

Implementation

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

1. Overlake merits substantial public resources.
 - It has an important role within Redmond and the region.
 - The area possesses the potential to achieve the community's vision, but the transformation from an auto oriented commercial and employment center to a more multifaceted mixed use center with improved residential, pedestrian and design qualities will take public investment, most notably on improvements to 152nd Avenue NE, stormwater systems, a park and other street and circulation improvements.
2. An integrated system of regulations and incentives will be necessary to guide development in ways that meet the community's vision.
 - Large sites present opportunities that can best be realized through master planning.
 - Regulations must address the mix of uses desired in the area or else the market will likely direct new development toward single purpose commercial development that does not achieve urban center or housing objectives.
 - The design of public and private improvements must be integrated to achieve maximum benefit.
3. The phasing of both public and private projects is affected by Sound Transit's schedule for determining a preferred route and ultimate construction of the high-capacity transit/light rail system.
 - Identify investments that can be made before a preferred light rail alignment is selected
 - Continue to advocate for an alignment that supports the vision for the area; especially a station near the center of Overlake Village.

4. Coordination with other jurisdictions and agencies is essential for success.

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

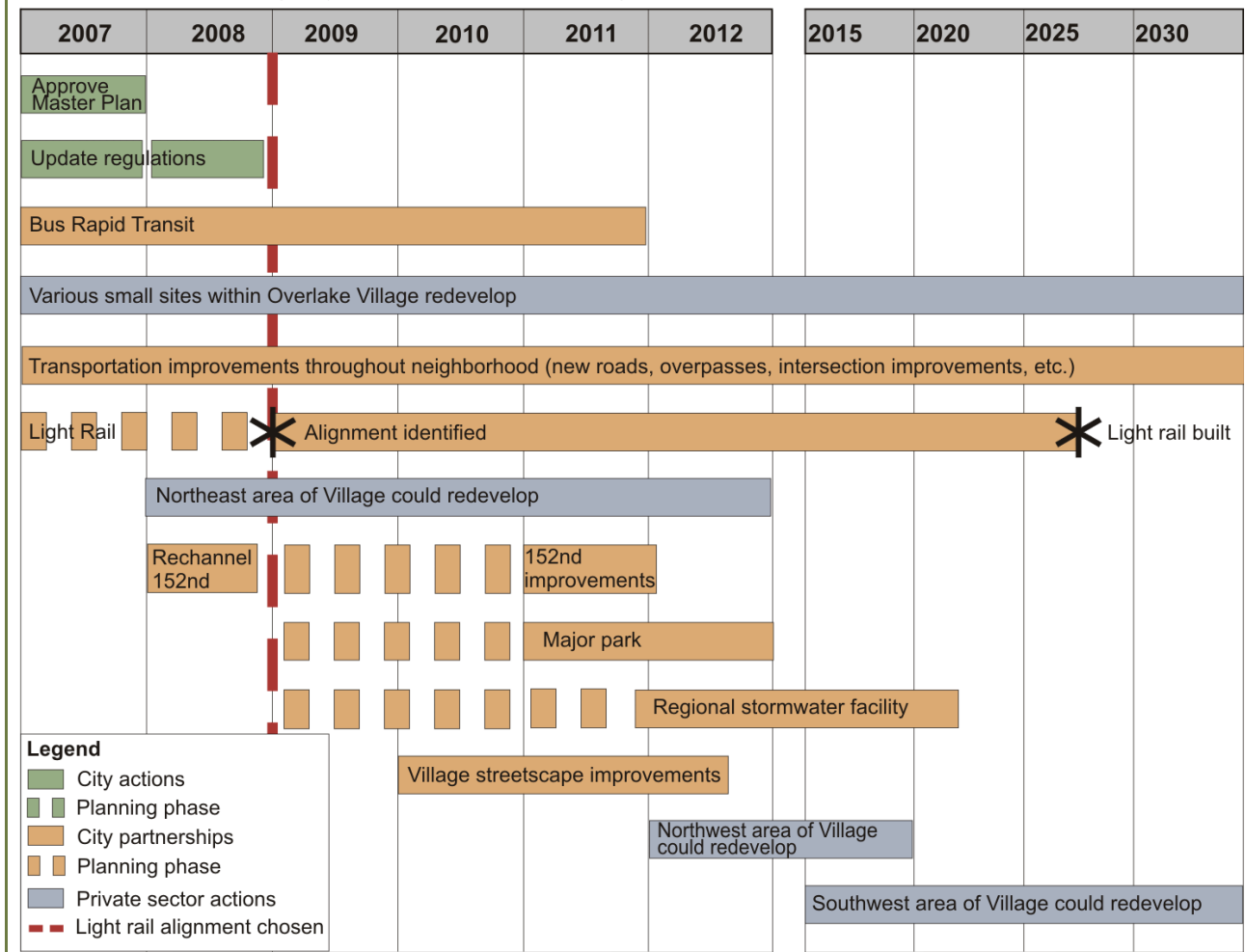
The chart on the next page illustrates the interrelationships among the key public and private actions described in this Master Plan. It also indicates potential timing based on potential extension of high-capacity transit/light rail and other investments, recognizing that any redevelopment would be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

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

Four categories of priority actions are covered in the following pages. They include:

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

Interrelationships Among Key Actions for Overlake Village



Ordinances and Council Actions

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

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

- b. Phase 2 Comprehensive Plan and Regulatory Amendments.* The cities of Redmond and Bellevue have committed to update the Bellevue-Redmond Overlake Transportation Study (BROTS) Agreement between the two cities regarding phasing of growth and transportation improvements in Overlake and the Bel-Red Corridor. The City of Redmond plans to undertake Phase 2 amendments to the Comprehensive Plan and the Redmond Community Development Guide to reflect the updated agreement.
- c. Transportation Master Plan (TMP) Update.* The Overlake Neighborhood Plan Update and Implementation Project was included in the TMP Three-Year Priority Action Plan. The results of this project, including proposed transportation improvements, will be incorporated into the TMP, including the Transportation Facilities Plan. Updating these documents will allow for an update to the Impact Fee Ordinance described above under “Ordinances and Council Actions.”
- d. Parks, Recreation, and Open Space (PRO) Plan Update.* An update to the PRO Plan will be necessary to reflect the specific parks and open space plan included in this project for the Overlake Village portion of the neighborhood as well as the trail connections identified between this area and other portions of the neighborhood and surrounding areas.
- e. Impact Fee Ordinance Update.* The City’s funding system for transportation will be updated to reflect the projects included in the Overlake Neighborhood Plan. As part of this, the City’s impact fee schedule for transportation will be revised and updated. This will follow completion of the update to the Transportation Master Plan and its Transportation Facilities Plan listed under “Studies and Plans” below.
- f. Growth and Transportation Efficiency Center (GTEC) Designation.* The GTEC designation is part of Washington’s Commute Trip Reduction program and enables designated Urban Centers to receive additional funding and assistance in creating programs to encourage use of alternatives to driving alone and to reduce vehicle miles traveled.

Studies and Plans

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

- a. *Bellevue/Redmond Overlake Transportation Study (BROTS) Agreement.* The existing BROTS Agreement between Redmond and Bellevue will expire in 2012. Concurrent with Redmond's planning for Overlake, Bellevue has undertaken a planning effort for the adjacent Bel-Red Corridor. Using the results of these planning studies, Bellevue and Redmond will work together to update the BROTS Agreement. This update will inform Phase 2 of the Comprehensive Plan and Regulatory Amendments described above under "Ordinances and Council Actions."
- b. *General Sewer Plan Update.* An update to the General Sewer Plan of 1997 is currently underway and staff will coordinate internally to ensure that this document appropriately reflects residential and commercial capacity within the Overlake Neighborhood and anticipated future development.
- c. *Water System Plan Update.* An update to the Water System Plan will be made to appropriately reflect residential and commercial capacity within the Overlake Neighborhood and anticipated future development.
- d. *Communication, marketing strategy.* A communication and marketing strategy for Overlake Village will help carry out the vision and plan by attracting businesses, residents, visitors and redevelopment to the area. This communication strategy will largely involve keeping existing and future interested parties up-to-date on opportunities, events and projects occurring in the Overlake Neighborhood.
- e. *Station Area Planning.* Station area planning for two high-capacity transit/light rail stations will commence once an alignment is identified through Overlake. Station area planning is a more detailed level of planning for the area immediately surrounding a station location.

- f. *SR 520 Improvements.* Work with WSDOT and other stakeholders to study, design and construct improvements and modifications to the SR 520 corridor from I-405 to SR 202. Elements of the project would improve the flow of transit, freight and vehicles and be designed to accommodate the addition of high-capacity transit/light rail in a yet to be determined portion of the SR 520 right-of-way.
- g. *NE 40th Street Corridor.* The City will undertake a joint planning effort with Microsoft to study and prepare a preliminary design for enhancements to the NE 40th Street corridor from 148th Avenue NE to Bel-Red Road, consistent with the City's and Microsoft's goals for the corridor.
- h. *West Lake Sammamish Parkway Preliminary Design.* West Lake Sammamish Parkway between NE 51st Street and Bel-Red Road is a critical link in Redmond's transportation system. A corridor study is underway for this road to look at alternatives to improving the section between NE 51st Street and Bel-Red Road.
- i. *Major Public Park Planning.* A major public park providing a community gathering place was identified by the public as a much needed and desired amenity in Overlake Village. Master planning to determine the functions and details of this park could take place in 2009.
- j. *Regional Stormwater Facility Planning.* The potential for two regional stormwater management facilities have been identified in Overlake Village. Technical work to determine the size, depth and infrastructure needed for one of these facilities could begin in 2008.
- k. *152nd Avenue NE Corridor Study.* The City will undertake a corridor study of 152nd Avenue NE in coordination with Sound Transit's continued work on the East Link Light Rail Line. This study will provide the basis for adopting a final cross-section for the corridor.
- l. *Group Health Master Plan.* The City will work with the purchaser of the Group Health site on a master plan for the property, consistent with the elements required of master plans in Overlake.
- m. *PS Business Parks Master Plan.* The City will work with PS Business Parks representatives on a master plan for the property, consistent with the elements required of master plans in Overlake.

Project Development, Including Major Construction Projects

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

- a. *NE 36th Street Bridge.* Construct new NE 36th Street bridge over SR 520 to connect with NE 31st Street. Include grade separation of the SR 520 Trail at NE 36th Street. Improvements include one through lane in each direction, left turn lanes, bike lanes, pedestrian pathways, street lights, storm drainage, right-of-way and easements.
- b. *Transit Signal Priority.* As part of the Redmond Intelligent Transportation System (RITS) implementation transit signal priority will be added at intersections in Overlake that show a benefit to transit speed and reliability.
- c. *152nd Avenue NE Rechannelization.* Reconfigure 152nd Avenue NE from NE 20th Street to NE 31st Street to one through-lane in each direction, center left-turn lane, bike lanes and minor improvements to pedestrian amenities. This project will begin with a detailed traffic analysis to identify the most effective channelization in the corridor.
- d. *NE 24th Street and 148th Avenue NE Access Management.* Implement more stringent access management along NE 24th Street from 148th Avenue NE to Bel-Red Road and along 148th Avenue NE from NE 20th Street to NE 36th Street to improve efficiency and safety in the corridor.
- e. *152nd Avenue NE mid-block crossings.* Provide mid-block crossings in two locations: between NE 20th and NE 24th Streets, and between NE 24th and NE 31st Streets.
- f. *NE 40th Street and SR 520.* Work with WSDOT to implement pedestrian crossing improvements at the NE 40th Street/SR 520 Interchange. Exact improvements would likely be identified as part of the NE 40th Street Corridor Study and Preliminary Design.

- g. SR 520 Trail at NE 40th and NE 51st Streets.* Provide additional signage, pavement markings and other treatments to improve pedestrian and bicycle crossings using the at-grade crossing of the SR 520 Trail at NE 40th and NE 51st Streets. Exact improvements would likely be identified as part of the NE 40th Street Corridor Study and Preliminary Design.
- h. Bel-Red Road and NE 30th Street.* Construct a new right-in/right-out access to the Microsoft Campus.
- i. 148th Avenue NE and NE 36th Street.* Provide dual southbound left-turn lanes and widen the westbound approach to accommodate a left, shared left-through, and right turn lanes.
- j. 148th Avenue NE and Old Redmond Road.* Lengthen the northbound left-turn lane on 148th Avenue NE.
- k. 150th Avenue NE and NE 40th Street.* Construct a northbound right-turn lane and combined two 150th Avenue NE intersections at existing west intersection.
- l. 156th Avenue NE and Bel-Red Road.* Construct a southbound right-turn lane.
- m. 156th Avenue NE and NE 31st Street.* Construct an additional westbound left-turn lane.
- n. 156th Avenue NE and NE 36th Street.* Construct an additional southbound left-turn lane.
- o. 159th Avenue NE and NE 40th Street.* Construct an additional northbound left-turn lane.

Projects by Others

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

- a. *Transit Now Downtown Redmond to Downtown Bellevue Bus Rapid Transit (BRT) Route* (King County Metro). Under the Transit Now initiative passed in November 2006, King County Metro will implement a RapidRide (BRT) service on five corridors, including a route connecting Downtown Redmond, Overlake, Crossroads, and Downtown Bellevue. In cooperation with the Cities of Redmond and Bellevue, Metro will install new buses and upgraded passenger waiting areas and add technology to synchronize traffic signals and operate real-time bus arrival signs along the 148th Avenue NE, NE 40th Street, and NE 156th and potentially NE 152nd Avenues NE within Redmond. This project could also include the implementation of queue jumps at particular intersections if they demonstrate a significant improvement in transit speed and reliability.
- b. *East Link Light Rail Planning* (Sound Transit). The East Link project is an element of the proposed Sound Transit 2 package of regional transit projects currently being considered by Sound Transit. East Link is a proposed extension of Link light rail between downtown Seattle, Bellevue, Overlake and potentially Downtown Redmond. Following the release of a draft EIS in 2008, a preferred route will be selected by the Sound Transit Board of Directors.

Action Plan Schedule Summary and Timetable

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

Year of Proposed Project Implementation				
	2007	2008	2009	
1. Ordinance and Council Actions				
1.a	Phase 1 Comprehensive Plan, Regulatory Amendments			
1.b		Phase 2 Comprehensive Plan, Regulatory Amendments		
1.c		Transportation Master Plan Update		
1.d		Parks, Recreation, and Open Space Plan Update		
1.e		Impact Fee Ordinance Update		
1.f	Growth and Transportation Efficiency Center Designation			
2. Studies and Plans				
2.a		Bellevue/Redmond Overlake Transportation Study Agreement Update		
2.b	General Sewer Plan Update			
2.c		Water System Plan Update		
2.d	Communication, Marketing Strategy			
2.e				Station Area Planning
2.f	SR 520 Improvements			
2.g		NE 40 th Street Corridor		
2.h	West Lake Sammamish Parkway Preliminary Design			
2.i				Major Public Park Planning
2.j		Regional Stormwater Facility Planning		
2.k				152 nd Avenue NE Corridor Study
2.l		Group Health Master Plan		
2.m		PS Business Park Master Plan		



Year of Proposed Project Implementation

	2007	2008	2009
3. Project Development, Construction			
3.a	NE 36 th Street Bridge		
3.b	Transit Signal Priority		
3.c		152 nd Avenue NE Rechannelization	
3.d		NE 24 th Street and 148 th Avenue NE Access Management	
3.e		152 nd Avenue NE Mid-Block Crossings	
3.f		NE 40 th Street and SR 520	
3.g		SR 520 Trail at NE 40 th and NE 51 st Streets	
3.h	Bel-Red Road and NE 30 th Street		
3.i		148 th Avenue NE and NE 36 th Street	
3.j		148 th Avenue NE and Old Redmond Road	
3.k	150 th Avenue NE and NE 40 th Street		
3.l		156 th Avenue NE and Bel-Red Road	
3.m		156 th Avenue NE and NE 31 st Street	
3.n		156 th Avenue NE and NE 36 th Street	
3.o		159 th Avenue NE and NE 40 th Street	
4. Projects by Others			
4.a	Transit Now BRT Planning (implementation in 2011)		
4.b	East Link Light Rail Planning		

Overlake Neighborhood Plan

Transportation Actions

Freeway Modifications

Project ID	Name	Description
RED-OV-090	SR 520 Study and Improvements	Work with WSDOT and other stakeholders to study, design and construct improvements and modifications to the SR 520 corridor from I-405 to SR 202. Elements of the project would improve the flow of transit, freight and vehicles and accommodate the addition of light rail transit.
RED-OV-096	SR 520 Slip-Ramp at 148th Ave NE	Construct eastbound slip ramp from SR 520 to 152nd Ave NE at 148th Ave NE. Slip ramp would diverge from eastbound 148th Ave NE off-ramp, go under 148th Ave NE, proceed adjacent to SR 520 and intersect 152nd Ave NE at roughly NE 30th St. The ramp would include 1 general purpose lane and HOV/Transit treatments as applicable.

New Streets

Project ID	Name	Description
RED-OV-037	NE 28th St, East	Construct new NE 28th Street between 156th Avenue NE and 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized.
RED-OV-039	150th Ave NE Extension	Extend 150th Avenue NE north from NE 51st Street to connect with Redmond West Campus. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights and storm drainage. Technical committee may approve a private connection provided the property is under one ownership, but if the property is sold the street would become a public street to enable continued access to Redmond West to the north.

RED-OV-045	NE 28th St, West	Construct new NE 28th Street between new 151st Ave NE and 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized.
RED-OV-046	151st Ave NE, North	Construct new 151st Avenue NE between end of existing 151st Ave NE to new NE 28th Street and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction.
RED-OV-048	NE 23rd St, East	Construct new NE 23rd Street from 152nd Avenue NE to Bel-Red Road and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized.
RED-OV-049	NE 23rd St, West	Construct new NE 23rd Street from 148th Avenue NE to 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized.
RED-OV-079	NE 36th St Bridge Over SR 520	Construct new NE 36th St and bridge over SR 520 with grade separation of the SR 520 Trail in the vicinity of NE 36th St and NE 31st St. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, street lights, storm drainage, right-of-way and easements.
RED-OV-094	151st Ave NE, South	Construct new 151st Avenue NE between NE 20th Street and NE 24th Street and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized.

Nonmotorized

Project ID	Name	Description
RED-OV-016	NE 40th St Bike Lanes, East Section	Provide bicycle lanes/multi-use trail on NE 40th Street from 156th Avenue NE to West Lake Sammamish Pkwy. Work with Microsoft to design NE 40th Street as a gateway with multi-modal design features. This should include bicycle lanes on both sides of the street and/or wide (12-feet) multi-use trail on one side to accommodate both pedestrians and bicyclists. In addition, provide a bicycle connection with the existing bicycle lane on NE 40th Street east of 172nd Avenue NE.
RED-OV-017	NE 40th St Bike Lanes, West Section	Provide bicycle lanes/multi-use trail on NE 40th Street from 148th Avenue NE to 156th Avenue NE. Work with Microsoft to design NE 40th Street as a gateway with multi-modal design features. This should include bicycle lanes on both sides of the street and/or wide (12-feet) multi-use trail on one side to accommodate both pedestrians and bicyclists.
RED-OV-018	NE 51st St Bike Lanes	Provide bicycle lanes on NE 51st Street in both directions from 148th Avenue NE to 154th Avenue NE. Install additional bike signage and pavement markings in existing bike lane between 154th Avenue NE and W Lake Sammamish Parkway.
RED-OV-019	150th Ave NE Bike Lanes	Provide bicycle lanes on 150th Avenue NE from NE 51st Street to NE 36th Street in both directions, and NE 36th Street from 148th Street to NE 31st Street, including the proposed bridge over SR 520.
RED-OV-020	NE 31st St Bike Lanes	Provide bicycle lanes along NE 31st Street from the new SR 520 overpass to 156th Avenue NE. Work with Microsoft to provide nonmotorized access and wayfinding from 156th Avenue NE to the NE 30th Street/Bel-Red Road intersection. Access could be provided using an off-street multi-use trail or sidewalks and bicycle lanes.
RED-OV-021	Bel Red Rd Bike Lanes	Provide continuous bike lanes in both directions along the Bel-Red Road Corridor. Extend the existing southbound bicycle lane on Bel-Red Road north to W Lake Sammamish Parkway. Provide a northbound bicycle lane on Bel-Red Road from NE 30th Street to W Lake Sammamish Parkway. Bellevue has identified adding northbound bicycle lane on Bel-Red Road from 156th Avenue NE to NE 30th Street.

RED-OV-022	156th Ave NE Multi-use Trail, Middle Section	Provide a wide (12-feet) multi-use trail on the east side of 156th Avenue NE from NE 31st St to NE 40th St. This trail can expand upon the existing sidewalk to accommodate both pedestrians and bicyclists.
RED-OV-023	156th Ave NE Multi-use Trail, North & South Section	Provide a wide (12-feet) multi-use trail on the east side of 156th Avenue NE from Bel-Red Road to NE 31st Street and from NE 40th Street to NE 51st Street. This trail can expand upon the existing sidewalk to accommodate both pedestrians and bicyclists.
RED-OV-024	148th Ave NE Multi-use Trail	Provide a wide (12-feet) multi-use trail on the east side of 148th Avenue NE from NE 36th Street to Bridal Crest Trail (NE 60th St). This trail can expand upon the existing sidewalk to accommodate both pedestrians and bicyclists.
RED-OV-025	W Lake Sammamish Pkwy Nonmotorized Signage	Provide interim nonmotorized facilities by striping the west side of West Lake Sammamish Parkway between NE 51st Street and Bel-Red Road to include a bicycle lane and pedestrian path. Provide additional signage and street pavement markings for bicycles on the east side of the street.
RED-OV-026	SR 520 Trail Grade Separation at NE 40th St	Grade separate SR 520 Trail at NE 40th Street.
RED-OV-027	SR 520 Trail Grade Separation at NE 51st St	Grade separate SR 520 Trail at NE 51st Street.
RED-OV-028	150th Ave NE Sidewalk	Provide missing sidewalk sections along 150th Ave NE between NE 40th St and NE 51st St.
RED-OV-029	148th Ave NE Grade Separation Pedestrian Overpass	Provide a grade-separated pedestrian overpass that crosses 148th Avenue NE in the vicinity of NE 22nd Street.
RED-OV-030	148th Ave NE Multi-use Trail at SR 520	Provide 5' planter and 12' sidewalk on the east side of 148th Avenue NE from NE 26th Street to SR 520 Trail at NE 29th Street (SR 520 overpass) where sidewalks are not provided.
RED-OV-032	NE 40th St Transit Center SR 520 Pedestrian Crossing	Provide a new direct pedestrian connection over SR 520 between the Overlake Transit Center and the Microsoft west campus (near NE 38th Street alignment).
RED-OV-034a	Signalized Mid-Block Crossing	Provide a signalized mid-block crossing on 156th Avenue NE between NE 36th Street and NE 31st Street
RED-OV-034b	Signalized Mid-Block Crossing	Provide a signalized mid-block crossing on 156th Avenue NE between NE 45th Street and NE 51st Street, near the existing apartment driveway.

RED-OV-035a	Mid-Block Crossings	Provide a mid-block crossing with in-pavement lighting on 152nd Avenue NE between NE 20th Street and NE 24th Street to improve pedestrian accessibility.
RED-OV-035b	Mid-Block Crossings	Provide a mid-block crossing with in-pavement lighting on 152nd Avenue NE between NE 24th Street and NE 31st Street to improve pedestrian accessibility.
RED-OV-035c	Mid-Block Crossings	Provide a mid-block crossing with in-pavement lighting on 150th Avenue NE between NE 40th Street and NE 51st Street to improve pedestrian accessibility.
RED-OV-068	NE 26th St Multi-Use Urban Pathway	Construct nonmotorized path from 148th Ave NE to 156th Ave NE. Improvements would include a 12' wide paved path in a 28' wide corridor that included paved plazas, landscaping and pedestrian lighting. Pathway could be constructed parallel to transportation facilities, such as light rail transit under some alternatives which would reduce the need for additional corridor width beyond the 12' wide trail.
RED-OV-081	NE 51st St Bike Lane Improvements	Install additional bike signage and install standard bike lane in the westbound (uphill) direction and implement a shared lane in the eastbound (downhill direction) from 156th Ave NE to W Lake Sammamish Pkwy.
RED-OV-083	SR 520 Trail Crossing Improvements at NE 40th St and NE 51st St	Additional signage, pavement markings and other treatments to improve pedestrian and bicycle crossings using at-grade crossing.
RED-OV-084	NE 40th St SR 520 Overpass Pedestrian Improvements	Work with WSDOT to improve pedestrian crossings over SR 520 at NE 40th St.
RED-OV-097	SR 520 Trail Grade Separation at NE 148th Ave NE	Grade separate SR 520 Trail at 148th Ave NE.

Parking

Project ID	Name	Description
RED-OV-055	Residential Parking Program	Establish residential parking permit program in residential areas adjacent to employment and commercial areas in conjunction with implementation of efforts to limit the parking supply or charge for parking.
RED-OV-056	Parking Standards by Use	Add further definition to existing system of defining parking standards by use.

RED-OV-057	Eliminate minimum parking standards	Work with developers to eliminate minimum parking standards while better accommodating access for delivery and moving trucks.
RED-OV-058	Eliminate Allowances above 3 spaces per 1,000 SF	Maintain 3 spaces per 1,000 SF office space maximum. Eliminate allowance for 3.5 spaces per 1,000 SF.
RED-OV-059	Develop Parking Standards that Relate to Transit Availability	Reduce parking standards for developments near transit facilities such as the park and ride lot and transit center. Reduce parking standards further as transit service improves.
RED-OV-060	Mixed Use Parking Credit	Develop parking credits for mixed use developments.
RED-OV-061	Paid Parking	Provide parking specific incentives to reduce parking demand.
RED-OV-062	Parking Time Limits	On-street parking in commercial zoned areas would be designated for commercial use with time limits during business hours.
RED-OV-063	Separate Parking and Office Space Costs	Require commercial lease to separate out parking costs from office rental space costs.
RED-OV-070	On-Street Paid Parking	Reduce parking subsidies and better manage on-street parking supply by implementing paid parking for on-street parking spaces.
RED-OV-091	Parking Development and Management Plan	Create and implement a parking development and management program for Overlake that: minimizes on-site surface parking; encourages shared, clustered parking to reduce the total number of stalls needed, and to increase the economic and aesthetic potential of the area; encourages structured parking; and maximizes on-street parking, particularly for use by those shopping or visiting Overlake.

Street Classification

Project ID	Name	Description
RED-OV-036b	Street Classification Revision	NE 24th Street from 148th Avenue NE to Bel-Red Road: Principal Arterial to Minor Arterial
RED-OV-036c	Street Classification Revision	Bel-Red Road from NE 20th Street to West Lake Sammamish Parkway: Minor Arterial to Principal Arterial

Street Modifications

Project ID	Name	Description
BROTS-11.1	W Lake Sammamish Pkwy and NE 51st St	Add second SB lane to south leg of intersection, which results in revised channelization on the north leg SB of a thru and shared right-thru.
BROTS-22.3	156th Ave NE and Bel-Red Rd	Construct a southbound right-turn lane.
BROTS-31.0	Bel-Red Rd and W Lake Sammamish Pkwy	Construct an additional SB LTL.
BROTS-4.1	159th Ave NE and NE 40th St	Construct an additional NB LTL.
BROTS-79.0	148th Ave NE and NE 36th St	Provide dual SB LTLs and widen the WB approach to accommodate a left, shared left-thru, and right turn lanes.
BROTS-8.1	150th Ave NE and NE 40th St	Construct a NB RTL and combined two 150th Ave NE intersections at west intersection.
BROTS-85.0	150th Ave NE and NE 51st St	Add north leg to intersection and signalize intersection.
RED-OV-040	W Lake Sammamish Pkwy Widening	Widen West Lake Samm Pkwy from NE 51st St to Bel-Red Rd. Improvements include 2 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way and extending the multi-use path on the east side of West Lake Sammamish Parkway.
RED-OV-041	148th Ave NE and NE 24th St Intersection	Add left turn lanes to make dual left turn lanes on the eastbound and westbound approaches on NE 24th Street at 148th Avenue NE.
RED-OV-065	152nd Ave NE Multimodal Corridor	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 31st Street to create a lively and active signature street through the Overlake Village. Pending the results of the 152nd Ave NE Corridor Study, the draft cross section for the improvements would include 1 through lane in each direction, accommodations for bus-based transit and its connections to LRT, left turn lanes, planted medians, bike lanes, parking, pedestrian supportive sidewalks, street lights, pedestrian amenities, storm drainage, right-of-way and easements. This corridor could also include light rail transit depending on final alignment.
RED-OV-074	148th Ave NE and Old Redmond Rd	Lengthen northbound left-turn lane on 148th Ave NE.

RED-OV-075	NE 24th St Access Management	Implement more stringent access management along NE 24th St from 148th Ave NE to Bel-Red Rd to improve efficiency and safety in the corridor.
RED-OV-076	156th Ave NE and NE 31st St	Construct an additional WB LTL.
RED-OV-077	156th Ave NE and NE 36th St	Construct an additional SB LTL.
RED-OV-078	Bel-Red Rd and NE 30th St	Construct new right-in/right-out access to Microsoft Campus.
RED-OV-080	152nd Ave NE Rechannelization	Reconfigure 152nd Ave NE from NE 20th St to NE 31st St to 1 through lane in each direction, center left turn lane, bike lanes and minor improvements to pedestrian amenities.
RED-OV-082	148th Ave NE Access Management	Implement more stringent access management along 148th Ave NE from NE 20th St to NE 36th St to improve efficiency and safety in the corridor.
RED-OV-086	Redmond Way and 148th Ave NE	Widen intersection to separate the northbound share through and left turn lane to have dual left turn lanes and two through lanes to improve traffic flow.
RED-OV-087	Bel-Red Rd Widening	Widen Bel-Red Rd from W Lake Sammamish Pkwy to NE 40th St. Improvements include 2 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights and storm drainage.
RED-OV-088	Bel-Red Rd and 148th Ave NE	Work with the City of Bellevue to add additional capacity at this intersection. This would be accomplished by adding an eastbound and westbound left turn lane resulting dual left turn lanes.
RED-OV-092	Redmond Way and 148th Ave NE	Modify channelization at intersection so signal operation can be altered to run the eastbound and westbound left turn movements concurrently.

Transit/HOV

Project ID	Name	Description
RED-OV-001	Redmond to Bellevue Arterial Bus Rapid Transit	Work with Metro to provide arterial bus rapid transit (BRT) from downtown Redmond to downtown Bellevue. The preferred route of this BRT line in the Overlake Neighborhood is: 148th Avenue NE, NE 40th Street, 156th Avenue NE, NE 31st St, 152nd Ave NE and NE 24th. This route would have service frequencies of 10 minutes all day and include supporting improvements along the route, such as unique shelters, displays identifying when the next bus would arrive and pay before you board type of system.
RED-OV-002	Overlake to Eastgate Arterial Bus Rapid Transit	Work with King County Metro or Sound Transit and Bellevue to provide a north-south arterial bus rapid transit line that connects the NE 40th St Transit Center and Eastgate Park and Ride Lot. This route would have service frequencies of 10 minutes all day and include supporting improvements along the route.
RED-OV-004	Lynnwood/Canyon Park Peak Period Commuter Bus	Work with Sound Transit to provide peak period express services between NE 40th Street Transit Center and Lynnwood/Canyon Park park and ride lots.
RED-OV-005	Issaquah/Sammamish Peak Period Commuter Bus	Work with Sound Transit and King County Metro to provide peak period express services between NE 40th Street Transit Center and Issaquah, Issaquah Highlands and Sammamish park and ride lots.
RED-OV-008a	148th Avenue NE and NE 40th Street	Widen intersection to add northbound transit queue bypass lane.
RED-OV-008c	148th Avenue NE and Old Redmond Road	Widen intersection to add southbound transit queue bypass lane.
RED-OV-008g	156th Avenue NE and NE 36th Street	Widen intersection to add northbound transit queue bypass lane.
RED-OV-008h	156th Avenue NE and NE 31st Street	Widen intersection to add northbound transit queue bypass lane.

RED-OV-009	Seattle to Downtown Redmond Light Rail Transit (LRT) Corridor	Work with Sound Transit and Eastside cities to provide light rail transit across Lake Washington from downtown Seattle to downtown Bellevue, and from downtown Bellevue to downtown Redmond through the Overlake area. Alternatives to be evaluated in the Overlake Village include the 152nd Ave NE corridor, NE 20th St, NE 24th St, or a new corridor at roughly NE 26th St (behind Safeway). The route then would continue north along the eastside of SR 520. Light rail service would be throughout the day with frequencies shorter than 10 minutes.
RED-OV-011	NE 40th Street LRT Station	Provide a light rail station in the vicinity of the NE 40th Street Transit Center southwest of the NE 40th Street and 156th Ave NE intersection. Station would be easily accessible and a hub of activity. It would include plazas, multimodal connections, community art, and incorporate Crime Prevention through Environmental Design and Americans with Disability Act principles.
RED-OV-071	NE 40th St and SR 520 Interchange HOV Direct Access Ramps	With the eventual construction of the replacement SR 520 floating bridge the HOV lanes will be moved to the inside along all of SR 520. In order for transit to take full advantage of the HOV lanes construct HOV direct access ramps from the center HOV lanes to NE 40th St and provide transit stops on the ramps with improved nonmotorized access to the NE 40th St Transit Center.
RED-OV-085	North Seattle Peak Period Commuter Bus	Work with Sound Transit and King County Metro to provide improved peak period express services between NE 40th St Transit Center and North Seattle.
RED-OV-089	Transit Signal Priority	148th Ave NE at Redmond Way, Old Redmond Rd, NE 51st St and NE 40th St; 156th Ave NE at NE 40th St, NE 36th St and NE 31st St; and 152nd Ave NE at NE 24th St.
RED-OV-093	Overlake Village LRT Station	Provide a light rail station in the vicinity of just north NE 24th Street on 152nd Avenue NE. Station would be at-grade, easily accessible and a hub of activity. It would include a pleasant waiting environment, multimodal connections, community art, and incorporate Crime Prevention through Environmental Design and Americans with Disability Act principles.

Transportation Demand Management

Project ID	Name	Description
RED-OV-051	40% Non-SOV Goal	Establish a non-SOV mode share goal of 40 percent for 2030 peak period work trips for employees having jobs located in the Overlake Neighborhood.
RED-OV-052	Expanded TDM	Expand the TDM program to achieve the TDM policy adopted in the Redmond Comprehensive Plan (TR -37).
RED-OV-053	Enhanced TDM Plan	Adopt the enhanced TDM plan for the Overlake Neighborhood that is consistent with a new regional Commute Trip Reduction (CTR) plan.
RED-OV-054	Establish Overlake GTEC	Work with the regional CTR Board to designate the Overlake Urban Center as a Growth and Transportation Efficiency Center (GTEC) and seek a certification from a regional planning agency.
RED-OV-067	Adopt New CTR Ordinance	Adopt a new CTR ordinance that will reflect the TDM actions in the Overlake Neighborhood Plan and implement actions by aggressively seeking funding for programs.