ave NE/NE 20th St-Add 2nd northbound left turn lane and eastbound through lane extended 800 feet east of 156th Ave NE (plus transition)	
	BEL-BROTS-51.2	Intersection widening	148th Ave NE/Bel-Red Rd-Add eastbound right turn lane and second westbound left turn lane	
	BEL-BROTS-63.0	Road widening	156th Ave NE-Add a third southbound through lane from Bel-Red Rd to NE 20th St	
	BEL-BROTS-67.0	Road widening	156th Ave NE-Add a two-way left turn lane between NE 20th and NE 24th St	
Total for Bellevue Projects:				37,834,102
REDMOND TFP TOTAL				350,974,726

Table TR-6

Transportation Facility Plan Financial Element, 1995-2012
Growth-Related Project Needs (includes BROTS Projects)

(1998 dollars)	Adopted as of 3-16-99	Additional BROTS Projects / Revenue	TFP with BROTS
Project Costs, by Type			
Bellevue BROTS Projects	\$ -	\$ 10,278,000	\$ 10,278,000
Modification of existing traffic signals/intersections	\$ 8,404,000	\$ 15,480,000	\$ 23,884,000
New road construction	\$ 82,590,000	\$ 6,456,000	\$ 89,046,000
New traffic signals	\$ 5,530,000	\$ -	\$ 5,530,000
Programs: Ped/bike, TDM, Traffic Calming, N/S Cor Study	\$ 9,225,000	\$ 160,000	\$ 9,385,000
Roadway widening	\$ 96,360,000	\$ 1,462,000	\$ 97,822,000
Transit/HOV	\$ 80,200,000	\$ -	\$ 80,200,000
Total, All Project Costs	\$ 282,309,000	\$ 33,836,000	\$ 316,145,000
Project Revenues, by Source			
Redmond			
BTTI Tax	\$ -	\$ -	0% \$ -
Developer Contributions	\$ 46,411,000	\$ 3,721,960	11% \$ 50,132,960
General CIP Revenues	\$ 47,626,000	\$ 5,413,760	16% \$ 53,039,760
Grants-Federal (ISTEA, TEA-21, FTA)	\$ 9,598,000	\$ 5,075,400	15% \$ 14,673,400
Grants-State (UATA, TIA)	\$ 24,393,000	\$ 5,075,400	15% \$ 29,468,400
Impact fees-Existing & Proposed	\$ 66,947,000	\$ 11,504,240	34% \$ 78,451,240
SEPA prior to impact fees	\$ 1,950,000	\$ -	0% \$ 1,950,000
Other		\$ 3,045,240	9% \$ 3,045,240
Subtotal, City of Redmond Revenues	\$ 196,925,000	\$ 33,836,000	\$ 230,761,000
Other Revenue Sources			
King County Share	\$ 2,922,000	\$ -	\$ 2,922,000
Metro/RTA Share	\$ 32,571,000	\$ -	\$ 32,571,000
WSDOT Share	\$ 49,891,000	\$ -	\$ 49,891,000
Subtotal, Other Revenue Sources	\$ 85,384,000	\$ -	\$ 85,384,000
Total, All Revenues by Source	\$ 282,309,000	\$ 33,836,000	\$ 316,145,000

Attachment B

Overlake Neighborhood Plan Vision and Policies

The Overlake Neighborhood, with its corporate campuses, shopping and residential areas, is located in the southwest corner of Redmond. The neighborhood is bounded on the west by 148th Avenue NE. The northern boundary is NE 60th Street and State Route (SR) 520. The eastern boundary is formed by Lake Sammamish. The neighborhood boundary then runs west following the south city limits line, which is just south of NE 20th St. (if extended). At 172nd Avenue NE, the city limits and neighborhood boundary turn north and go up to NE 40th St. At NE 40th St., the city limits and neighborhood boundary run west to the Bellevue-Redmond Road and then southwest along the Bellevue-Redmond Road and NE 20th Street to 148th Avenue NE. While the area commonly referred to as Overlake extends west into Bellevue, those areas are not part of the plan for Redmond's Overlake Neighborhood, although those areas were considered in preparing policies for Overlake.

Neighborhood Vision

- The southernmost part of Redmond's Overlake Neighborhood is part of larger vibrant commercial area with a mix of activities and uses. The role of the commercial area is to serve neighborhood residents and residents of other nearby areas, nearby businesses, commercial uses that sell large goods, such as furniture, or that require large or land extensive sites. It

is also a major medical center with a hospital, clinics and medical offices. Redevelopment of the commercial area has brought retail storefronts closer to the street, making the area more hospitable to transit, pedestrians, and bicycling. As part of the redevelopment, residences have been built over retail commercial buildings. This area has a sense of activity that makes the area attractive for housing. Public services from conveniently located offices meet the needs of the neighborhood and nearby areas. Offices for other uses are located in this area too. Redmond and Bellevue work closely together to help maintain this popular commercial and residential area. This part of the Overlake Neighborhood is designated as an activity area by the Redmond Comprehensive Plan. Activity areas contain a mix of office, retail, and housing.

- The area between SR-520 and Bellevue-Redmond Road south of NE 40th Street has developed into a major corporate, office and high technology research and development center. The region recognizes this area as an Advanced Technology Center. Significant trees and tree clusters have been maintained, especially along the Bellevue-Redmond Road. These trees assist in a transition in intensity from the Advanced-Technology Center designated areas to existing residential neighborhoods. They also maintain the campus-like

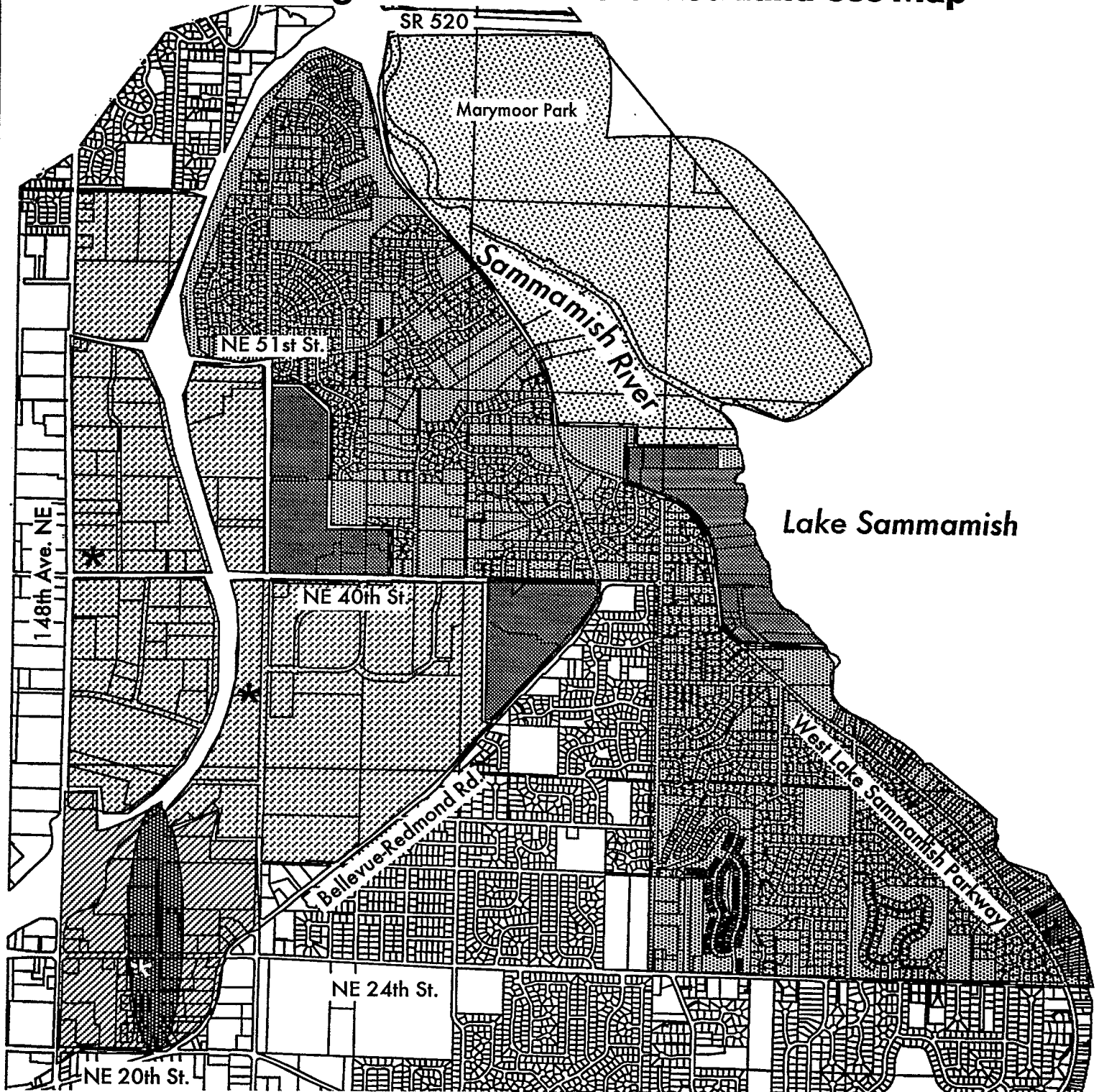
feel of the Advanced Technology Center and the wooded feel of the Bellevue-Redmond Road, which is an important corridor linking Bellevue and Redmond..

- The area west of SR-520 contains corporate offices, research and development, light manufacturing and distribution uses.
- While intensively and efficiently developed, the employment areas retain their campus-like feel due to attractive landscaping and the protection of important natural features. The buildings are low to mid-rise in scale. Small scale shopping and services are available to serve the area's employees and nearby residents.
- The employment areas help meet city and regional economic development goals by providing for economic diversity and high wage employment.
- Redmond and Bellevue support balanced growth in the Overlake area. To do this they rely on countywide planning policies; local comprehensive plan policies guiding employment growth, the protection of the natural environment and neighborhood protection; interlocal agreements for mitigating the impacts of development; and information sharing between the jurisdictions on traffic modeling, land use forecasts, growth measures and discretionary land use reviews.
- The cities jointly work on identifying and constructing needed facilities.
- The residential areas, generally located in the eastern portion of the neighborhood, are attractive and well maintained. While predominately single-family, multi-family residences are located in nodes and duplexes, threeplexes and fourplexes are

clustered in various locations in the neighborhood. Neighborhood schools, churches and parks serve the residential areas. The residential area includes four subareas.

- The neighborhood has four residential subareas: View Point, North Lake Sammamish Shore, North Overlake, and Overlake Park.
- View Point is located on the eastern part of the neighborhood both overlooking and lying along Lake Sammamish. It extends from 172nd Avenue NE to the lake. With its golf courses, lake and mountain views and shoreline access, it is an attractive and desirable residential address.
- North Lake Sammamish Shore is a multi-family housing node adjoining Lake Sammamish. It is located between Marymoor Park on the north and Idylwood Beach Park on the south and has not expanded beyond this area. Many of the residences front on the lake and have marinas. With its waterfront views and water-based recreational opportunities, this area is attractive and well maintained.
- North Overlake is located in the northeastern part of the neighborhood. It commands an east-facing slope with spectacular views of the Cascades, Marymoor Park and Lake Sammamish. This subarea includes a mix of single-family residences and duplexes. An easy walk from Overlake's employment area and adjacent to downtown, it is in high demand as a residential address.

Map N-OV-1 Overlake Neighborhood Generalized Land Use Map



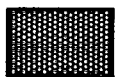
Employment



Residential Moderate & High



Generalized Location of
Special Use Parks



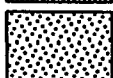
Housing Emphasis Area



Residential Low and Low-Moderate



Shopping & Mixed-Use
(Activity Area)



Marymoor Park



0

3500 Feet

- Overlake Park is a multi-family neighborhood located on the East Side of 152nd between NE 40th Street and 157th CT. NE and in the triangle created by NE 40th Street, Bellevue-Redmond Road and the employment area to the west. The neighborhood helps provide housing close to employment. It is separated from its neighbors by forested ravines and greenbelts. This convenient housing is well maintained and much in demand.
- An appropriately scaled and well-distributed park system has been developed, meeting the recreational needs of employees and residents. Parks are included in the residential area, shopping/mixed-use area and employment area. A pedestrian system of sidewalks and connected trails provides for recreation and walking to schools, shopping and work.
- Convenient and frequent transit service, pedestrian walkways and bikeways have helped to improve mobility within the area and its ties to the region. Transit routes and facilities are well located to serve neighborhood. Improvements to streets and SR-520 have improved travel to and within the neighborhood. Development design has encouraged pedestrian and transit use. Development intensity is scaled and paced to meet the available transportation capacity. These changes and traffic management have contributed significantly towards reducing the adverse impact of traffic on the surrounding residential areas. The developed facilities plan protects those neighborhoods through which traffic passes to reach the Overlake area.
- Residential streets have little cut through traffic and cars travel at safe

speeds. This has been accomplished by improvements that divert traffic away from residential neighborhoods, adequate enforcement of traffic laws, encouraging alternative travel modes, and providing transportation improvements to the city and regional transportation network.

- The area's boulevards, building and site design and community improvements give a sense of arriving when you reach the neighborhood. The design is coordinated, but provides a variety of styles. Urban design, building design, and site design are of high quality as are the materials used. As befitting Redmond's premier high technology address, urban design, building design and site design are of high quality as are the materials used.

Overall, the Overlake neighborhood is a good place to raise a family, work, develop a business or shop.

Neighborhood Policies

Conservation & Natural Environment

The Redmond Comprehensive Plan includes a set of policies providing for environmental stewardship and protecting and enhancing the natural environment. These policies apply to the Overlake Neighborhood. They can be found in the Conservation & Natural Environment Chapter of the Comprehensive Plan.

The Overlake Neighborhood has several ravines with creeks located within them. These areas are heavily wooded. Protecting these creeks and the wooded slopes along them protects these water bodies and Lake Sammamish from siltation and water pollution. They also provide wildlife habitat, can connect habitats together to allowing the movement of wildlife to maintain healthy

populations, provide attractive green spaces and, in some cases, opportunities for trails. Many of these areas are protected by native growth protection easements or by other means. This protection should continue and be extended to other ravines.

N-OV-1. Stream ravines and the wooded slopes abutting them shall be protected and maintained. Appropriately designed and sized trails may be included within the ravine where compatible with resource protection and nearby uses.

Overlake faces important water quality issues. Lake Sammamish is sensitive to phosphorus pollution from runoff and other sources. Kelsey Creek is an important salmon stream in Bellevue and parts of Overlake contribute stormwater runoff to that creek. The water quality of these and other water bodies should be protected.

There are two major aspects to water quality protection from urban stormwater runoff. The first is the quality of the discharged stormwater. Treatment is often necessary to remove pollutants that runoff picks up from streets, parking lots, and the soil.

The second is the quantity of stormwater. This runoff is limited, both to reduce the potential for downstream flooding and to limit erosion which is also a pollutant. Stormwater quantity is limited by detention and retention. Detention captures stormwater and then allows it to flow out at a controlled rate. Retention also captures stormwater and then instead of discharging the water, it is percolated into the ground. Retained stormwater can be used to irrigate landscaping or to help recharge ground water. The method used will vary depending on the source of the runoff, the

quality of the runoff, the quantity of the runoff and the soil conditions in an area.

N-OV-2. The quality of stormwater runoff shall not degrade the water quality of Lake Sammamish, Kelsey Creek, the Sammamish River, or other creeks in the neighborhood. The quantity of runoff shall protect downstream properties, streambeds and receiving waters from erosion and other adverse impacts.

In the View Point subarea south of Idylwood Beach Park are erosive soils and steep slopes near the water. These areas should be at the low end of the allowed density range to protect water quality and limit hazards.

N-OV-3. South of Idylwood Beach Park, development along the Lake Sammamish shoreline shall be limited to a density of four units per acre to protect water quality and limit disturbance of the erosion hazard areas in the far southern part of the neighborhood.

In addition to protecting the ravines and their wooded slopes, significant concentrations of trees should also be protected. This is particularly the case where other development limitations exist or where the wooded areas have the potential to screen commercial or employment areas from residential neighborhoods. In Overlake three areas meet these criteria: The steep slopes along the northern part of the West Lake Sammamish Parkway, the wooded slopes and terraces on the eastern part of the Microsoft Campus and the forested buffer along Bellevue-Redmond Road, also on the Microsoft Campus. Redmond also has citywide tree protection policies and

regulations that will be implemented in the neighborhood. Other areas may also meet these criteria. Trees along highways and streets should also be kept where other objectives can be accomplished.

N-OV-4. Significant concentrations of trees should be retained. In Overlake, these areas include the wooded ravines, the steep slopes along the northern part of the West Lake Sammamish Parkway, the wooded slopes and terraces near the west side of Bellevue-Redmond Road, the forested buffer along Bellevue-Redmond Road and trees that have the potential to buffer or screen commercial and employment areas from residential areas.

N-OV-5. Trees located along highways and streets should be retained where consistent with accommodating allowed development and buffering residential areas.

Residential Area Policies

The Land Use and Housing chapters of the Redmond Comprehensive Plan contain policies that address the residential areas of the city including Overlake's residential neighborhoods. Other parts of the Overlake neighborhood policies also address issues of concern to the residential areas including transportation, neighborhood protection and parks and recreation.

The vision statement identifies the desired character of the various residential areas in Overlake. This character should be maintained and improved to achieve the vision. These improvements or enhancements may

include improvements to streets, parks and other public facilities that make the area a better place to live.

N-OV-6. The character of Overlake's residential areas shall be maintained and the neighborhood's character and environment enhanced to achieve the vision for the Overlake Neighborhood.

Given the high level of employment growth in Overlake, Redmond and the Eastside, it is important to maintain our existing residential areas. This will help protect our residential neighborhoods, provide a supply of land for residential uses, and encourage investment and reinvestment in residential uses and neighborhoods since it will be clear that these areas will remain residential.

N-OV-7. The commercial, Overlake Business and Advanced Technology, Business Park, Manufacturing Park and similar Comprehensive Plan Designations in the Overlake Neighborhood shall not be extended into areas designated primarily for residential uses in the Redmond Comprehensive Plan.

Shopping and Mixed-Use Area Policies (Activity Area)

The shopping area centered on 148th Avenue NE south of SR 520 is a major retail commercial area. Its role is to serve nearby residents and businesses and provide opportunities for siting retail uses that require large sites. Existing businesses include supermarkets, department stores, clothing stores, furniture and appliance stores, restaurants and other shopping and

personal services. This vibrant shopping area is shared by Redmond and Bellevue.

The portion of the Overlake shopping and mixed-use area in Redmond has been designated an activity area. Section F of the Land Use Chapter of the Redmond Comprehensive Plan describes the uses that will be encouraged and allowed in this area. The Economic Development chapter of the Redmond Comprehensive Plan also contains policies that address the retail commercial areas of the city including Overlake. Other parts of the Overlake neighborhood policies also address issues of concern to the shopping and mixed-use area including transportation, parks and recreation and housing within this area.

The policies in this section address maintaining the economic health of this area. The following section describes efforts to encourage housing in this area.

An analysis of uses and taxable retail sales together with conversations with knowledgeable members of the retail community show that the Overlake retail area is doing well economically. The city should continue to monitor the area to see that it will continue to be economically prosperous. The area should also be made more attractive to shoppers and to improve access to the area.

Redmond and Bellevue have undertaken joint efforts to improve this area, such the coordinated provision of public facilities. The joint reconstruction of 148th Avenue NE is an example of these efforts. The cities also carry out independent but complementary actions that help maintain the economic health of the area. These actions include economic development planning and providing public facilities and services.

If additional actions are needed to address future changes, they could also be carried independently as complementary actions

or together. Such actions may include strategically planned public investments to address future problems, targeted marketing activities, and targeted recruitment of retail businesses.

N-OV-8. Redmond should periodically monitor the economic condition and economic trends affecting the Overlake retail area. Redmond should share this information with the City of Bellevue. Redmond and Bellevue should take coordinated steps to maintain the economic strength of the Overlake retail commercial area as the need arises.

N-OV-9. Redevelopment of the retail commercial and mixed-use area shall be encouraged. Redevelopment is encouraged to incorporate housing into this area. Redevelopment should make this area more functional and attractive. Building and site designs and improvements should encourage walking and biking to the area, between stores and shopping centers, and encourage travel by modes other than single-occupancy vehicles.

N-OV-10. Accessibility to the shopping area should be improved while continuing to focus on resolving transportation problems within the area.

Housing in the Shopping and Mixed-Use Area

Housing Emphasis Area

Housing has long been allowed in Overlake's shopping and mixed-use area. This area currently has the capacity for 2,300 housing units. Redmond's comprehensive plan includes construction of about 1,300 housing units in this area between 1993 and 2012. Encouraging housing in this area will help meet the need for housing generated by the quickly growing employment areas in Overlake. Housing close to jobs and shopping can help reduce traffic and the air and water pollution it brings.

However, encouraging housing in this area will be a significant challenge. While stand alone and mixed-use housing are already permitted within the Overlake shopping and mixed use area (shopping/mixed use area), market forces have not generated substantial housing development to date. A more progressive approach is warranted to encourage increased housing production by the market. Part of the retail commercial area should be targeted as a mixed-use residential living environment, emphasizing housing within redeveloped properties.

The design of individual projects and their resulting development pattern should foster a pedestrian-oriented relationship between the human functions of living, working, shopping and recreating. Transit services should support redevelopment by meeting neighborhood circulation needs, particularly the commute needs of residents who live and work in the Overlake neighborhood. Trails and recreation facilities should be linked to the residential areas through designated pedestrian corridors. Reduced automobile dependency is a companion emphasis and is related to an intended reduction in parking.

N-OV-11. When redevelopment takes place, it should include mixed-uses in the properties along 152nd Avenue NE south of NE 31st Street (the Housing Emphasis Area). The mix of uses should encourage people to live in the area in addition to working and shopping there.

N-OV-12. Along with the existing office and retail uses, the mix of uses at street level within the Housing Emphasis Area should include restaurants, retail commercial uses and professional office and service uses that attract shoppers after working hours. The upper floors should include residential or office uses. Buildings should be oriented to the streets and include design features that encourage pedestrians and biking. Parking shall be located beside, behind or underneath buildings. The development regulations, including parking requirements, encourage this type of building and site design.

Public investments are expenditures by the city on public facilities and services. Public facilities include streets, sidewalks, water lines, and sewer lines. Public services include police patrols, fire prevention, and the maintenance of streets and sidewalks. Public investments can provide incentives for private investment. Private developments also often provide public facilities and amenities, such as landscaping and sidewalks. Both public and private

investments can make the area more attractive, drawing residents and shoppers.

N-OV-13. Public investments, street improvements, landscaping, ample sidewalks with street trees and bikeways should reinforce the desired character. Transit routes and facilities should be located where they can effectively serve 152nd Avenue NE.

A range of incentives should also be developed that encourage housing production and variety in housing types and rents. Incentives can include reduced parking requirements for housing and increases in the floor area allowed for housing. Encouraging housing production in the Overlake retail area will require a combination of regulatory and programmatic actions. Housing progress in Overlake should be monitored over time and adjustments made to the policies and regulations as needed.

N-OV-14. The city should provide an assortment of incentives that encourage the construction of housing and variety in housing style, size and cost. The City should regularly monitor the number of housing units produced and the effectiveness of its regulations and incentives in achieving its housing objectives. If needed, regulations and strategies should be changed, or new strategies developed, if the desired number of housing units are not built or if there is insufficient choice in the

style, size, or cost of housing.

Parking

Reducing the number of parking spaces required can encourage the development of housing by improving its overall economic feasibility. In order to make a lower parking requirement work, the transit system must be located close enough to encourage people to get out of their cars and use the system to commute to work and travel to other destinations. Grocery shopping, retail services and recreation should be within convenient walking or biking distance and located adjacent or connected to designated pedestrian corridors. If these features are not already in place, there must be a commensurate commitment to improve both the alternate modes of transportation, the pedestrian orientation of the area and recreational opportunities. The effects of reducing parking should be monitored to ensure adverse impacts do not occur.

N-OV-15. The parking required for multi-family housing located within the Overlake shopping/mixed use area shall be designed to encourage the use of transit. The City of Redmond and the development community and King County Metro shall work together to ensure adequate transit service is available.

Height/Floor Area Ratio (FAR)

The development environment in Overlake has not resulted in a notable volume of housing in the retail commercial areas. One and two story commercial and office structures, which generate more economic value, have been constructed on nearly every parcel of land.

In order to allow housing to reasonably compete with commercial and office construction, incentives need to be formulated which make housing a more appealing option when redevelopment takes place. Allowing a greater height or a higher floor area ratio (FAR) for the residential portion of structures, or having the FAR maximum apply only to commercial development in a mixed-use building, are examples of ways to increase the attractiveness of housing to prospective redevelopers.

N-OV-16. Develop a combination of regulatory incentives that encourage multi-family housing when Overlake's shopping/mixed use area redevelops. Height and FAR regulations should provide incentives for including housing in mixed-use projects.

Residential Design

Mixed-use development is well suited to the redevelopment of the Overlake retail commercial area and particularly to that part where increased pedestrian emphasis is desired. Mixed-use developments foster environments where people can live, shop and work in close proximity. Residents can walk to meet their shopping and retail service needs. They can also walk to work.

Vertical mixed-uses along streets, such as ground floor retail businesses with residences in the upper floors of buildings, make the area more attractive for pedestrians. Locating retail uses along the street gives pedestrians something to look at, attracts other pedestrians so that walking seems safer and allows for outside seating and other attractive amenities, rather than large parking lots and driveways along the street that can discourage pedestrians and biking. Awnings and other forms of weather

protection for walkers and window shoppers can also encourage pedestrians. Residential design policies can be found in policies N-OV-50 through N-OV-52 in the design section of these policies.

Affordability

As housing costs continue to outpace household income, housing affordability is an increasingly important issue, particularly for low- and moderate-income households. While zoning and other regulatory incentives can help make housing affordable to moderate-income households, the level of affordability needed by low-income households commonly requires the additional incentive of direct public assistance — that may take the form of public funding programs, public land donations, development fee waivers and the like. Similarly, partnerships with other public agencies and the private sector can introduce more diverse resources, which can help fund affordable housing. An assortment of affordability measures, sensitive to Overlake's intended development signature, should be developed to support housing projects in Overlake.

N-OV-17. The City should actively seek public and private sector partnerships to expand the resources which can be combined to make housing more affordable. Create an assortment of regulatory incentives and public funding measures to encourage multi-family development with housing units affordable to low- and moderate-income households.

Employment Area

The Land Use and Economic Development chapters of the Redmond Comprehensive Plan contain policies that address the employment areas of the city including the employment areas of Overlake. Of particular applicability to Overlake is Section F of the Land Use Chapter which addresses the Overlake Advanced Technology Center. Other parts of the Overlake neighborhood policies also address issues of concern to the employment areas including infrastructure.

Overlake is an important employment center, the home to firms and industries of regional, national, and international significance. These industries provide many high-wage jobs. Many of these industries also help to diversify the regional economy. Examples of these industries include insurance, software, medical equipment manufacturing, avionics, space science and distribution.

N-OV-18. Overlake should continue as an important regional employment center. Industries that provide family wage jobs, export services or goods, or help diversify the regional economy should be encouraged to remain or locate in the area and grow consistent with adopted City policies.

Convenient Stores and Services

Overlake's retail trade area provides a wide array of stores and services. These uses serve the neighborhood and the broader community. The residents and employees in the Overlake area provide an important market for these businesses.

As convenient as these services are, many who work in the employment area are one

to two miles from these stores and services. This is too far to walk.

Encouraging convenience retail stores and services; such as restaurants, convenience stores and dry cleaners; to locate together within the employment area can help meet the daily shopping needs of area employees and nearby residents. This can reduce automobile trips. When these stores and services are located near transit stops, they can help people run errands without the need to drive and encourage activity near transit stops, both of which can lead to greater transit use.

The objective is to locate retail stores and services within walking distance of most employees. Most people will walk a quarter- to a half-mile to convenience retail commercial and services areas. So the clusters of commercial and service uses should be located no closer than a half mile, which allows for a quarter mile radius between the groupings, or nodes. The term node refers to the fact that the commercial uses will be clustered in a specific location. The policies below address the location of retail and service uses and other issues. Additional policy guidance is included in Redmond Comprehensive Plan Policies NP-13 through NP-15.

N-OV-19. Convenience commercial and convenience service uses should be permitted uses in the Overlake Business and Advanced Technology Designation. Such uses should be grouped together at intersections and where mid-block pedestrian connections are provided. These groupings or nodes shall not be located closer to each other than one-half mile measured on streets. If one of the nodes has more than two acres

devoted to retail commercial and service uses, the nodes shall be at least one mile apart. The spacing criteria in Policy NP-12 shall not apply.

N-OV-20. For freestanding buildings containing just convenience commercial and convenience service uses, no more than forty percent of the development site may be used for convenience commercial and convenience service uses. If included in buildings with other uses, no more than seventy percent of the lot and building ground floor shall be used for convenience commercial and convenience service uses. In no case shall the land occupied by convenience commercial and convenience service uses exceed six acres. The portion of the lot used for parking and landscaping for convenience commercial and convenience service uses shall be included in the percentage and acreage limits.

N-OV-21. Sidewalks shall be provided linking employment uses and nearby residential neighborhoods with the nodes.

N-OV-22. The allowed convenience commercial and convenience service uses may include convenience grocery stores, sit down

restaurants, dry cleaners, banks, post offices, recreational facilities, health clubs, day care facilities and similar commercial and service uses that meet the daily needs of employees within the area.

N-OV-23. Deliveries and outdoor maintenance activities shall take place during daylight and early evening hours when uses that generate this activity are located adjacent to predominately residential neighborhoods.

Continuing Cooperative Efforts between Redmond & Bellevue

Redmond and Bellevue have a long history of cooperative planning and management of the Overlake area. The cities have collaborated on land use and transportation planning. Representatives of the City of Bellevue and Bellevue neighborhoods were invited to participate in the development of this neighborhood plan. Redmond and Bellevue have jointly prepared a transportation facility plan for the area that includes part of the Overlake Neighborhood. They share transportation resources. For example, Redmond Comprehensive Plan Policies TR-17 through TR-19 call on Redmond to maintain memorandums of agreement with Bellevue and other jurisdictions to help fund transportation facilities in these other communities. Both jurisdictions have an interest in maintaining the economic health of the Overlake retail area which they both share. These efforts should continue.

N-OV-24. Redmond and Bellevue should continue to cooperatively plan to

address common problems and capitalize on common opportunities. The two cities should work together to implement jointly agreed plans and strategies.

Redmond and Bellevue have identified an area in which the two cities will notify each other of significant projects, comprehensive plan changes and zoning changes. This or a similar notice and comment process should continue to be used. The area should be expanded to include the former Evergreen Highlands Subarea and the same procedures used in both areas. The process should be integrated into each city's review procedures to avoid duplication. In addition, Redmond and Bellevue also have a process for reviewing transportation impacts of developments and sharing impact payments for transportation facilities.

N-OV-25. Redmond and Bellevue should consult on significant development approvals, plan amendments and development regulations that may affect the other jurisdiction. The purpose of this consultation shall be to address mitigation of potential adverse impacts on the other jurisdiction. The notice area and process should be reviewed periodically to ensure it still fulfills the needs of the two jurisdictions. The citizens of both communities should be involved in the process.

Transportation

The Transportation Chapter of the Redmond Comprehensive Plan includes extensive policies on providing adequate transportation facilities. These policies require that transportation facilities and programs support the city's vision for the future. Transportation facilities are matched to future land uses. A wide range of alternatives to single-occupancy vehicles is encouraged, including two transit facilities in Overlake. In planning for and constructing transportation improvements, residential neighborhoods and the environment are to be protected. The citywide policies also ensure that adequate transportation facilities are available to accommodate growth. This section includes transportation policies and facilities specific to the Overlake Neighborhood.

Bellevue and Redmond share transportation facilities and transportation problems and opportunities in Overlake. The cities have a history of common transportation problem solving. This should be formalized through regular joint meetings of the cities' transportation resolution forums, through a body that represents the two jurisdictions, or through some other systematic means.

N-OV-26. Bellevue and Redmond should systematically coordinate transportation facilities that impact both cities and address transportation issues and opportunities in the Overlake area that affect them both.

The need to provide transportation facilities to meet the demands of development and increased travel by existing residents and businesses must be balanced with the need to protect residential neighborhoods. The following

policy guides decisions on transportation facilities within low to moderate density residential neighborhoods. Low to moderate density residential neighborhoods have densities of from less than one to 18 housing units per acre.

N-OV-27. Regional and through motor vehicle traffic shall be directed away from residential neighborhoods. Street improvements in residential areas should provide access to residents, and discourage travel through the neighborhood.

Another method of protecting neighborhoods from traffic is to encourage regional travel on regional facilities. This will also help provide for regional mobility by directing trips to appropriate transportation facilities.

N-OV-28. To help minimize trips through residential neighborhoods, travel linking Overlake to other parts of the region should take place on SR 520, the identified high capacity transit/light rail corridor, and any other regional or state facilities that the region may identify.

As development continues in Overlake and on the Eastside, traffic may seek to cut through residential neighborhoods. The Transportation Chapter provides for a traffic management program, which discourages cut-through traffic and addresses other adverse effects of traffic such as high speeds. The neighborhood and city should work together to identify traffic management needs and solutions. Map N-OV-2 identifies the new streets and walkways proposed for the Overlake Neighborhood. Other proposed transportation facilities for the Overlake Neighborhood may be found in the

Transportation Chapter of the Comprehensive Plan.

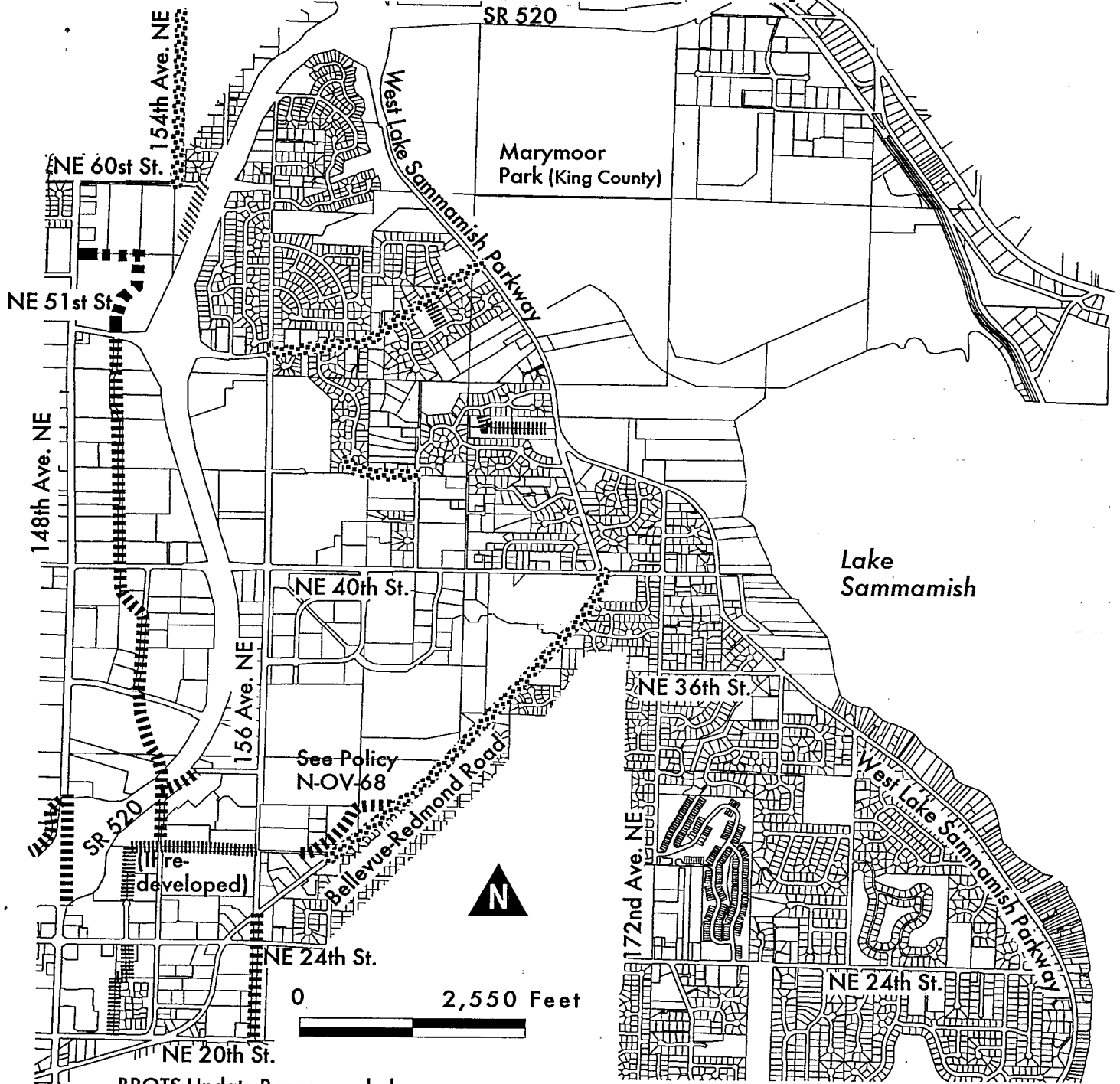
N-OV-29. The City shall prepare a priority list of traffic and safety problem areas with the involvement of the Overlake neighborhood. The list shall be updated periodically. Neighborhood residents, businesses, and other community members should be involved in identifying and carrying out solutions to the identified problem areas.

Sidewalks, bikeways and trails can provide important transportation benefits. A good network of sidewalks allows children to walk safely to school. Well-connected sidewalks and trails allow residents to walk to work. Bikeways allow convenient bicycle commuting and trips to the store. All of these facilities have important recreational roles as well. The neighborhood and city should work together to identify sidewalk, bikeway, and trail needs and solutions.

N-OV-30. A priority list of sidewalks, bikeways and trails shall be prepared with the involvement of the Overlake neighborhood and be updated periodically.

Overlake is currently served by transit and this service should be augmented. The transit needs in Overlake include providing service for residents within the neighborhood and the region, providing service to those who work in Overlake, some of whom live in the neighborhood, and providing service to Overlake shoppers. Overlake has a park and ride lot adjacent to the retail area and a transit center is under development at NE 40th Street and 152nd Avenue NE. Light rail service to Overlake is included the

N-OV-2 Overlake Neighborhood Street Map



BROTS Update Recommended
 Link Facilities (Also see
 Transportation Facility Plan Map TR-3A)

**BROTS Bike and Pedestrian Facilities in addition
 to BROTS motorized facilities (Also,
 BROTS Street projects will include planned
 pedestrian and bike facilities.)**

Local Access Street (Project Improvements)
 Required Access Points
 Private Streets (For mixed ownerships)
 Emergency Accesses

Notes:

All developments shall provide frontage improvements as required by 20D.210.20-150, *Required Off-Site Street Improvements*, whether the street is shown as a new or improved street by this map or not.
 If existing large ownerships are divided, additional local access streets may be identified, constructed, and dedicated when the division occurs to serve existing and future development.
 Developments shall provide internal public or private streets necessary to accommodate anticipated traffic and emergency access.

Regional Transit Authority (RTA) Master Plan.

N-OV-31. A full range of transit service should be provided to Overlake. Facilities to support these services should be furnished in locations that conveniently serve the neighborhood. As determined in collaboration with transit service providers, these facilities should include a transit center, one or more park and ride facilities, transit shelters at transit stops, and safe and convenient pedestrian connections.

Public Facilities & Services

The Utilities , Capital Facilities , Human Services and Parks & Recreation chapters of the Redmond Comprehensive Plan address public facilities and services for the entire city including Overlake. This section includes neighborhood specific policies related to public facilities and services. A separate section on Transportation in the Overlake Neighborhood precedes this section.

Police Services

During the development of the neighborhood plan, the Redmond Police Department made a presentation to the committee. Police services in Overlake are currently provided out of the Public Safety Building downtown. The Police Department will have a substation at Redmond Town Center downtown and asked the committee if a police substation should be established in the Overlake shopping/mixed-use area. The committee enthusiastically supported the idea.

N-OV-32. The Redmond Police Department should

maintain a police substation in the shopping/mixed use area of Overlake. The substation location should have high visibility to help deter crime. If needed, police substations should be provided in other parts of the neighborhood.

Water, Wastewater, Stormwater, Fire Services and Other Infrastructure Needs

While the water, wastewater, stormwater, fire prevention and suppression and other public facilities serving Overlake are generally in good shape, some deficiencies do need to be addressed. In addition, growth in Overlake will require expansion of some facilities. The following policies address these issues.

N-OV-33. The water, wastewater, stormwater, fire prevention and suppression services, and related private infrastructure shall be provided to accommodate development in Overlake as developments are occupied. When additional time is necessary to construct public improvements, the improvements may be phased in over six years provided no adverse impacts will occur. Priority shall be directed towards providing facilities to meet the needs of existing development before providing for new growth.

Comprehensive Plan Policy FC-3 provides that the cost of new capital facilities and capacity improvements should be borne by those who benefit most directly. This policy also provides that the cost of

facilities that respond to and mitigate the impacts of growth should be borne by those generating that growth. Policy FC-3 is reaffirmed for the Overlake Neighborhood.

Human Services

Human services are provided to the Eastside, Redmond and Overlake by a variety of public and private agencies. The City of Redmond, in partnership with these agencies, works to identify services needs and provides supplemental funding for needed human services.

- N-OV-34.** Public and private partnerships should be encouraged to serve the human services needs in the city as a whole and in Overlake.
- N-OV-35.** The City of Redmond and human service providers should anticipate and meet future human services needs. Redmond and human service providers should periodically evaluate human services needs at the neighborhood level. This evaluation should be done as part of neighborhood plans, the city's continuing evaluation of programs and emerging needs and when data, such as the decennial census, becomes available. During the preparation of neighborhood plans, human services staff should be consulted on the human services needs of that neighborhood.

Library

Libraries in downtown Redmond and in Bellevue currently serve the Overlake Neighborhood. While other demands on

library resources are recognized, the residential population and large of number of employees in the Overlake Neighborhood may someday warrant a library. The need for a library should be periodically evaluated. Opportunities for a public and private partnership to provide a library should also be considered.

- N-OV-36.** The feasibility of a library in the Overlake area should be periodically evaluated. A library should be provided in the neighborhood when the need arises and resources are available.

Parks & Recreation

The residential areas of Overlake are generally well served by parks. However, the retail commercial and mixed-use and employment areas have no parks. A park in the retail commercial and mixed-use area has been identified as the neighborhood's highest priority park and recreation need.

Shopping/Mixed-Use Area

- N-OV-37.** A park system shall be provided within Overlake's shopping/mixed-use area. The purpose of this system is to make the area more inviting. The system shall include open space, a park or parks and pedestrian corridors. This system is Overlake's highest priority park and recreation need.
- N-OV-38.** The open space and parks should be sized and designed to meet the needs of shoppers and those who work and live in the area. The facilities should include a place to gather, to rest, to eat and to engage in recreational activities

that do not require large amounts of space. Trees and plants should be provided for shade and relief.

- N-OV-39.** The pedestrian corridors shall be designed and constructed to enhance pedestrian safety and pedestrian use of the area. The system should include sidewalks with landscaped planting strips and street trees separating the pedestrians from the street where feasible. The pedestrian system should connect businesses within the retail area with each other and with transit. Pedestrian corridors on public rights of way or public property should include street furniture, such as benches, to make them functional and inviting.

- N-OV-40.** Safe and attractive accesses through parking lots should connect retail trade and service businesses within Overlake.

- N-OV-41.** A pedestrian overpass across 148th Avenue NE should be considered to tie the shopping/mixed-use area on both sides of 148th Avenue NE together.

Employment Area

- N-OV-42.** The two special use parks identified in the Parks, Recreation and Open Space (PRO) Plan should be developed within the employment area. One

park is proposed for the west side of SR 520. The other special use park is proposed for the east side of SR 520 south of NE 40th Street.

The conceptual location of these parks is shown on Map N-OV-1.

Residential Area and Neighborhood-Wide Policies

- N-OV-43.** Additional open spaces and recreational areas should be encouraged throughout the Overlake Neighborhood.

- N-OV-44.** Public and private partnerships should be encouraged to provide additional parks, open space and pedestrian corridors throughout the Overlake Neighborhood.

Many of the businesses that call Overlake home are subject to rapid change. The physical development of Overlake has also occurred quickly. Park facilities and street furniture that are solidly built, such as stone benches or stone street accents, can help give the area a sense of permanence.

- N-OV-45.** The design and construction of parks, open spaces and street furniture should have a sense of permanence.

In all areas of the Overlake Neighborhood, there are gaps in trails and pedestrian corridors. The gaps should be filled.

- N-OV-46.** The city should work with private land owners and easement holders who have trails, or where trails can be developed, to provide a connected multi-use trail, pathway and sidewalk

network in the Overlake Neighborhood. Redmond trail development should focus on closing gaps in this system.

The Bridle Crest Trail and the Sammamish River Trail pass through the Overlake Neighborhood. These trails are owned and maintained by King County. The trails connect Bridle Trails State Park, Westside Park and Marymoor Park. They also connect to the City of Redmond trail system. Through this system you can ride or walk to the Watershed Park and the extensive trail system east of Redmond including the Tolt Trail. The Sammamish River trail runs north, linking Redmond with Woodinville, Bothell, Shoreline and Seattle. This far-reaching system of riding trails is an important asset for the Eastside, Redmond and the Overlake Neighborhood.

N-OV-47. The equestrian and multi-use trails within the neighborhood should be maintained and protected. Where the trails cross streets or highways, the crossings should be designed for equestrian and pedestrian safety. The equestrian trail and multi-use trails that connect with them should include a soft surface trail for equestrians, walkers, runners and joggers.

Community Improvements

Encouraging neighbors to work together to improve parks, parking strips and other parts of the neighborhood can unite the community and help them become a part of their neighborhood. City programs, such as Redmond's Neighborhood Matching Fund Program, can help encourage such efforts.

N-OV-48. Initiate and encourage community involvement to foster a positive civic and neighborhood image by establishing programs to physically enhance neighborhoods.

Design

Design refers to the form and structure of buildings and sites. The following policies guide building and site design in Overlake. The initial policies set out the design concepts for the various areas of the neighborhood. Later policies provide additional design guidance. In addition to these policies, the Land Use Chapter of the Comprehensive Plan includes policies on design. Redmond has an adopted set of design standards with which building and site design must comply. Map N-OV-1 shows the areas to which the policies refer.

N-OV-49. The design concept for the Shopping and Mixed-Use area is to maintain a low-rise suburban shopping and service district. Residences are also encouraged. Building and site design should provide for visibility and access for automobiles while encouraging pedestrian use, biking, and transit use. Buildings may be located along the street on NE 24th Street, 152nd Avenue NE, and Bellevue-Redmond Road. Street trees and landscaping shall provide green space between the buildings and the street.

N-OV-50. The design concept of the Housing Emphasis Area, part of the Shopping and Mixed-Use Area, is to

provide a mix of residences, shops, services, and offices with the following characteristics.

- **Both mixed use and single use buildings are allowed.**
- **Buildings that include housing should include traditional residential architectural design elements as defined in Policy N-OV-52.**
- **Balconies overlooking streets and courtyards should be encouraged on residential buildings.**
- **Buildings along 152nd Avenue NE should be located close to the street, be well articulated, and minimize blank walls.**
- **Views should be attractive from the street and have visual interest to encourage pedestrian use.**
- **The scale of buildings should be three to five stories.**
- **Buildings that include housing shall include open space and recreational areas.**

Traditional residential architectural design elements represent strong elements of residential identification in Redmond and should be incorporated into all residential developments. Some design related policies refer to well articulated buildings. A building is well articulated if its walls and other exterior surfaces are divided into parts that are then organized into a coherent design for the whole building or development. By dividing the walls into parts, which, for example, may be made up of different surface depths or

treatments, the apparent size and bulk of the building is reduced. By organizing the parts into a coherent design, the design is pleasing and does not result in a mish-mash of unrelated and, therefore, unattractive features.

N-OV-51. Mixed-use projects with traditional residential architectural design elements should be encouraged in the redevelopment of the Overlake retail commercial area. Traditional residential architectural design features include pitched roofs, clearly identifiable windows, modulated walls, and may include such other features as chimney forms, balconies, and other design features. Mixed-use developments should predominate in the housing emphasis area, particularly along pedestrian corridors, and be located close to transit facilities.

N-OV-52. The design concept for the Employment Area is for a moderate intensity research and development, office, high technology manufacturing, and distribution district. The scale of buildings should be from two to four stories. Where well separated from residential neighborhoods and where natural features and open space will be protected, five story buildings may be allowed. Building and site design should be well integrated with other buildings in the

same complex and with nearby developments. Street trees, trees onsite, landscaping, open space, and recreational areas should provide a sense of openness for the site and the neighborhood.

N-OV-53. In the Moderate and High Density Residential Comprehensive Plan Designations, buildings and sites should have a residential character. Buildings should have pitched roofs, identifiable entrances, identifiable window frames, and may have a chimney form. Balconies overlooking streets and courtyards should be encouraged. Rooflines should be varied. Housing developments along Lake Sammamish should be designed so housing units have views of the lake.

N-OV-54. Within the employment area, building and site design shall encourage pedestrians, biking, transit use, and other non-single-occupancy transportation modes. Examples of such measures are included in the Green Street policy, other comprehensive plan policies, and the design review standards. On-street parking should be allowed within the employment and commercial areas to encourage pedestrians.

N-OV-55. In all areas, building facades shall be varied and

articulated to provide visual interest. Buildings shall not have a bulky or massive appearance.

N-OV-56. Urban design, building design and site design shall be of high quality. Developments should be designed for long-term use. Building and site materials shall also be of high quality.

N-OV-57. Neighborhood residents, property owners, area employees and the broader community should periodically evaluate design in the Overlake Neighborhood to ensure community objectives are being met through site and building design.

Map N-OV-3 identifies Green Streets and Neighborhood Protection Streets. The purpose of Green Streets is to encourage pedestrians, biking, and transit use and to provide for an attractive streetscape. The design and improvement of such streets is described in the following policy.

N-OV-58. Green Streets shall be characterized by the following features:

- Buildings arranged on the site to minimize walking distances between other buildings in the complex and the street. Buildings on or near Green Streets should be located within 1,000 feet of a transit stop.
- Transit stops every 1,200 to 1,500 feet along the street.
- Parking lots located to the side or rear of

buildings that front on Green Streets for their entrances.

- Persons waiting for public transit are sheltered from the weather. Buildings should include lobbies from which occupants can see transit vehicles approaching the stop. Transit shelters shall be provided at transit stops on Green Streets.
- Ten-foot wide sidewalks next to transit stops and six-foot wide sidewalks in other areas. Where stores are located along streets, sidewalks should be eight-feet wide.
- Pedestrian facilities, such as benches and streetlights, at transit stops.
- Street trees and adequately sized planting strips between the street and sidewalk. At transit stops, sidewalks should extend to the street.
- Street treatments that enhance pedestrian crossings at intersections and transit stops.
- Shops and services sized to fit the area should be located at major transit stops.

One of the most important factors in encouraging transit use is sufficient density to support frequent transit service. Frequent service makes riding transit more attractive. The area along 156th Avenue NE has the potential to

provide for a concentration of uses that will support frequent transit service. This is also an area now served by all day transit service. A minimum building intensity should be required along this street to encourage transit. It will also help protect residential neighborhoods by encouraging the highest concentration of development away from residential areas.

N-OV-59. Encourage higher intensity employment development within walking distance of 156th Avenue NE north of NE 31st Street and south of NE 40th Street and encourage lower intensity development near Bellevue-Redmond Road.

Neighborhood Protection

Overlake's employment and shopping and mixed-use areas abut residential neighborhoods on the south, east, north and west. These high quality neighborhoods help support retail and services uses. They also help make the area a desirable business location. Maintaining the high quality of these neighborhoods is an important community objective.

Five techniques will be used to maintain the high quality of these neighborhoods. First, policy N-OV-7 prohibits commercial and employment zones from expanding into primarily residential neighborhoods. This will help separate incompatible uses. Second, incompatible uses will be separated using transitional zones, transitional regulations, and site and building design. Third, transitional policies, transitional regulations, and building and site design will be used to make buildings visually compatible with nearby residential neighborhoods. Fourth, operational policies and regulations will limit adverse effects from noise and other adverse impacts of construction,

operations, and maintenance. Fifth, adverse impacts from traffic will be lessened through transportation improvements to encourage traffic to use appropriate facilities and traffic management that discourages use of residential streets.

The policies related to transportation can be found in the transportation section of these neighborhood policies and the Transportation Chapter of the Comprehensive Plan. The policies related to the other techniques can be found in this and other chapters. For example, Land Use Chapter Policy LU-116 requires that uses on the edges of zones should be chosen to minimize adverse impacts on nearby sensitive uses. Land Use Chapter Policy LU-92 requires that building placement and landscaping should be used to separate potentially conflicting uses. Machinery, service areas, and loading docks are to be screened from less intense uses.

The neighborhood specific policies are set out below. The first policy establishes the overall policy on neighborhood protection. The balance of the policies address specific techniques.

N-OV-60. Residential Neighborhoods in Bellevue and Redmond shall be protected from potentially adverse impacts of uses and activities from the shopping/mixed-use and employment areas of Overlake.

The term "zone" refers to a zoning district, an area mapped on the official zoning map that regulates the uses that can occur in that area. Transitional zoning is the technique of placing a zone with less impacting uses between a zone with sensitive uses and a zone with uses that generate more impacts. In Overlake, this is done by placing multi-family zones

between primarily single-family zones and employment zones such as the Overlake Business and Advanced Technology zone. The single-family zones include uses that are most sensitive to noise and other adverse impacts.

N-OV-61. The existing multi-family residential comprehensive plan designations that act as transitional zones in the Overlake Neighborhood shall be retained.

Policies and regulations can provide for transitional uses and design. Transitional uses refer to limiting uses abutting or near sensitive uses to those with less potential adverse impacts. Transitional design focuses on building and site design to minimize impacts on nearby uses.

N-OV-62. Uses with impacts, such as noise and glare, that may adversely affect nearby uses shall be located on the site to minimize such conflicts.

N-OV-63. Site and building development requirements and other regulations should provide for transitional uses and transitional building and site design to protect nearby residential neighborhoods. Techniques used should include providing for height limits, directing taller buildings away from residential neighborhoods, limits on building bulk, limits on building placement, site and building lighting limits, requirements for landscaping, noise control and other appropriate measures.

N-OV-64. Transitional regulations that include a maximum floor area ratio (FAR) and a greenbelt and buffer shall be provided along the west side of Bellevue-Redmond Road between NE 28th Street and NE 40th Street.

Poorly located driveways and streets can adversely impact residential neighborhoods through motor vehicle noise and headlight glare. Good locations and design can minimize or eliminate these impacts.

N-OV-65. The location of driveways and streets should minimize through traffic on primarily residential streets and reduce other adverse impacts on residential neighborhoods.

Even well selected and well designed and constructed uses can result in incompatibilities. For example, many site maintenance activities generate noise. These incompatibilities can be reduced by using equipment that generates less noise and conducting noisy activities during the day when that is feasible. Carefully selecting techniques that have the lowest impact and performing them during times when impacts will be minimized can reduce or eliminate these incompatibilities. Policies and regulations that address such incompatibilities are referred to as operational policies and regulations. They describe how a use operates.

N-OV-66. Construction, operations, maintenance, service activities, and other disruptive actions in employment and retail areas shall be scheduled and conducted to minimize impacts on nearby residential uses.

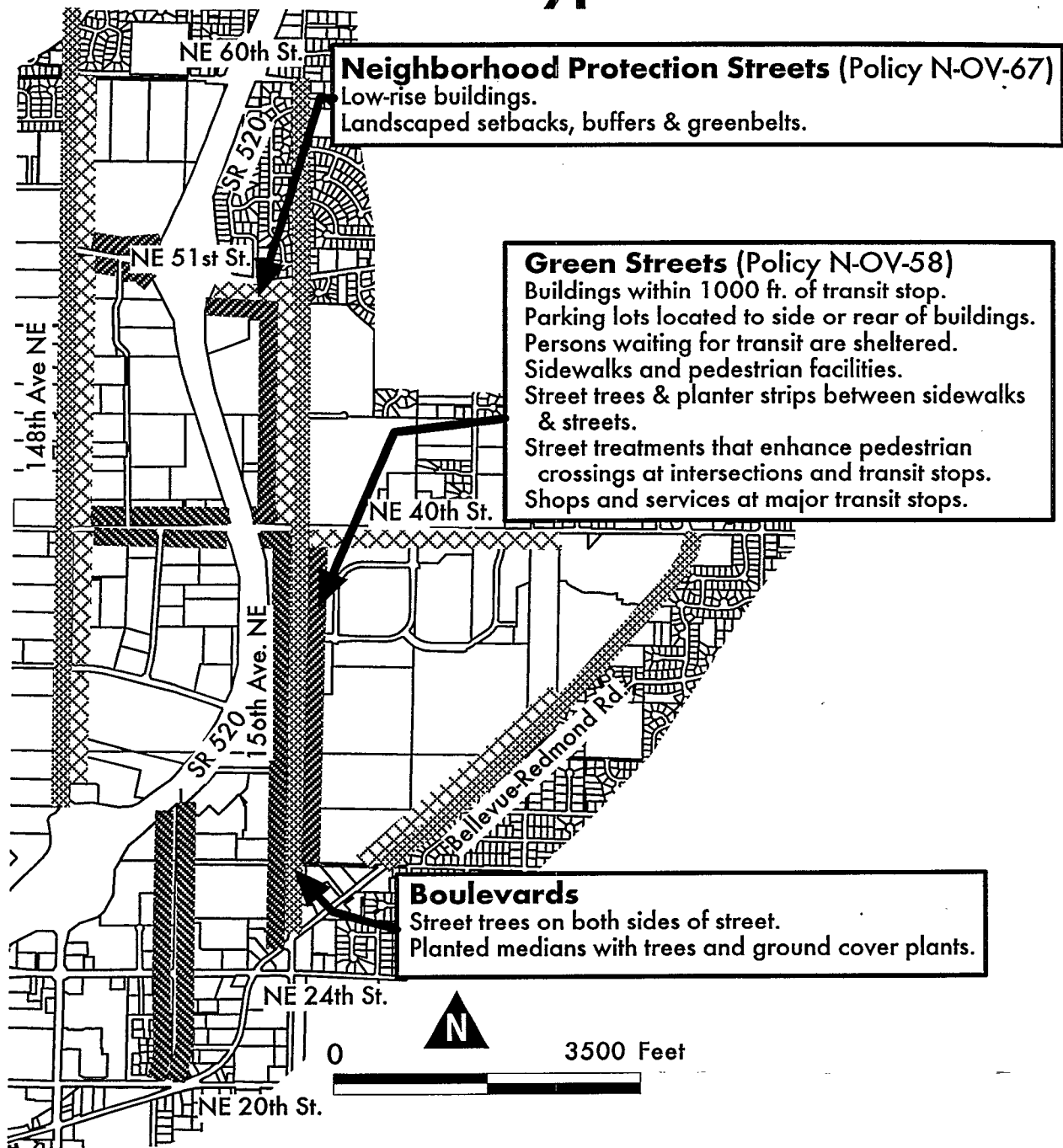
Map N-OV-3 identifies Green Streets and Neighborhood Protection Streets. The designation applies to the side of the street on which it is shown. The purpose of neighborhood protection streets is to minimize adverse impacts on nearby residential neighborhoods. The design and improvement of such streets is described in the following policy.

N-OV-67. Neighborhood Protection Streets shall have the character of boulevards with low rise buildings screened by lush landscaping and generous setbacks. Development on 148th Avenue NE shall also encourage transit use.

New connections to Bellevue-Redmond Road in employment areas across the street from residential neighborhoods should be carefully designed and constructed to prevent cut-through traffic in nearby residential areas. Neighborhood residents should be involved in the design of any connections so that this issue is effectively addressed.

N-OV-68. The design of any connection onto the Bellevue-Redmond Road shall be prepared in collaboration with the Sherwood Forest Neighborhood. To minimize pass through trips, any connection onto the Bellevue-Redmond Road east of 156th Avenue NE shall be designed and constructed to prevent through traffic from entering NE 30th Street and flowing to 164th Avenue NE.

Map N-OV-3 Street Types



-  Green Streets
-  Neighborhood Protection Streets
-  Boulevards

Redevelopment

Overlake has seen substantial redevelopment. This will likely continue. Redevelopment is encouraged provided it meets community goals, policies and requirements.

N-OV-69. Redevelopment that meets community goals, policies, and development regulations should be encouraged.

N-OV-70. Land devoted to surface parking lots should be reduced through redevelopment and construction of underground parking or parking structures. The layout and configuration of surface parking lots should accommodate future redevelopment. Incentives to encourage underground parking or structured parking should be provided.

Attached Housing in the Low-Moderate Density Comprehensive Plan Designation

The Low-Moderate Density Comprehensive Plan Designation includes the R-4, R-5, and R-6 zones. In Overlake duplexes shall be a conditionally allowed use on individual lots. Threeplexes and fourplexes shall be conditionally allowed uses in new subdivisions where they are given special approval.

The policies use the term density. Density is the number of housing units allowed on each gross acre of land. Duplexes, threeplexes, and fourplexes are allowed to have lower densities than single-family homes, but the minimum density still requires these housing types to be sited on lots that are larger than the lots used

to site single-family homes. For example, a duplex is allowed at a density that is 150 percent of the density of a single-family home. An R-4 zone allows four single-family homes on each acre of land, or one single-family home on approximately 10,000 square feet before certain reductions are made. A duplex can be on a lot that is approximately 15,000 square feet in the R-4 zone, not counting certain deductions.

N-OV-71. Duplexes may be allowed on individual lots in the Overlake Neighborhood. A public hearing shall be conducted as part of the permitting process. The allowed density shall be 150 percent of the allowed density of a single-family home. The City shall review the site and building design to ensure its scale and materials fit the neighborhood. At the hearing, the design of the building shall be considered.

N-OV-72. Threeplexes and fourplexes may be allowed on lots in new short and long subdivisions specifically approved for these housing types. A public hearing shall be conducted as part of the permitting process. The City shall review the site and building design to ensure its scale and materials fit the neighborhood. At the hearing, the design of the building shall be considered. The allowed densities of threeplexes and fourplexes shall be 150 percent of the allowed

density of single-family homes.

N-OV-73. Duplexes, threeplexes, and fourplexes shall have pitched roofs, identifiable entrances, and identifiable window frames. A chimney form should be encouraged. Porches and balconies overlooking streets should be encouraged.

N-OV-74. A density bonus shall be provided for duplexes, threeplexes, and fourplexes occupied by low- and moderate-income households.

Growth and Development

In mid-1995, buildings in Overlake occupied by retail, office, research and development, manufacturing, and distribution uses totaled 7 million square feet. Redmond's comprehensive plan adopted a target of 11.6 million square feet of building space for 2012. The Overlake Neighborhood Plan recommends that the 2012 target be increased to 15.4 million square feet.

N-OV-75. The Overlake Neighborhood Plan allows a total development capacity of 15.4 million square feet of retail, office, research and development, manufacturing, and distribution uses within Redmond's Overlake Neighborhood. A trip cap should also be provided for and the additional development allowed under the trip cap should be accommodated if there is no increase in peak non-transit motor vehicle trips.

The public facilities and services necessary to accommodate this growth are required by this neighborhood plan. As more transit services become available in Overlake or progress is made towards meeting non-single-occupancy vehicle travel objectives, the amount of development that can be accommodated should be reevaluated.

The 2012 growth target will be served by the transportation capacity provided by the transportation facilities recommended in the Bel-Red/Overlake Transportation Study (BROTS) Update. The BROTS Update was a companion study to the neighborhood plan. Growth in new buildings shall be paced with the construction of the BROTS Update transportation facilities and the availability and use of non-single-occupancy vehicle travel modes. The word "pace" is meant to communicate that growth in buildings and transportation capacity would increase at roughly the same rate over several years. In one year building space may grow faster than transportation capacity. In the next year or two, transportation capacity would catch-up or even exceed the rate of growth in building space for the past two or three years as new transportation facilities are completed. In 1997 and 1998, Redmond had a citywide moratorium on non-residential development to allow the city to plan for future employment growth beyond the targets in the 1995 *Comprehensive Plan*. That is the moratorium referred to in policy N-OV-76.

N-OV-76. Growth in Overlake shall pace the availability of transportation facilities and the expansion and use of transit and other non-

single-occupancy vehicle travel modes. A mechanism to pace growth and transportation facilities shall be adopted before the current moratorium expires.

Recommended Citywide Policies

Land Use Chapter (Amend policy N-OV-132 as follows:)

N-OV-132. Design District Designation

Allowed Uses and Description. The Design District designation should allow for an appropriate mix of uses and structure types. Densities and intensities should be determined based on the suitability of the area for development.

Design District designations shall support the preferred land use pattern identified in this plan and the other policies of this plan. As part of the process of approving new Design District designations, a specific development plan or site plan shall be prepared for the area. This development plan or site plan shall specify the allowed uses, the allowed intensity and any specific review requirements and standards that may be required to adequately manage the design district or mitigate adverse impacts on the community,

neighborhood or environment. The plan shall include substantial public involvement from the neighborhood in which it is located. Where a Design District Designation is applied to an existing use or uses that do not have such a development plan or site plan, that use shall prepare a plan in five years or before approving a substantial change, whichever is later. During the time the plan is being prepared, the preexisting development regulations shall apply to that site unless policies or regulations apply other provisions to the site. The development plan or site plan shall be approved through the same process as a plan amendment, when establishing the Design Designation, or a rezone that is consistent with the Comprehensive Plan if the designation already is applied to the property. The development plan or site plan should contain a provision for periodic updates every five to 10 years.

Transportation Chapter

Staff, the Planning Commission and the City Council now address transportation issues and opportunities in Redmond. Both the Planning Commission and City Council have many other duties. A forum that focuses on transportation issues and opportunities in Redmond would give

them greater visibility and speed their resolution.

TR-XX. The City should provide a forum to address and resolve transportation issues within Redmond.

The location of crosswalks can play an important role in encouraging pedestrians and transit use. Well-located street crossings can reduce walking distances, encouraging people to walk or take transit because transit stops are easy to reach. In Redmond, many blocks are quite long. Providing crossings only at intersections substantially increases walking distances. This can discourage pedestrians or encourage people to cross streets where no crosswalks exist. On arterials and collectors, this can be quite hazardous. Mid-block crossings can solve these problems. Mid-block crossings are particularly important where complimentary uses are located across collector or arterial streets. For example, if a residential neighborhood is on one side of a collector and a school on the other, a properly located mid-block crossing may increase safety for school children. Similarly, where businesses will occupy buildings on opposite sides of the street, a mid-block crossing can discourage driving and encourage walking. A mid-block crossing between a restaurant and a office can also encourage walking.

Crosswalks are the preferred type of crossing because they are more economical and people are more likely to use them. In limited locations, a grade-separated crossing may be justified. Perhaps the most effective way to increase the safety of crossing streets four or more lanes in width is to provide a raised median in the center of the street. This allows pedestrians to cross the street even when they think they can only get half way across. It also makes pedestrians

more likely to cross because they only have to worry about traffic coming from one direction. They can stop and look the other way while in the protected median. A median refuge with its landscaping gives wide streets a more pedestrian scale, encouraging walking.

TR-47A. Crosswalks or grade-separated crossings shall be provided across arterial and collector streets at a reasonable spacing. Crossings shall be located at intersections and mid-block locations where a crossing is needed.

TR-47B. Mid-block crossings should be provided on long blocks, to connect transit stops on opposite sides of the street, and to connect developments or buildings that are likely to have significant foot traffic between them because the uses are complimentary or they will be occupied by related firms. Mid-block crossings should only be located where a safe crossing will result.

TR-47C. Surface crossings of streets four or more lanes wide should include a raised median to provide a refuge for pedestrians.

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