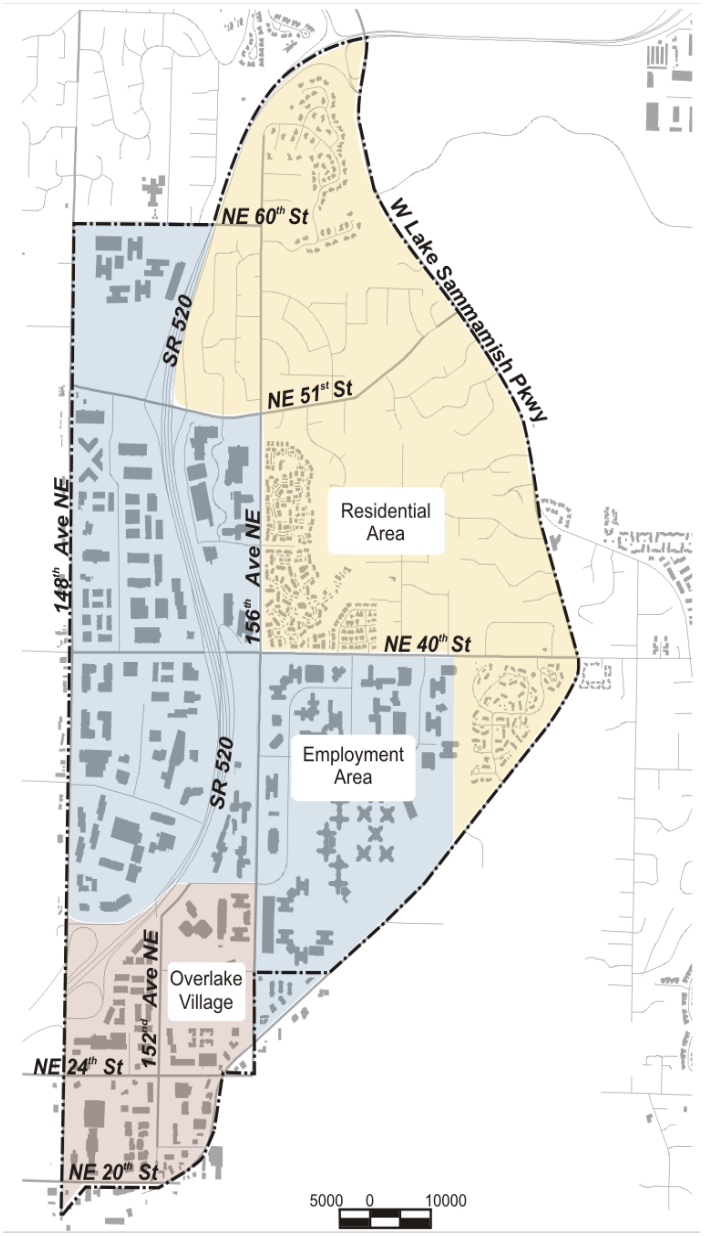
Overlake Neighborhood Plan Update and Implementation Project

FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT




Mixed-Use Development


Pedestrian-Oriented Streets


Parks and Open Spaces


Transit Service

CityofRedmond
WASHINGTON

August 30, 2007

Final
Supplemental Environmental Impact Statement for the

Overlake Neighborhood Plan Update and Implementation Project

Prepared in compliance with The State Environmental Policy Act
Chapter 43.21 of the Revised Code of Washington

SEPA Rules
Chapter 197.11 of the Washington Administrative Code

and

Redmond Community Development Guide
Chapter 20F.20.40, Environmental Review

Date of Issue of Draft SEIS: March 23, 2007
Deadline for Comments: 5:00 p.m., April 23, 2007
Date of Issue of Final SEIS: August 30, 2007

Robert G. Odle
FOR City of Redmond
SEPA Responsible Official

for William J. Campbell
City of Redmond
SEPA Responsible Official

CityofRedmond
WASHINGTON

August 30, 2007

Dear SEIS Recipient,

This letter is to inform you that the City of Redmond has issued a Final Supplemental Environmental Impact Statement (SEIS) on Redmond's Overlake Neighborhood Plan (ONP) Update and Implementation Project. The Overlake study area is bounded on the west by 148th Avenue NE, on the north by NE 60th Street and State Route (SR) 520, and on the east by West Lake Sammamish Parkway and Bellevue-Redmond Road, which also forms the southern boundary with NE 20th Street.

In March 2007, a Draft SEIS was issued which analyzed impacts associated with the No Action Alternative and the Action Alternative for potential future land use changes and public investments for Overlake through 2030. The two alternatives largely maintain the vision adopted in 1999 as part of the Overlake Neighborhood Plan, but differ in describing how the vision is achieved by 2030. These differences include the amount and character of residential and commercial development and the level of public action and investment taken, such as investment in transportation, parks and open space, and stormwater management improvements. The proposed Action Alternative includes the adoption of updates to the ONP, related portions of Redmond's Comprehensive Plan, the Redmond Community Development Guide (RCDG), and other implementation documents, such as the Redmond Transportation Master Plan.

The Final SEIS includes an analysis of the environmental impacts and a compilation of public comments on the Draft SEIS, and responses to those comments. Redmond city staff prepared the Final SEIS responses, with assistance from the consulting firm of David Evans and Associates, Inc. These are contained in Chapter 4 of the Final SEIS.

Paper copies of the Final SEIS may be purchased for $10 at the Permit Center at Redmond City Hall (2nd floor), 15670 NE 85th Street, Redmond, WA. Compact discs with the Final SEIS in electronic form are also available at no charge. Electronic copies may be downloaded from the web at http://www.redmond.gov/intheworks/Overlake/finalSEIS.asp.

This update is an important step in continuing to shape Overlake's future. If you would like more information, please contact Lori Peckol at 425/556-2411 or lpeckol@redmond.gov.

Sincerely,

Robert G. Odle
FOR City of Redmond
SEPA Responsible Official

William J. Campbell
for City of Redmond
SEPA Responsible Official

Fact Sheet

Project:
Overlake Neighborhood Plan Update and Implementation Project

Location:
The Overlake Neighborhood is in the southwest corner of Redmond. The western boundary is 148th Avenue NE; the northern boundary is NE 60th Street and State Route 520; the eastern boundary is West Lake Sammamish Parkway and Bellevue-Redmond Road, the latter of which also serves as a southern boundary to NE 20th Street.

Description of Proposal:
The proposed action is the adoption of updates to the Overlake Neighborhood Plan (ONP), related portions of Redmond's Comprehensive Plan, the Redmond Community Development Guide (RCDG), and other implementation documents, such as the Redmond Transportation Master Plan. The proposed action also includes adoption of the Overlake Master Plan and Implementation Strategy. The purpose of the update is to refine the adopted vision for Overlake, reflect changes in the area since adoption of the plan in 1999, and promote implementation of the plan.

This document is a supplement to the Integrated Growth Management Act (GMA) Document and Final Environmental Impact Statement (FEIS) prepared in 1999 for the Overlake Neighborhood Plan and Bellevue-Redmond Overlake Transportation Study (BROTS) Update. It evaluates an Action and No Action Alternative through the planning horizon of 2030. The two alternatives largely maintain the vision adopted as part of the ONP, but differ in describing how the vision is achieved by 2030. These differences include the amount and character of development and the level of public action and investment taken, such as investment in transportation, parks and open space, and stormwater management improvements.

Under the Action Alternative, the Overlake shopping area would transition to an urban residential/mixed use neighborhood and most of the remaining 1 and 2 story structures in the employment area would be redeveloped. This alternative provides for the addition of approximately 5,800 dwellings and up to 4.5 million square feet of new commercial space in the study area through 2030, over the amount of development existing or in the pipeline. This alternative envisions the extension of Sound Transit light rail transit from Downtown Seattle to the Overlake Transit Center in the study area, terminating in Downtown Redmond. The City of Redmond would take action on proposed amendments in phases, in recognition of anticipated work between the cities of Redmond and Bellevue to jointly update agreements for phasing of growth and investments in Overlake and the Bel-Red Corridor.

The Supplemental Environmental Impact Statement (SEIS) also evaluates a No Action Alternative, which assumes that no significant changes would occur to the existing neighborhood plan, zoning, or planned improvements for Overlake. This alternative anticipates that approximately 2,300 dwellings and 1 million square feet of new commercial space in the study

area would be added to the area through 2030, over the amount of development existing or in the pipeline, and that future development would be primarily suburban in form.

In 1999, the City of Redmond adopted the Overlake SEPA Planned Action in order to efficiently use the investments of time and resources involved in preparing the 1999 FEIS and to make development review more timely and predictable. Redmond intends to use this SEIS to update the Overlake SEPA Planned Action and to provide for phasing of the commercial growth anticipated under the Action Alternative. As provided in WAC 197-11-600, additional environmental review may be needed to update the Planned Action, depending on the nature of the phases and subsequent proposals.

Proponent:
City of Redmond

Lead Agency:
The City of Redmond is Lead Agency for environmental review of the Overlake Neighborhood Plan.

Responsible Officials:
Robert G. Odle, Director, Redmond Planning and Community Development Department
William J. Campbell, Director, Redmond Public Works Department

Staff Contact:
Lori Peckol, Policy Planning Manager, Redmond Planning and Community Development
PO Box 97010, MS: 4SPL
Redmond, WA 98073-9710
425-556-2411

Licenses, Permits and Approvals Required:
Amendments to City of Redmond Comprehensive Plan, Community Development Guide, and functional plans, such as the Redmond Transportation Master Plan

Contributors:
City of Redmond Planning and Community Development Department
City of Redmond Public Works Department
City of Redmond Parks Department
Mirai Transportation Planning and Engineering
Geomatrix
KPG, Inc.
David Evans and Associates

Date of Issuance of Draft SEIS:
March 23, 2007

Date and Location of Open House on the Draft SEIS:
March 29, 2007, at 4:00 p.m. in the North Bellevue Community/Senior Center, 4063 148th Avenue NE, Bellevue, Washington.

Date Comments Due on Draft SEIS:
April 23, 2007.

Date of Issuance of Final SEIS:
August 30, 2007

Date of Final Action by the Lead Agency:
The Redmond City Council adoption of Phase 1 Comprehensive Plan and Community Development Guide Amendments is expected by the end of 2007. Adoption of Phase 2 is anticipated in 2008.

Subsequent Environmental Review:
Redmond intends to phase the commercial growth anticipated under the Action Alternative. The phases would be defined in coordination with the City of Bellevue. Redmond also intends to use this SEIS to update the Overlake SEPA Planned Action in order to efficiently use investments of time and resources in preparing this document and to make development review more timely and predictable. As provided in WAC 197-11-600, additional environmental review may be needed to update the Planned Action, depending on the nature of the subsequent proposal.

Location of Background Reports and Reference Materials:
City of Redmond Planning and Community Development Department
15670 NE 85th Street
Fourth Floor South City Hall
Redmond, Washington

Background information referenced in this document is also available online at www.redmond.gov/intheworks/overlake.

Copies:
Paper copies may be purchased for $10 at the Permit Center at Redmond City Hall (2nd floor), 15670 NE 85th Street, Redmond, WA. Compact discs with the Final SEIS in electronic form are also available at no charge. Electronic copies may also be downloaded at www.redmond.gov/intheworks/overlake.

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1. Introduction and Summary

1.1 Introduction

The City of Redmond is considering amendments to the Overlake Neighborhood Plan (ONP). The purpose of these amendments is to refine the adopted vision for Overlake, reflect changes in the area since adoption of the plan in 1999, and promote implementation of the plan. This Supplemental Environmental Impact Statement (SEIS) evaluates the impacts of adopting the proposed amendments (Action Alternative) as well as the impacts associated with the No Action Alternative. Both alternatives have a 2030 planning horizon. These alternatives are described briefly below; additional detail is provided in Chapter 2. The proposed action will involve updates to the ONP, related portions of Redmond's Comprehensive Plan, the Redmond Community Development Guide, and functional plans, including the Transportation Master Plan. The Action Alternative also includes proposed adoption of the Overlake Master Plan and Implementation Strategy.

In addition to City initiated amendments, the proposed Action Alternative includes two privately initiated amendments. The Group Health Cooperative has proposed policies and regulations specific to the Overlake Design District, a portion of the Overlake Neighborhood. OTO Development, Inc. has requested an increase to the allowed commercial floor area ratio for hotels in the proposed Overlake Village District (current Retail Commercial zone).

This document supplements the Final Environmental Impact Statement (FEIS) published in 1999 for the existing ONP. That document and this update were developed under the State Environmental Policy Act (SEPA) Rules that encourage jurisdictions planning under the Growth Management Act (GMA) to integrate the analysis required under SEPA with the planning conducted pursuant to GMA. The intent is to ensure that environmental analysis under SEPA occurs concurrently with and as an integral part of the planning and decision making under GMA.

The SEPA rules for integrated documents state that while there is no standard format for an integrated GMA document, there are minimum content requirements. This document is structured in the following way with SEPA requirements underlined:

Chapter 1: Introduction and Environmental Summary
Chapter 2: Overlake Neighborhood Plan Alternatives
Chapter 3: Analysis of Environmental Impacts of the Alternatives
Chapter 4: Comments and Responses
Appendices: Technical Supporting Record

In 1999, the City of Redmond adopted the Overlake SEPA Planned Action in order to efficiently use the investments of time and resources involved in preparing the 1999 FEIS and to make development review more timely and predictable. Redmond intends to use this SEIS to update the Overlake SEPA Planned Action and to provide for phasing of the commercial growth anticipated under the Action Alternative. As provided in WAC 197-11-600, additional

environmental review may be needed to update the Planned Action, depending on the nature of the phases and subsequent proposals.

1.2 Location of Study Area

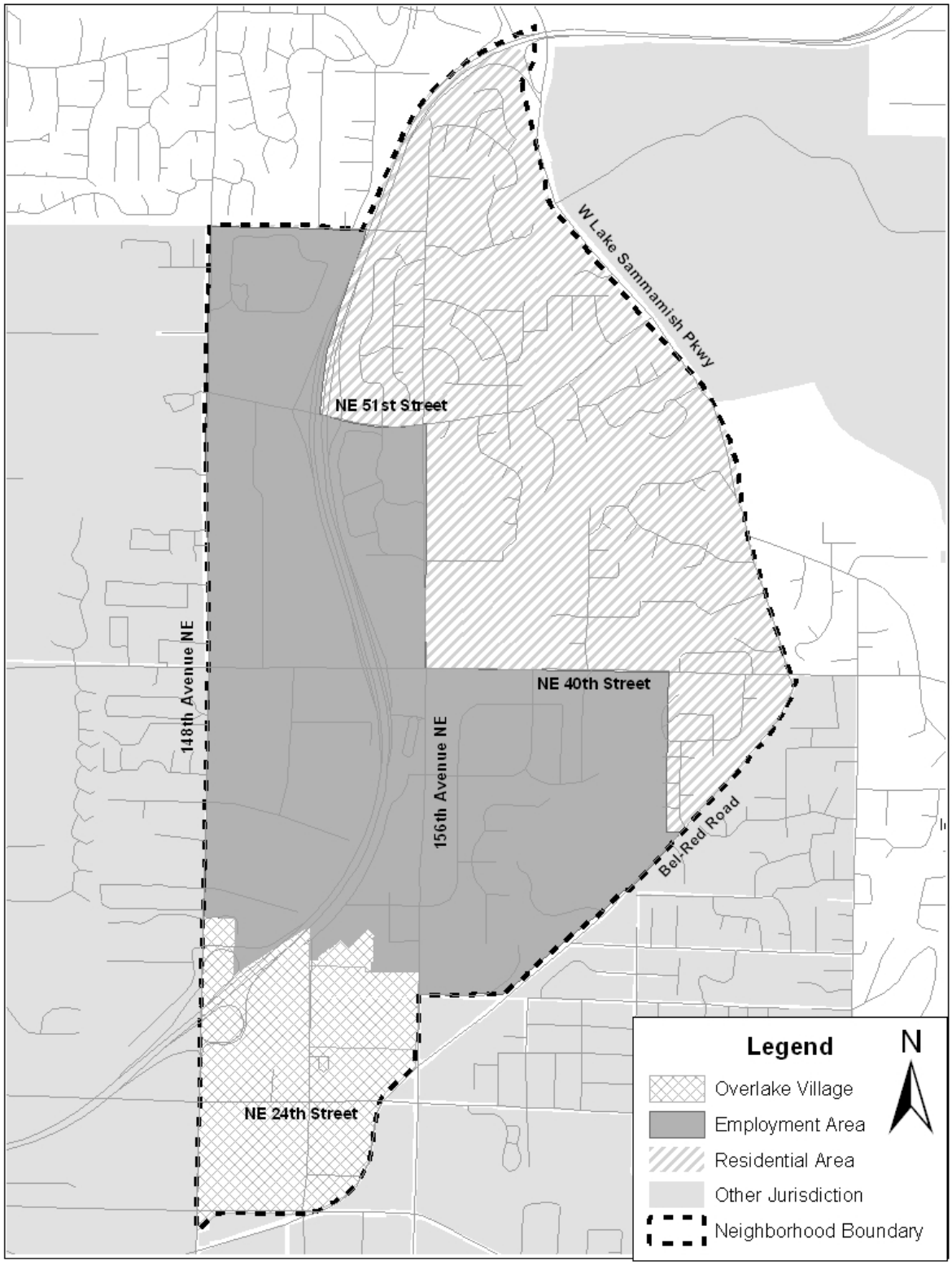
Figure 1-1 shows the general location of the ONP study area while Figure 1-2 shows the specific study area. The southern portion of the study area, generally where Sears, Safeway, and Group Health are located, has been referred to with a variety of names since the 1999 update of the ONP, including: the shopping and mixed-use area, the Mixed-Use Core, and Overlake Village. Given existing conditions, the most appropriate term today may be "the shopping and mixed-use area;" however, this portion of the neighborhood is projected to evolve into an urban village under either alternative, although more so under the Action Alternative. Due to this projected future change, this area is shown as Overlake Village in Figure 1-2 and referred to as such in each of the alternatives.

The ONP study area is located in the southwest corner of Redmond. The western boundary is 148th Avenue NE; the northern boundary is NE 60th Street and State Route 520 (SR 520); the eastern boundary is West Lake Sammamish Parkway and Bellevue-Redmond Road, the latter of which also serves as a southern boundary to NE 20th Street.

The boundary for neighborhood planning areas is proposed to change as part of the Action Alternative. The area bounded by West Lake Sammamish Parkway to the north, Lake Sammamish to the east, the southern city limits (just south of an alignment with NE 20th Street), and 172nd Avenue NE and Bellevue-Redmond Road to the west is proposed as the Viewpoint Neighborhood. A separate neighborhood plan is underway for this subarea.

Figure 1-1:
Vicinity Map

Figure 1-2:
ONP Study Area



1.3 Project Background and Purpose

The 1999 updates to the ONP established the long-term vision for the neighborhood. That vision calls for the Employment Area to continue to serve as a major corporate, advanced technology, and compatible manufacturing hub for Redmond and the central Puget Sound region. It will maintain its campus-like feel, with significant trees and tree stands, and buildings that are primarily mid-rise (up to 5 to 6 stories) in height.

In the 1999 neighborhood plan, the shopping area in the southern part of Overlake, Overlake Village, is envisioned to evolve to include a greater mix and density of uses as part of mid-rise (5- to 6- story) developments. The vision calls for this area to provide attractive places to live close to shopping, restaurants, employment, services, frequent transit service and other amenities.

Existing and future development throughout the neighborhood is to be served through improved mobility choices, including convenient transit, pedestrian walkways and bikeways, and improved roadway connections.

The objectives for the neighborhood plan update and implementation project are to:

- Account for change: A number of changes are underway in Overlake since 1999, including relocation of Group Health's inpatient services to Overlake Hospital in Bellevue and Sound Transit's planning for extension of light rail transit (LRT) through Overlake.

- Refine and clarify the vision: While the plan describes a broad vision for Overlake, refinements are needed to reflect recent and upcoming changes as well as to clarify goals for key elements such as parks, open space and transportation.

- Extend the planning horizon to 2030: In order to plan effectively for extension of light rail transit and other facility improvements, the land use and transportation planning horizon need to be extended to 2030.

- Identify actions to implement the vision and neighborhood plan: While development and investments since 1999 are carrying out much of the neighborhood plan vision, progress on the vision for Overlake Village has been much slower.

In 2005, the Redmond City Council endorsed undertaking the Overlake Neighborhood Plan Update and Implementation Project. The scope of the project included the following:

- Working with property owners, people who work or live in the area, and other interested parties to review the vision, determine if refinements are needed, and to identify potential actions to achieve the vision.

- Working with Sound Transit and other agencies to plan for an LRT alignment and station locations.

- Updating the Redmond Comprehensive Plan, Community Development Guide, and functional plans, including the Transportation Master Plan.

- Developing a master plan and implementation strategy to guide infill development, transportation improvements and other investments in Overlake.

1.4 The ONP, Bel-Red Corridor Project, and BROTS

The cities of Redmond and Bellevue have a long history of coordinated planning in the Overlake and Bel-Red Corridor sub-areas. In 1999, the cities adopted the Bellevue-Redmond Overlake Transportation Study (BROTS) agreement. This agreement established the current commercial development cap for both cities. The Overlake development cap provides for a maximum of 15.4 million square feet of commercial floor area through 2012, while the Bel-Red development cap provides for 12.2 million square feet in the same time period. Residential development is excluded from this Agreement. The cap was created to mitigate the transportation impacts of growth and to maintain established level of service (LOS) standards for the areas. The agreement calls out specific transportation projects needed to serve development in the area and specifies funding amounts and responsibilities.

In 2005, the City of Bellevue began the Bel-Red Corridor Project. The purpose of this project is to evaluate alternative land uses and transportation improvements for the Bel-Red Corridor, an existing light industrial and commercial area which is in transition, and to consider updates to Bellevue's Comprehensive Plan, sub-area plans, and Bellevue Land Use Code.

In 2006, the Bel-Red Corridor Steering Committee chose three 2030 land use and transportation alternatives, together with a 2030 no action alternative, for evaluation in a Draft Environmental Impact Statement (EIS). The three action alternatives have many common features with regard to future development, but they differ in amount of land use and where concentrations of development might occur. All of the action alternatives also assume a full suite of transportation improvements. Each of the alternatives could accommodate a major recreational facility. The Bel-Red Corridor Project Draft EIS was released for review in January 2007.

The cities of Redmond and Bellevue have updated each other on planning for these respective areas throughout the process. As a key implementation step for both projects, both cities have committed to undertaking the technical and policy work needed to update the existing BROTS agreement and provide for phasing of growth and transportation improvements.

1.5 Relationship to the Comprehensive Plan

The City of Redmond Comprehensive Plan specifically mandates the update of neighborhood plans, including the ONP:

NP-1: *Prepare or update neighborhood plans every six years, and include a review of neighborhood plans to determine if they are adequate or require updating. Work with neighborhood representatives and the Planning Commission to prepare a recommendation on priority neighborhoods for consideration by the City Council.*

The reason for a separate subarea plan is rooted in the Redmond Comprehensive Plan's Neighborhoods element and in recognition of the role neighborhood plans can play in helping to maintain and enhance Redmond's quality of life. In particular, Overlake is noted in the Plan as one of Redmond's two Urban Centers, a place for focused housing, office and retail growth; a broad array of complementary land uses; and transportation projects and programs that will increase mobility to, from, and within these urban centers.

1.6 Description of Alternatives

The alternatives considered in this SEIS describe alternative ways to achieve the adopted vision by 2030 and differ in large by relating higher levels of public action and investment in improvements such as parks and transportation to higher levels of development, and vice versa. The alternatives build upon themes resulting from a public design workshop held in May 2006, as well as on the area's existing strengths, including active retailers and businesses, and proximity to employment centers and residential neighborhoods. The alternatives include concepts related to land use character and amount; transportation; parks, open space, and recreation; and stormwater and the natural environment.

1.6.1 No Action Alternative

The No Action Alternative is designed to present a baseline for impacts likely to occur if the ONP and BROTS are not updated. The No Action Alternative maintains the existing zoning adopted in the 1999 update of the ONP and includes only transportation projects contained in the City's 6-year Capital Improvements Plan (CIP). These assumptions represent the expected conditions in the year 2030 unless further action is taken by the City.

This alternative anticipates that in Overlake Village, a few sites would likely redevelop by 2030. While these redevelopments would create a larger mix of uses in this area, including residences, a large portion of the area would retain its single-story, auto-oriented, strip mall character. This alternative assumes City investment in streetscape improvements along 152nd Avenue NE, while concentrating those improvements along the northern stretch of this corridor in coordination with anticipated redevelopment. Parks and open spaces would be limited and most likely privately developed. Stormwater management would be handled on a site-by-site basis.

In the Employment Area, under- or undeveloped sites could develop or redevelop up to their existing zoning capacity. In the No Action Alternative, a higher total for commercial floor area is used than the current Comprehensive Plan target for Overlake of 15.4 million square feet because that target is constrained by the BROTS agreement which, if no action were taken by the City, would expire in 2012.

In the Residential Area, some infill on remaining vacant or underutilized lots would occur.

Transportation improvements in this alternative include a total of 14 projects. Included among these improvements are nine intersection widenings, a new overcrossing of SR 520 connecting NE 36th and NE 31st Streets, and limited pedestrian and bicycle facility improvements.

This alternative anticipates that approximately 2,300 dwellings and 1 million square feet of new commercial space would be added to the study area, over the amount of development existing or in the pipeline. Estimated totals for 2030 are shown in Table 1-1.

1.6.2 Action Alternative

The Action Alternative is based on the premise that higher levels of action and investment by the City of Redmond and other public entities could support and encourage higher levels of private action and investment, and vice versa. Under this alternative, a large number of investments are proposed to improve transportation mobility and access to and within the Overlake neighborhood. This includes Sound Transit extension of LRT and development of two stations in Overlake, one in the vicinity of NE 24th Street and 152nd Avenue NE and one near NE 40th Street. In Overlake Village, this alternative includes streetscape improvements along major corridors and creation of a system of parks and open spaces, including two regional stormwater management facilities.

This alternative anticipates that in Overlake Village, most properties would redevelop by 2030. The area would evolve to become a true urban residential/mixed use neighborhood. A park and open space system would develop in this area, linked by pathways to destinations within and beyond Overlake.

While the base building height allowed by zoning would be up to 5 stories, the Action Alternative proposes allowing increases in building height, an increase in residential or commercial floor area, and an expansion of nonresidential uses within Overlake Village on an incentive basis for developer provision of bonus features that implement neighborhood goals such as public amenities, housing, retention of small local businesses, and environmental sustainability. The Action Alternative proposes allowing the addition of up to 3 floors above the base height, for a total maximum of 8 floors, for provision of up to 3 of these bonus features. The Action Alternative also retains an existing zoning provision that allows developers to purchase transfer of development rights (TDR) to add up to one additional floor of building height and an increase in commercial floor area.

The Action Alternative also proposes allowing building height up to a total of 9 floors within the Overlake Village District on an incentive basis for provision of significant community features, including dedication of 2 to 4 acres of land for a regional stormwater management facility. The Overlake Design District zoning, which applies only to the Group Health site, proposes to allow commercial buildings as tall as 10 stories and residential or hotel buildings as tall as 12 stories on an incentive basis for the provision of a number of significant amenities, including a major urban park a minimum of 2.5 acres in size. The Action Alternative also includes a proposed floor area ratio of 1.2 for hotel uses in the Overlake Village District.

This alternative includes a total of approximately 90 transportation projects and actions, proposed to support the planned land use and complete gaps in pedestrian and bicycle facilities, improve local and regional transit service, complete roadway connections to improve local access, improve the efficiency of regional transportation facilities, and encourage use of transportation alternatives other than driving alone.

This alternative anticipates that approximately 5,800 dwellings and up to 4.5 million square feet of new commercial space would be added to the study area, over the amount of development existing or in the pipeline. Estimated totals for 2030 are shown in Table 1-1.

Table 1-1:
Summary of Overlake Neighborhood Plan Update Alternatives

	No Action Alternative	Action Alternative
Overlake Village	• Likely redevelopment occurs; development is suburban in form • No real neighborhood core, few amenities to attract residents • Potentially some privately developed open spaces	• Most sites redevelop • 152nd Avenue NE develops as a lively urban street that attracts pedestrians to multiple activities • Developments are integrated and create a true urban residential/ mixed use neighborhood • Park and open space system with larger City developed open space "anchors"
Employment Area	• Properties redevelop up to current zoning limits • Small amount of multi-family residential development (along NE 40th Street)	• Larger increase in employment to maintain/enhance Overlake's economic role • More multi-family residential development (along NE 40th and NE 51st Streets)
Residential Area	• Continued infill on remaining vacant or underutilized lots	• Continued infill on remaining vacant or underutilized lots
Transportation	• Invest in critical projects identified in the City's Transportation Master Plan • Continue current Transportation Demand Management and parking management strategies	• Invest in significant transportation improvements and programs, including pedestrian and bicycle, transit, roadway, and transportation demand management and parking management
Light Rail Transit	No stations	2 stations
2030 Totals		
Multi-Family (# of dwellings)	3,890	7,383

	No Action Alternative	Action Alternative
Single Family (# of dwellings)	1,365	1,365
Office, Retail & Industrial (sq. ft.)	16.4 million	19.97 million

1.7 Public Involvement

Redmond has conducted several community involvement efforts in connection with the development of the ONP Update. These efforts are summarized here.

1.7.1 Overlake Neighborhood Plan

1.7.1.1 Meetings with Stakeholders

Redmond staff met with a number of property owners or managers, commercial brokers, business owners or managers, and employees in Overlake between December 2005 and March 2006. A key purpose of these initial meetings was to seek stakeholders' perspectives on the long-term objectives described in the adopted vision for the neighborhood, including extension of LRT. A summary of these meetings was sent to all participants, as well as other business and property owners or managers. Summary information was also presented to Planning Commission and City Council members in April 2006.

Redmond staff also met with stakeholders periodically throughout the process, including during development and refinement of the alternatives.

1.7.1.2 Public Design Workshop (Charrette), Cable Television, Internet, News Releases

On May 5 and 6, 2006 approximately 50 citizens, including people who live or work in the area, business and property owners, and other interested citizens, participated in an intensive design workshop focused on Overlake Village. Participants worked using maps, photographs and in discussion groups to describe what was working in the area, what should be improved, and potential next steps. The result of this workshop (charrette) is the *Overlake Urban Center Concept Plan*, which is based on a synthesis of the concepts developed at the two-day event.

Notice for this event was mailed to approximately 4,000 citizens within the Overlake and Grass Lawn Neighborhoods. An announcement was posted on RCTV, the City's cable television station, and on the City's website. Notice was also mailed to local news media. As a result of these mailings, Eastside newspapers published news articles and announcements about the event.

In August 2006, a newsletter summarizing the public design workshop and the *Overlake Urban Center Concept Plan* was mailed to an interested parties list of approximately 350 citizens, property owners, businesses, and others. This newsletter also contained information on next steps and upcoming public meetings.

1.7.1.3 Open House, Cable Television, Internet, News Releases, Public Comment Cards, Meetings with Stakeholder Groups

On November 15, 2006 approximately 30 citizens, in addition to city and agency staff, the Mayor, City Council members and members of Redmond boards and commissions, attended an open house at which three alternatives for Overlake in 2030 were presented for public comment. A presentation was given covering the project background, introducing the three alternatives, and describing the purpose of the open house as well as the various ways to provide public comment. Before and after this presentation, participants were invited to explore a number of stations that described different aspects of the three alternatives, including land use; parks, open space and stormwater; and transportation.

Notice for this event was mailed to approximately 4,000 citizens within the Overlake and Grass Lawn Neighborhoods. An additional newsletter summarizing the three alternatives was sent to the interested parties list of approximately 350 entities described above. An announcement was posted on RCTV and on the City's website. Notice was also mailed to local news media. As a result of these mailings, Eastside newspapers published news articles and announcements about the open house.

To supplement feedback received at the open house, staff held a number of one-on-one and focus group meetings in December 2006 and January 2007. In addition, information on the three alternatives was posted on the City's website and online comment forms were provided for additional feedback. A summary of all public comment was presented to Planning Commission and City Council in January 2007.

1.7.1.4 Other Meetings

During the ONP update process, Redmond staff sought comment from several Redmond boards and commissions, including Planning Commission, Park Board, and Trails Commission. Members of all boards and commissions were invited to participate in public meetings throughout the project.

Staff also sought the participation of and met with the Greater Redmond Chamber of Commerce to seek input on the update.

1.7.1.5 News Articles and Public Notices

As noted above, notices for all events were mailed to local news media. As a result of these mailings, Eastside newspapers published news articles and announcements about the planning process and information on events. Information about the ONP was published in various editions of the Redmond city magazine *Focus on Redmond* that were mailed to all residents and businesses in the City.

1.7.1.6 Public Hearings and the Final Decision on the Overlake Neighborhood Plan

The Redmond Planning Commission and City Council will consider the ONP recommendations. The Planning Commission began review of phase 1 of the ONP proposal on May 23, 2007. The Commission opened a public hearing on May 30, 2007 and closed the hearing on June 20, 2007.

.The Redmond City Council is expected to begin review of phase 1 of the ONP in fall 2007 and to take action by the end of 2007.

1.7.2 SEPA/GMA Public Process

In addition to the public involvement opportunities presented during the development of the ONP, the SEPA process provides an additional public comment opportunity: the Draft SEIS comment period.

While the preparation of a SEIS does not require a scoping period (WAC 197-11-620), the City of Redmond gave several agencies the opportunity to comment on the scope of this document, including the City of Bellevue, Sound Transit, and King County Metro; a letter was mailed December 8, 2006 to each of these jurisdictions. Two letters on the scope of the SEIS were received, one each from the City of Bellevue and Sound Transit.

The comment period for the Draft SEIS began on March 23 and closed on April 23, 2007. On March 29, 2006 approximately 25 citizens, in addition to city and agency staff, the Mayor, City Council members and members of Redmond boards and commissions, attended an open house at which information on the proposed action and results of the Draft SEIS related to land use, transportation, and parks, open space, and stormwater were presented for public comment. A presentation was given covering the project background, summarizing previous public comment and responses, and describing the purpose of the open house as well as the various ways to provide public comment.

Notice for this event was mailed to approximately 4,000 citizens within the Overlake and Grass Lawn Neighborhoods. An additional newsletter summarizing the strategies for action was sent to the interested parties list of approximately 350 entities described above. An announcement was posted on RCTV and on the City's website. Notice was also mailed to local news media. As a result of these mailings, Eastside newspapers published news articles and announcements about the open house.

To supplement feedback received at the open house, staff held a number of one-on-one and focus group meetings in April 2007. In addition, information on the strategies for action was posted on the City's website and online comment forms were provided for additional feedback.

1.8 Summary of Differences between Draft and Final SEIS

In response to public comment on the Draft SEIS and at the Public Hearing held by the Redmond Planning Commission in May and June 2007 on the proposed ONP update, a number of changes were made to the Final SEIS, as outlined below.

Comment letters and written responses by the City which reference changes made to this document in response to specific comments are reproduced in Section 4 of this document. In sum, the changes include:

- Adding subsection 3.13.5, Public Schools to the Public Facilities and Services discussion in response to comments by the Lake Washington School District;

- A number of revisions to text throughout the document related to transit projects in response to suggestions made by Sound Transit; and,

- The inclusion of an eastbound SR 520 slip ramp to 152nd Avenue NE in transportation modeling in response to discussions with the City of Bellevue.

In addition to changes made based on public comment, the transportation analysis (Section 3.6.3 through 3.6.6) was also updated with additional transportation modeling to reflect two changes to the Action Alternative:

- A site-specific proposal for a hotel in Overlake Village; and,

- Additional development on the Group Health site, including a hotel and approximately 300,000 square feet more retail and office space than analyzed in the Draft SEIS.

The updated modeling also included analysis of the traffic effects at three intersections in or near the Viewpoint Neighborhood in response to public comment given during the Public Hearing held by the Redmond Planning Commission on the ONP update and Group Health proposed amendment.

1.9 Environmental Summary

The following matrix summarizes the significant impacts to the elements of the environment caused by the ONP for the No Action and Action Alternatives. Suggested mitigation and unavoidable significant adverse impacts are also shown. More detailed information is provided in Chapters 2 and 3. The Technical Supporting Record contains a list of the principal analytical documents and other materials that were used in developing the ONP update.

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Land Use: Adopted Plans No Action Alternative	Inconsistent with Countywide Planning Policy LU-45 requiring implementation strategies for Urban Centers. Doesn't fully carry out Redmond's Comprehensive Plan policy NP-1 regarding review and updates to Neighborhood Plans and does not provide much support for other policies related to Overlake.	None available.	Same as under impacts.
Action Alternative	Consistent with Countywide Planning Policy LU-45 for Urban Centers. Consistent with Redmond's Comprehensive Plan policy NP-1 for neighborhood plan updates, and other policies related to Overlake.	None required.	None.
Land Use: Density No Action Alternative	Have nearly reached development capacity (15.4 million square feet of commercial space). Neighborhood protection measures maintained.	No remedy for restraints on development.	May restrict future growth.
Action Alternative	Would increase allowed building height and floor area in the Overlake Village as an incentive for providing major public facilities and other amenities. Provides for phased increase in commercial FARs in Employment Area Would create additional capacity for development, adding an additional 4.5 million square feet of commercial space in commercial and mixed-use zones which would be the new basis for public facility planning. Neighborhood protection measures updated but substance maintained.	Potential increase in commercial FARs in Employment Area would be phased.	None.

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Land Use: Cumulative Effects No Action Alternative	Areas that would be expected to experience growth are Transportation Analysis Zones (TAZs) 372, 373, 374, 376, 377, 381, 382, and 385. Restrictions on future growth may diminish regional economic role of area. Development standards and neighborhood protection measures maintained.	None.	None.
Action Alternative	Areas that would be expected to experience growth are TAZs 371, 372, 373, 374, 375, 376, 377, 379, 381, and 385. Greatest potential for impacts would be in TAZs 379 and 381 (areas of most projected new growth). Quality of life for residents, employees, and others near Overlake Village could improve with greater opportunities to live in the area and a greater mix of uses and amenities to meet needs. Development standards strengthened and substance of neighborhood protection measures maintained.	None.	Neighborhood protection measures maintained in the ONP likely to result in few unavoidable, adverse impacts, but could include an increase in ambient light and noise with fewer direct impacts.
Transportation No Action Alternative	Construction impacts would include increased noise, emissions to the air and inconvenience to uses adjacent to project sites. Transportation model indicates increased traffic volumes over Existing Conditions and that concurrency level of service does not meet existing standard.	Update to concurrency system is underway to promote transportation alternatives.	Potential still exists to have substandard levels of service in this transportation district.

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Action Alternative	Construction impacts would include increased noise, emissions to the air and inconvenience to uses adjacent to project sites. Transportation model indicates increased traffic volumes over Existing Conditions but lower volumes than No Action Alternative. Concurrency level of service is better than No Action Alternative but does not meet existing standard.	Update to concurrency system is underway to promote transportation alternatives. Additional mitigation for roadways, transit service, and non-motorized modes described in Chapter 3.8.	Potential still exists to have substandard levels of service in this transportation district.
Transportation – Land Use Impacts No Action Alternative	Short-term impacts from construction, including re-routing traffic, noise, and emissions. Fewer long-term impacts such as acquisition of right-of-way would be anticipated, compared to Action Alternative.	During project design or review, mitigating measures may be identified.	Potential inconvenience to residents and businesses could occur, depending on the individual project.
Action Alternative	Short-term impacts from construction, including re-routing traffic, noise and emissions. Some projects would require acquisition of right-of-way, and/or acquisition of existing structures.	Same as under No Action.	Same as under No Action.
Light and Glare Both alternatives	No significant differences are anticipated between alternatives. Comprehensive Plan policies require light impacts to be confined to the site in new developments. ONP policies contain neighborhood protection measures, such as wider setbacks and more intense buffer plantings to attenuate impacts from glare and light.	None.	Some increase in ambient light would occur.

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Air Quality Both Alternatives	Dust from excavation and grading during construction would contribute to ambient concentrations of suspended particulate matter. Some phases of construction would cause odors detectable to some people away from the activity, particularly during paving operations using tar and asphalt. CO concentrations do not exceed standard under either alternative. Some decrease in concentrations due to use of cleaner fuels and less polluting engines.	Water or other dust suppressants could be used on construction roadways or exposed soils. Truck wheels could be washed, and streets kept clean. Use of lower emission fuels, well maintained equipment, and less polluting engines could lessen air quality impacts.	Not possible to determine at this point. Would be assessed using modeling based on design-quality information during project-level review required by air quality conformity rules.
Noise Both Alternatives	No significant differences between alternatives are anticipated. Temporary increases in sound levels along the construction routes due to the use of heavy equipment and the hauling of construction materials. Slight noise impacts (increases less than 5 dBA) at the majority of locations compared with existing sound levels. Existing sound levels in some parts of the study area are already beyond generally acceptable levels according to most criteria and the alternative future actions would have little effect on traffic noise levels near most of the arterials previously examined.	Project-specific noise impact evaluations for major transportation facilities may be performed, and noise mitigation measures may be required, in accordance with noise regulations and policies in Redmond and Bellevue. Possible mitigation measures include noise barriers, speed reductions, truck routes, and building construction techniques and materials designed to reduce interior noise levels.	Project-specific analysis would be required to determine permanent unavoidable adverse impacts.

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Water Quality: Streams No Action Alternative	New development could increase the risk of discharges during construction. Transportation projects located near streams or drainages could result in impacts from construction (increased turbidity) or increased runoff. Increased traffic volume likely to increase total amounts of pollutants from vehicles in runoff. Unlikely that amount of runoff caused by new impervious building surfaces would be significant. Construction of some transportation projects would increase impervious surface and therefore create increased runoff (with associated pollutants) and chance of erosion. Comprehensive Plan policies require limiting impervious surfaces on sites and Redmond has adopted regulations consistent with Department of Ecology's *2005 Stormwater Management Manual for Western Washington*. Fewer number of transportation projects than Action Alternative, so somewhat lower overall risk of impacts from these projects.	Mitigation for runoff addressed under Redmond's *2007 Clearing, Grading and Stormwater Management Technical Notebook* for each project. Direct impacts during construction can be managed by the use of proper erosion control techniques. Project-specific mitigation will be developed for short-term and long-term potential impacts of erosion and increased runoff.	With implementation of required on-site stormwater facilities, no significant adverse impacts.

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Action Alternative	New development could increase the risk of discharges during construction. The greater amount of development under this alternative could increase the chances of sediment discharges during construction (therefore, relatively greater chances than under No Action). Transportation projects located near streams or drainages could result in greater impacts from construction (increased turbidity) or increased runoff. Development of regional stormwater management facilities and encouragement of use of Low Impact Development (LID) techniques would likely reduce runoff and improve water quality. Regional facilities would provide immediate benefits upon construction to the Overlake South Basin as compared to site-by-site facilities which develop incrementally.	Development of regional stormwater management facilities in Overlake South Basin. Flow control and water quality improvements in Overlake North Basin. Policy encouragement of use of LID techniques. Others same as described for No Action.	With implementation of regional and required stormwater facilities, no significant adverse impacts.
Water Quality: Lake Sammamish No Action Alternative	No additional impervious surfaces from building construction are expected in TAZs 379 and 375, portions of which are in the West Lake Sammamish Basin.	None required.	None.
Action Alternative	Minor impacts from increased impervious surfaces in TAZs 379 and 375, portions of which are in the West Lake Sammamish Basin.	New development and construction will be managed in accordance with Redmond's *2007 Clearing, Grading and Stormwater Management Technical Notebook*. Erosion control for land clearing and treatment to remove phosphorus from stormwater will be required.	None.

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Wetlands	No significant differences between alternatives are anticipated. ONP will be consistent with Redmond's Critical Areas Ordinance (CAO) updated in May 2005.		
No Action Alternative	No significant impacts to wetland resources are anticipated from any transportation projects or land use actions.	None.	None.
Action Alternative	Some transportation projects could have low to moderate potential for impacting wetlands directly and indirectly. In general, impacts are mitigated by compliance with existing regulations, including compensatory mitigation.	Special project-specific design consideration and construction techniques may be required. Existing Redmond regulations prohibit modification of some wetlands and require avoidance of all wetland impacts if possible.	Short-term impacts.
Public Facilities: Water Supply	No significant differences between alternatives are anticipated. ONP will be consistent with Redmond's *Water System Plan* to be updated in 2010.		
Both Alternatives	Additional water storage in the Overlake/Viewpoint Service Area will be needed. Policies in the *Comprehensive Plan* and ONP commit the City to provide needed public services for future development. Costs may be borne by the developer or parties that stand to benefit the most.	Update *Water System Plan*. Monitor new development to ensure supply is adequate.	None.
Public Facilities: Sewer	ONP will be consistent with Redmond's *General Sewer Plan* to be updated in 2007.		
Both Alternatives	Under any alternative, additional development in Overlake could impact or exacerbate improvements needed to the King County Lake Hills trunk and Northwest Lake Sammamish Interceptor.	Coordinate with King County Department of Natural Resources on improvements to these facilities.	None.

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
No Action Alternative	System upgrades needed in the Overlake North Basin due to development in TAZ 381 and 385. Policies in the *Comprehensive Plan* and ONP commit the City to provide needed public services for future development. Costs may be borne by the developer or parties that stand to benefit the most.	Ongoing monitoring and replace pipes as needed.	None.
Action Alternative	Further study capacity of Bel-Red Basin given increased development in TAZ 375 and 379. System upgrades needed in the Overlake North Basin due to development in TAZ 381 and 385. Potential parallel facilities needed in Overlake South Basin. Policies in the *Comprehensive Plan* and ONP commit the City to provide needed public services for future development. Costs may be borne by the developer or parties that stand to benefit this most.	Update *General Sewer Plan* with development projections. Ongoing monitoring and replace pipes as needed.	None.
Public Facilities: Electrical Both Alternatives	No significant differences between alternatives are anticipated. ONP will be consistent with PSE plans. PSE will continue to seek opportunities to increase capacity in the general Overlake area. In accordance with Initiative 937 (2006), 15% of this energy will come from renewable sources.	Coordinate with PSE on opportunities for increasing electrical capacity.	None.
Public Facilities: Parks & Open Space No Action Alternative	Parks, Recreation and Open Space Plan identifies two potential park areas. Policies support development of parks system in Overlake Village.	None.	None.

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Action Alternative	The ONP maintains the two designated parks and adds a system of parks, open spaces, and other public spaces to Overlake Village. Trail connections and pathways link park and open spaces throughout the neighborhood and to nearby facilities.	None.	None.
Public Facilities: Schools No Action Alternative	Additional capacity at Lake Washington School District facilities serving the Overlake Neighborhood will be needed to accommodate the additional demand generated from projected residential development.	Maintain requirement for residential development to pay school impact fees to Lake Washington School District to offset costs associated with a growing student population.	None.
Action Alternative	Additional capacity at Lake Washington School District facilities serving the Overlake Neighborhood will be needed to accommodate the additional demand generated from projected residential development. This alternative is expected to generate approximately 420 students more than the No Action, an increase of 31% over the No Action demand.	Same as under No Action.	None.

2. Overlake Neighborhood Plan Alternatives

The proposed ONP update, together with other sections of the City of Redmond Comprehensive Plan, is designed to guide development in the Overlake Neighborhood through 2030. The ONP update consists of vision statements, policies, and development standards. The environmental impact analysis of the ONP update is in Chapter 3 and includes analysis of the proposed policies, development regulations, and proposed Overlake Master Plan and Implementation Strategy, which are contained in **Appendices A, B, and C**, respectively.

2.1 Existing Neighborhood Vision

The 1999 updates to the ONP established the long-term vision for the neighborhood. That vision calls for the Employment Area to continue to serve as a major corporate, advanced technology, and compatible manufacturing hub for Redmond and the central Puget Sound region. It will maintain its campus-like feel, with significant trees and tree stands, and buildings that are primarily mid-rise (up to 5 to 6 stories) in height.

The existing plan envisions Overlake Village to evolve to include a greater mix and density of uses as part of mid-rise (5- to 6- story) developments. The vision calls for this area to provide attractive places to live close to shopping, restaurants, employment, services, frequent transit service and other amenities.

The residential areas, generally located in the northeastern portion of the neighborhood, will continue as attractive and well maintained neighborhoods, with little cut-through traffic. Neighborhood parks serve these areas.

Existing and future development throughout the neighborhood is to be served through improved mobility choices, including convenient transit, walkways and bikeways, and improved roadway connections.

2.2 2030 Alternatives

The alternatives considered in this SEIS describe alternative ways to achieve the adopted vision by 2030 and differ in large by relating higher levels of public action and investment in improvements such as parks, stormwater management facilities and transportation to higher levels of development, and vice versa. The alternatives build upon themes resulting from a public design workshop held in May 2006, as well as on the area's existing strengths, including active retailers and businesses, and proximity to employment centers and residential neighborhoods. The alternatives include concepts related to land use character and amount; transportation; parks, open space, and recreation; and stormwater and the natural environment.

The alternatives were developed by analyzing residential market and economic conditions for the area, regional economic forecasts, existing land use and ownership patterns, the availability of

vacant or underutilized land, development capacity under existing and alternative zoning scenarios, transportation conditions and potential improvements, and other considerations. Input on the alternatives was sought from the public, including people who own or manage property in the area, employees, residents, the Greater Redmond Chamber of Commerce, and members of Redmond's boards and commissions.

Three alternatives were initially developed for 2030: Existing Patterns, Moderate and Ambitious. Based on public comment and further analysis, City staff recommended and the Redmond Planning Commission and City Council supported analyzing two alternatives in the SEIS: No Action and Action. The Action Alternative is a modification of the Ambitious Alternative, based on public comment and evaluation. Council and Commission's endorsement of the modified Ambitious Alternative as the Action Alternative was based on: 1) public feedback; 2) the results of transportation modeling and other evaluations completed to date; 3) interest in further pursuing concepts that are in this alternative; and, 4) an interest in carrying forward for further evaluation the most inclusive alternative.

2.2.1 No Action Alternative: Key Features

The No Action Alternative maintains the existing zoning adopted in the 1999 update of the ONP and includes only transportation projects contained in the City's 6-year Capital Improvements Plan (CIP). These assumptions represent the expected conditions in the year 2030 unless further action is taken by the City.

This alternative anticipates that in Overlake Village, a few sites would likely redevelop by 2030. While these redevelopments would create a larger mix of uses in this area, including residences, a large portion of the area would retain its single-story, auto-oriented, strip mall character. This alternative assumes City investment in streetscape improvements along 152nd Avenue NE, while concentrating those improvements along the northern stretch of this corridor in coordination with anticipated redevelopment. The street section of 152nd Avenue NE would be reduced from its current configuration to one lane of traffic in each direction, on-street parking, and a 12' sidewalk, including a 4' planting strip or furniture zone. Parks and open spaces would be limited and most likely privately developed. Stormwater management would be handled on a site-by-site basis. Figure 2-1 illustrates the land use concepts associated with this alternative.

In the Employment Area, under- or undeveloped sites could develop or redevelop up to their existing zoning capacity. A higher total for commercial floor area is used than the current Comprehensive Plan target for Overlake of 15.4 million square feet because that target is constrained by the BROTS agreement which, if no action were taken by the City, would expire in 2012. Figure 2-2 illustrates potential commercial growth by 2030 under this alternative in each Transportation Analysis Zone (TAZ) in Overlake. The largest amount of commercial growth under No Action would occur in TAZ 381, while other TAZs within the Employment Area and Overlake Village would grow moderately.

The largest amount of residential growth under No Action would occur in TAZs 373 and 374 in Overlake Village, while the number of residential dwellings in other TAZs within the Residential Area and the Employment Area would increase at a low to moderate amount. In the Residential Area, development of remaining vacant and underutilized lots would likely occur and in the

Employment Area, some multi-family residences are envisioned to be added. Figure 2-3 illustrates potential residential growth by 2030 under this alternative in each TAZ in Overlake.

Table 2-1 shows the No Action Alternative land use projection that was used in transportation modeling.

Table 2-1:
Overlake No Action Alternative Land Use Estimate for Year 2030

Multi-Family (dwellings)	Single Family (dwellings)	Total Residential (dwellings)	Office (sq. ft.)	Retail (sq. ft.)	Industrial (sq. ft.)	Total Non-Residential (sq. ft.)
3,890	1,365	5,255	14,182,000	1,099,612	1,130,898	16,412,510

Figure 2-4 shows the location of transportation projects included in the No Action Alternative. A total of fourteen projects are included:

- Nine intersection widenings;
- One new access point on Bellevue-Redmond Road;
- One new signal at 150th Avenue NE and NE 51st Street;
- A new overcrossing of SR 520 connecting NE 36th and NE 31st Streets;
- Pedestrian crossing improvements on NE 40th Street between the SR 520 on- and off-ramps; and,
- Signal and pavement markings where the SR 520 bike trail crosses NE 51st and NE 40th Streets.

The No Action Alternative is designed to present a baseline for impacts likely to occur if the ONP and BROTS are not updated.

Figure 2-1:
No Action Alternative – Overlake Village

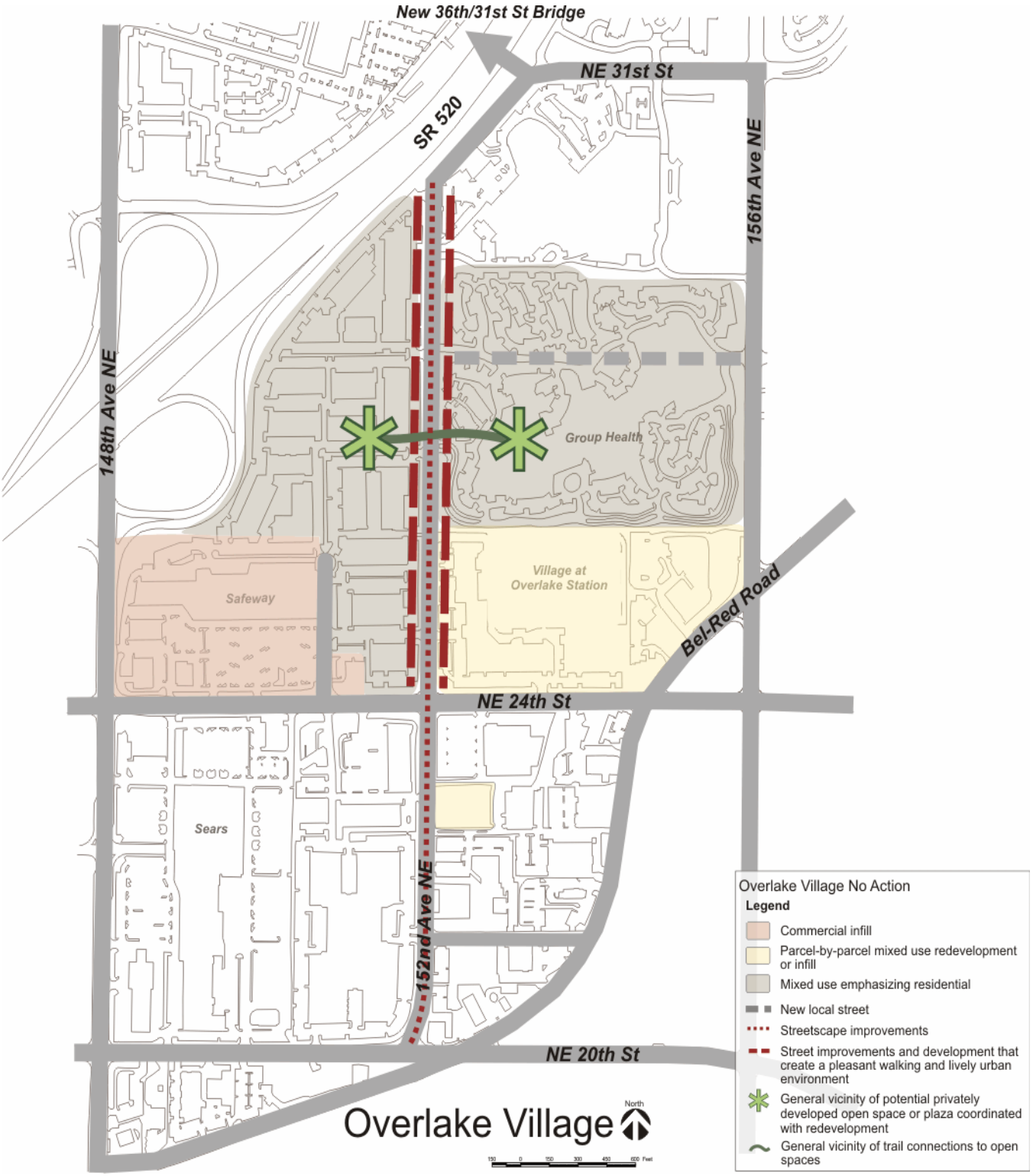


Figure 2-2:
No Action Potential Commercial Growth by Transportation Analysis Zone

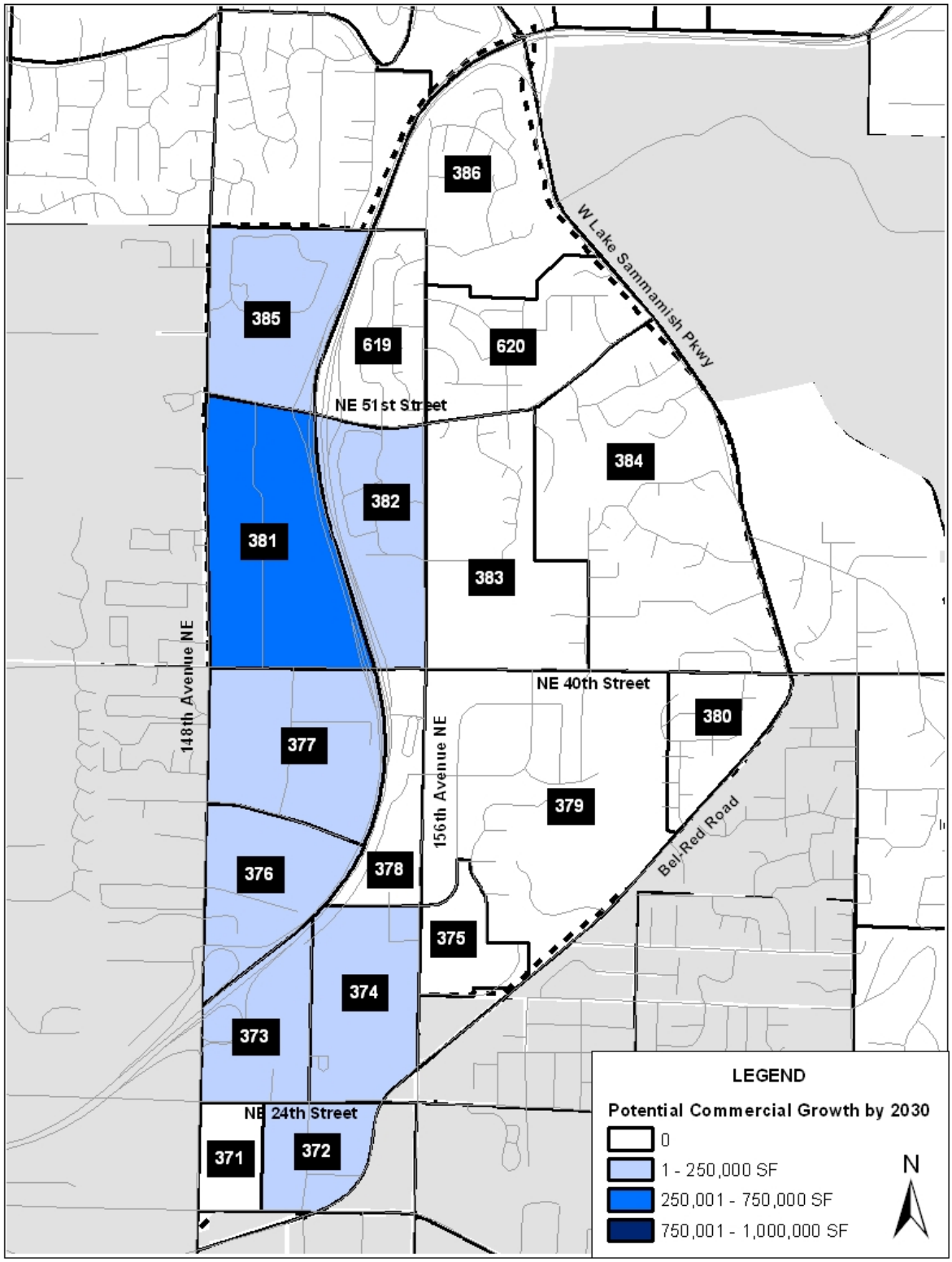


Figure 2-3:
No Action Potential Residential Growth by Transportation Analysis Zone

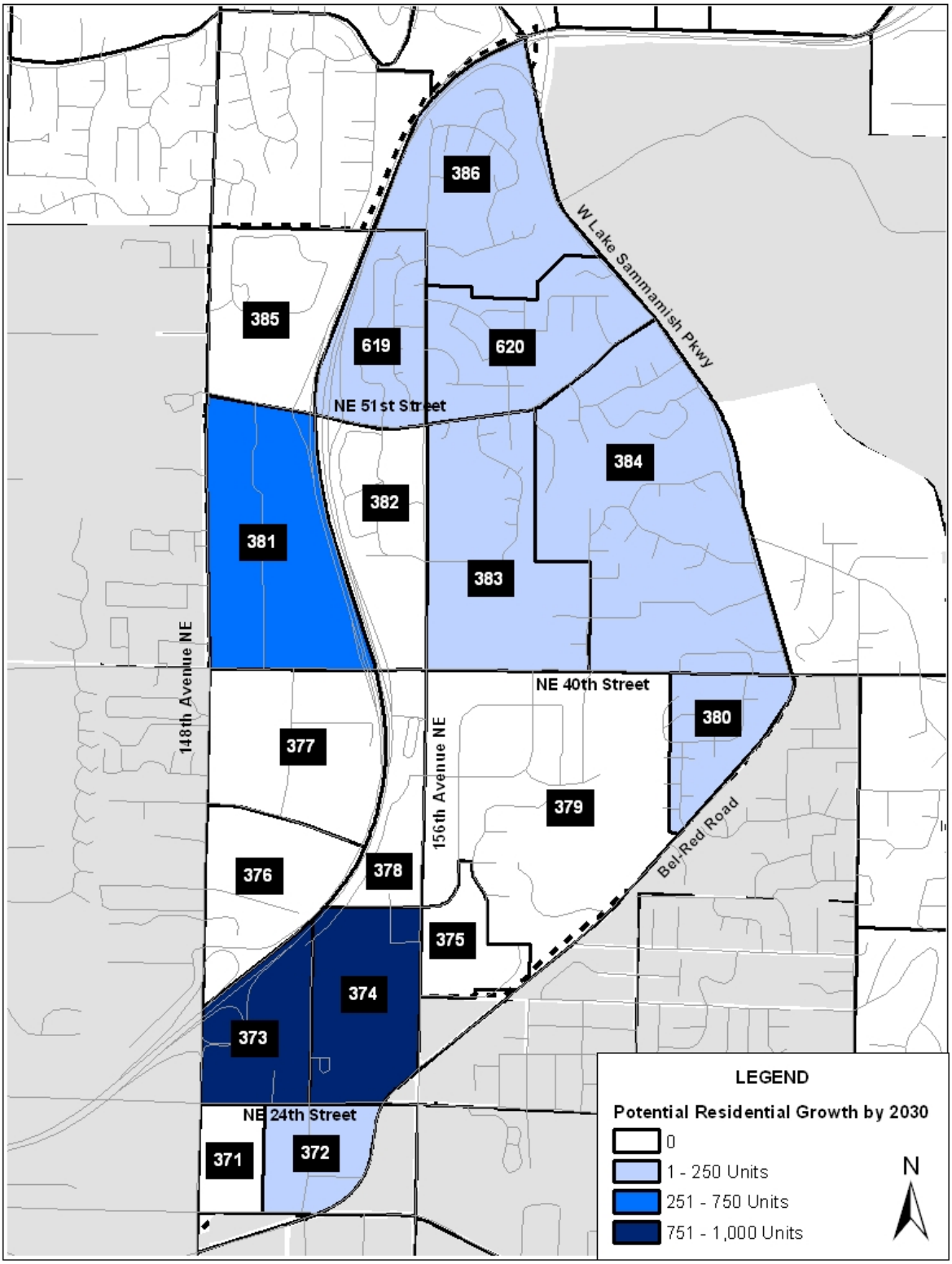
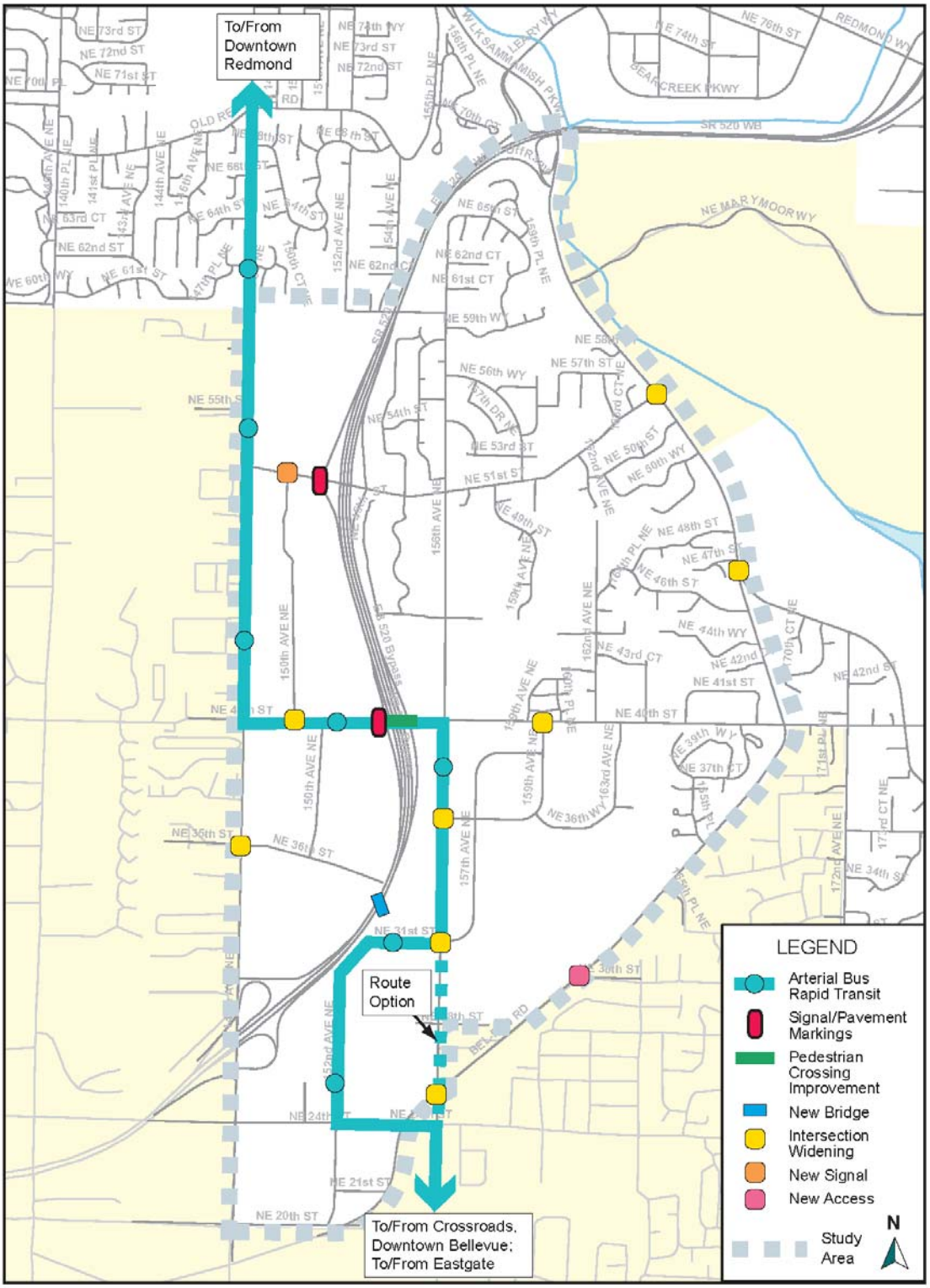


Figure 2-4:
No Action Alternative Transportation Projects



2.2.2 Action Alternative: Key Features

The Action Alternative is based on the premise that higher levels of action and investment by the City of Redmond and other public entities could support and encourage higher levels of private action and investment, and vice versa. Under this alternative, a large number of investments are proposed to improve transportation mobility and access to and within the Overlake neighborhood. This includes Sound Transit extension of LRT and development of two stations in Overlake, one in the vicinity of NE 24th Street and 152nd Avenue NE and one near NE 40th Street—this project is currently in the early stages of design and environmental review by Sound Transit. In Overlake Village, this alternative includes streetscape improvements along major corridors and creation of a system of parks and open spaces, including two regional stormwater management facilities.

This alternative anticipates that in Overlake Village, most properties would redevelop by 2030. Mixed use developments with a residential focus would be located primarily to the north of NE 24th Street, with some similar development in the southeast corner of the intersection of NE 24th Street and 152nd Avenue NE. Redevelopment in the southwest quadrant of the area would have more of a regional retail focus with some residential opportunities. The area would evolve to become a true urban residential/mixed use neighborhood. Figure 2-5 illustrates land use concepts associated with this alternative.

A true park and open space system would develop in Overlake Village, with trails linking up to seven different sites. The anchor of this system would be a larger public park developed in the vicinity of the Group Health property which would provide significant opportunities for community gathering. Three smaller parks would provide opportunities for residents, employees, and visitors to recreate. A retail plaza in the vicinity of the Sears property would provide an active public space near shopping. Also in the vicinity of the Sears site, a regional stormwater management facility integrated into open space would provide a green space for the community. The final site within this system would be a more traditional regional stormwater management pond in the vicinity of SR 520, north of Safeway.

While the base building height allowed by zoning would be up to 5 stories, the Action Alternative includes the concept of allowing increases in building height and a small increase in residential or commercial floor area within the Overlake Village on an incentive basis for developer provision of bonus features that implement neighborhood goals such as public amenities, housing, retention of small local businesses, and environmental sustainability. The Action Alternative proposes allowing the addition of up to 3 floors above the base height, for a total maximum of 8 floors, for provision of up to 3 of these bonus features. The Action Alternative also retains an existing zoning provision that allows developers to purchase transfer of development rights (TDR) to add up to one additional floor of building height and an increase in commercial floor area.

The Action Alternative also proposes for consideration allowing building height up to a total of 9 floors within the Overlake Village, an increase in the residential floor area ratio (from 2.5 to 4), and an increase in the commercial floor area ratio (from .36 to .55) for provision of significant community features, including dedication of 2 to 4 acres of land for a regional stormwater management facility. The Overlake Design District zoning, which applies only to the Group

Health site, would allow commercial buildings as tall as 9 stories and residential or hotel buildings as tall as 12 stories in return for the provision of a number of significant amenities, including a major urban park roughly 2.5 acres in size.

In the Employment Area, more sites would redevelop than under the No Action Alternative as increases in zoning are phased in over time. Total commercial development throughout the neighborhood could reach nearly 20 million square feet. Figure 2-6 illustrates potential commercial growth by 2030 under this alternative in each Transportation Analysis Zone (TAZ) in Overlake. The largest amount of commercial growth under the Action Alternative would be anticipated in TAZs 379 and 381, while the amount of commercial growth in other TAZs within the Employment Area and Overlake Village would be less but still significant.

This alternative envisions a potential increase to the allowed commercial floor area ratio in the Employment Area. The Action Alternative envisions that this increase would be phased, linking such increases to improvements to regional transportation facilities or services that facilitate the movement of people and goods through the area, progress on achieving the Overlake mode-split goal, or increased opportunities for employees to live in the neighborhood.

The most significant amount of residential growth under the Action Alternative would be anticipated in TAZs 373 and 374 in Overlake Village. The amount of residential growth in other TAZs within Overlake Village and the Employment Area would be more moderate. In the Residential Area, development of remaining vacant and underutilized lots would likely occur. Figure 2-7 illustrates potential residential growth by 2030 under this alternative in each TAZ in Overlake.

Table 2-2 shows the Action Alternative land use projection that was used in developing the transportation network.

Table 2-2:
Overlake Action Alternative Land Use Estimate for Year 2030

Multi-Family (dwellings)	Single Family (dwellings)	Total Residential (dwellings)	Office (sq. ft.)	Retail (sq. ft.)	Industrial (sq. ft.)	Total Non-Residential (sq. ft.)
7,383	1,365	8,748	18,774,652	1,201,479	0	19,976,131

The transportation projects included in the Action Alternative include all of the transportation projects in the No Action Alternative or replacements of those projects, as well as other projects developed to address transportation needs in the neighborhood. The list of recommended projects was based on deficiencies indicated by transportation analysis, as well as public outreach. The list includes a significant number of improvements for non-motorized travel as well as projects to improve transit service and the roadway network. Figures 2-8 through 2-10 show the non-motorized, transit, and roadway projects included with this alternative.

Significant investments would be made to the pedestrian and bicycle environments throughout the Overlake Neighborhood. These investments, shown in Figure 2-8, include:

- Completing sidewalks and bicycle lanes where missing;

- Developing urban pathways along 156th and 148th Avenues NE and NE 40th Street as an efficient and cost-effective way to meet pedestrian and bicycle standards;

- Installing pedestrian crossings with signals or in-pavement lights where necessary;

- Grade separating the SR 520 bike trail at the intersections of NE 51st and NE 40th Streets and 148th Avenue NE; and,

- Constructing pedestrian overpasses as necessary on 148th Avenue NE and SR 520.

A significant number of transit projects are identified in the Action Alternative to improve transportation options for neighborhood residents, employees and visitors. These projects, shown in Figure 2-9, include:

- Sound Transit LRT service with stations located in the vicinity of NE 24th Street and near the existing Overlake Transit Center at NE 40th Street, with alignments through Overlake Village along 152nd Avenue NE from either NE 20th or 24th Streets or behind Safeway and then using the SR 520 right-of-way from Overlake Village to the Employment Area and beyond;

- Two King County Metro bus rapid transit (BRT) services, one from Downtown Redmond to Overlake, Crossroads, and Downtown Bellevue and another from Overlake Transit Center to Eastgate;

- Improved Sound Transit, King County Metro, or Community Transit (Snohomish County) peak period bus service to Lynnwood/Canyon Park, Issaquah/Sammamish, and North Seattle;

- Transit signal priority at nine intersections; and,

- Queue bypass lanes at four intersections.

Roadway projects in the Action Alternative are focused on managing the existing network so that it functions more efficiently, and expanding the street grid in the Overlake Village area. These projects, shown in Figure 2-10, include:

- Twelve intersection improvements, including widenings;

- Two new signals, one each at NE 30th Street and Bellevue-Redmond Road, and NE 51st Street and 150th Avenue NE;

- Roadway widenings along portions of West Lake Sammamish Parkway and Bellevue-Redmond Road;

- Access management along NE 24th Street and 148th Avenue NE;

- Three projects to coordinate with Washington State Department of Transportation (WSDOT) and other stakeholders to improve SR 520 from the I-405 interchange to SR 202;

- A new overcrossing of SR 520 connecting NE 36th and NE 31st Streets;

- An extension of 150th Avenue NE north to provide access to the Microsoft Red-West campus;

- A slip ramp from eastbound SR 520 to 152nd Avenue NE; and,

- Three new street connections in Overlake Village, including NE 28th Street, NE 23rd Street, and an extension of the existing 151st Avenue NE.

As transportation options improve in Overlake, additional transportation demand and parking management actions will be implemented. The possible actions included in the Action Alternative are:

- Create a residential parking permit program in residential areas bordering the Employment Area, as needed;

- Further refine parking standards by use;

- Refine credits for mixed use developments that offer shared parking;

- Maintain the maximum parking standard for office uses at 3.0 per 1,000 square feet;

- Reduce parking requirements for developments near transit facilities;

- Eliminate minimum parking standards;

- Create paid on-street parking with 2-hour time limits;

- Create incentives to reduce or eliminate free employee parking; and,

- Encourage methods that recognize the cost of providing parking, including separating office and parking space costs in leases.

Figure 2-5:
Action Alternative - Overlake Village

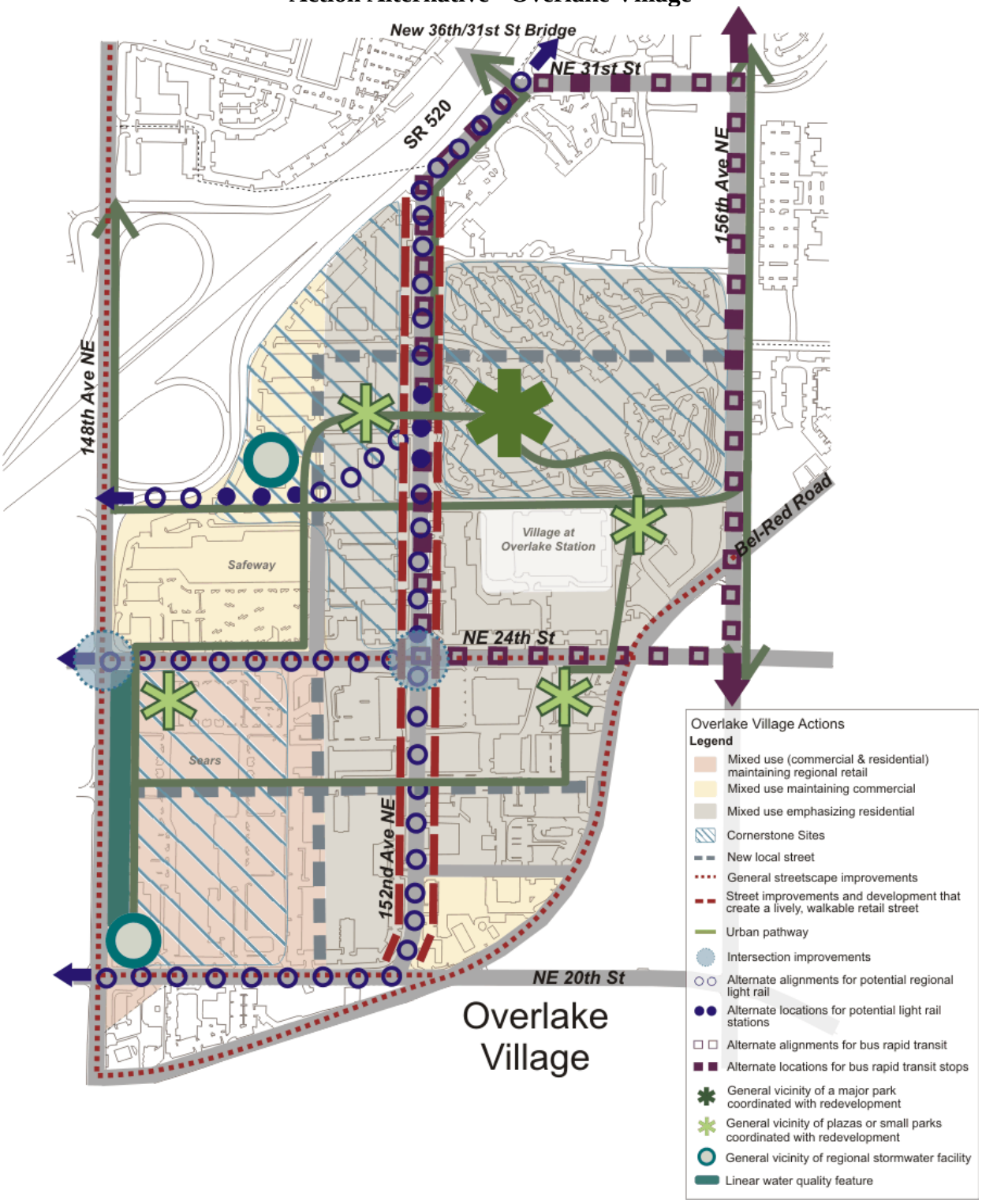


Figure 2-6:
Action Potential Commercial Growth by Transportation Analysis Zone

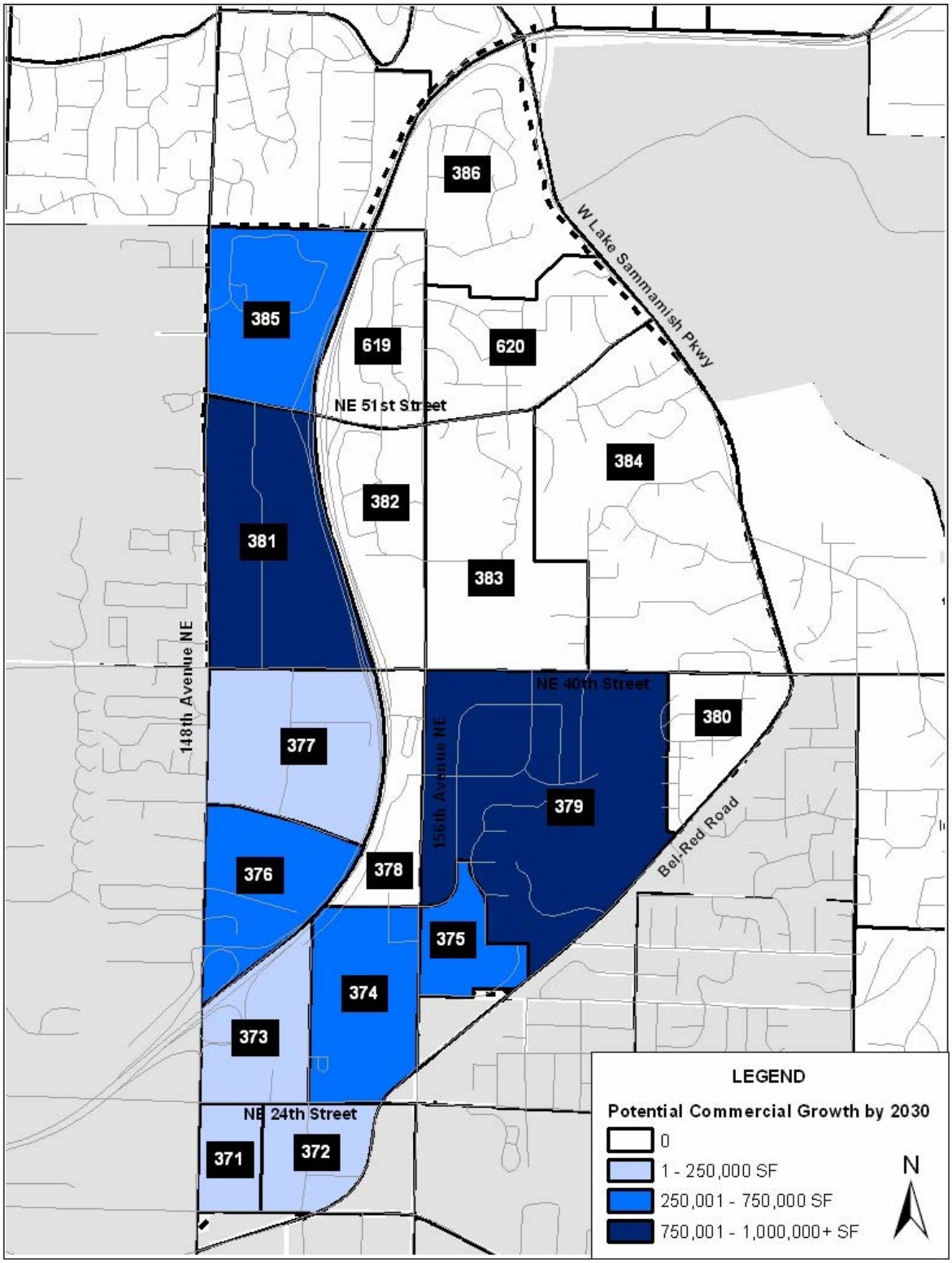


Figure 2-7:
Action Potential Residential Growth by Transportation Analysis Zone

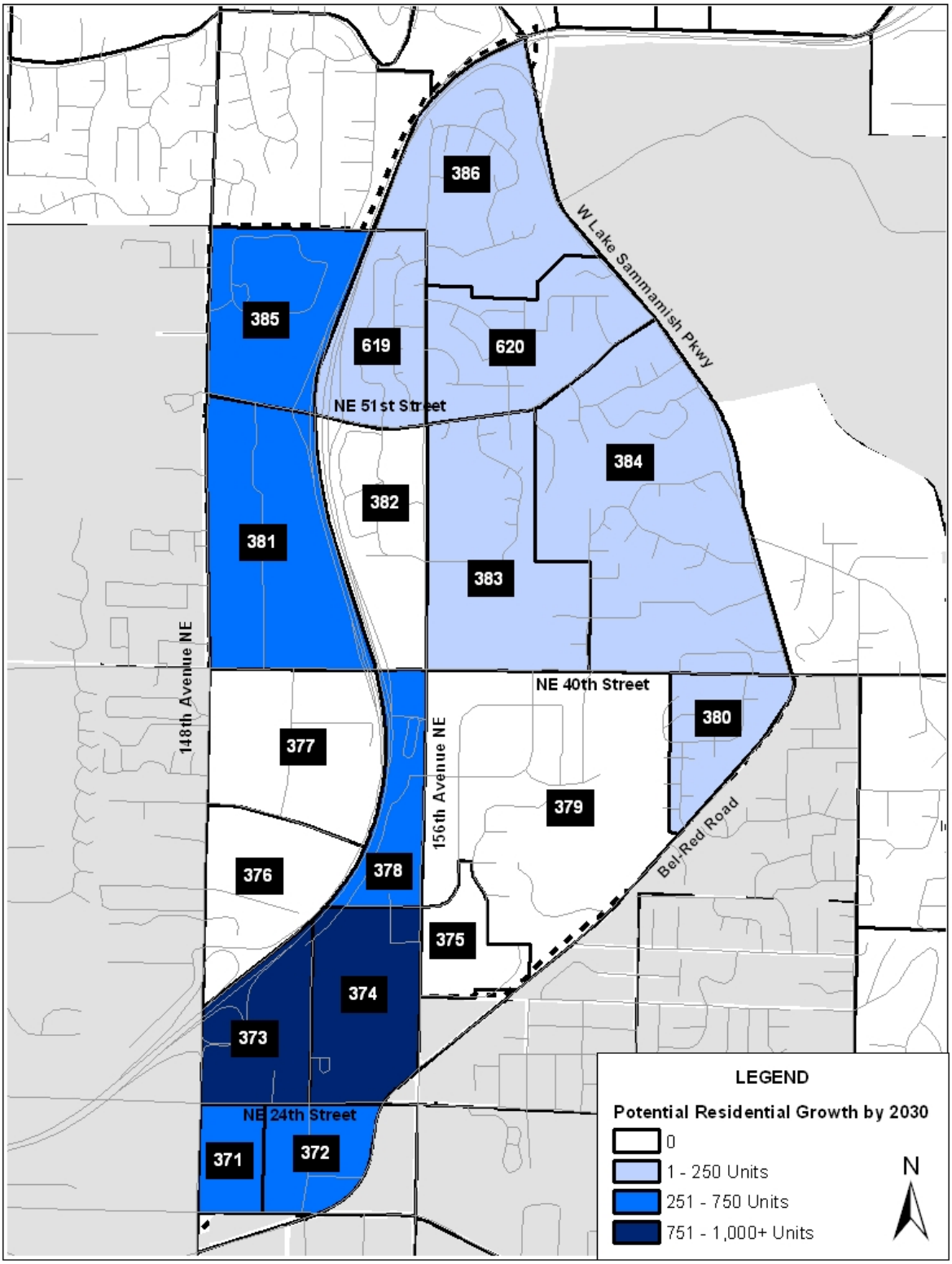


Figure 2-8:
Action Alternative Non-Motorized Transportation Projects

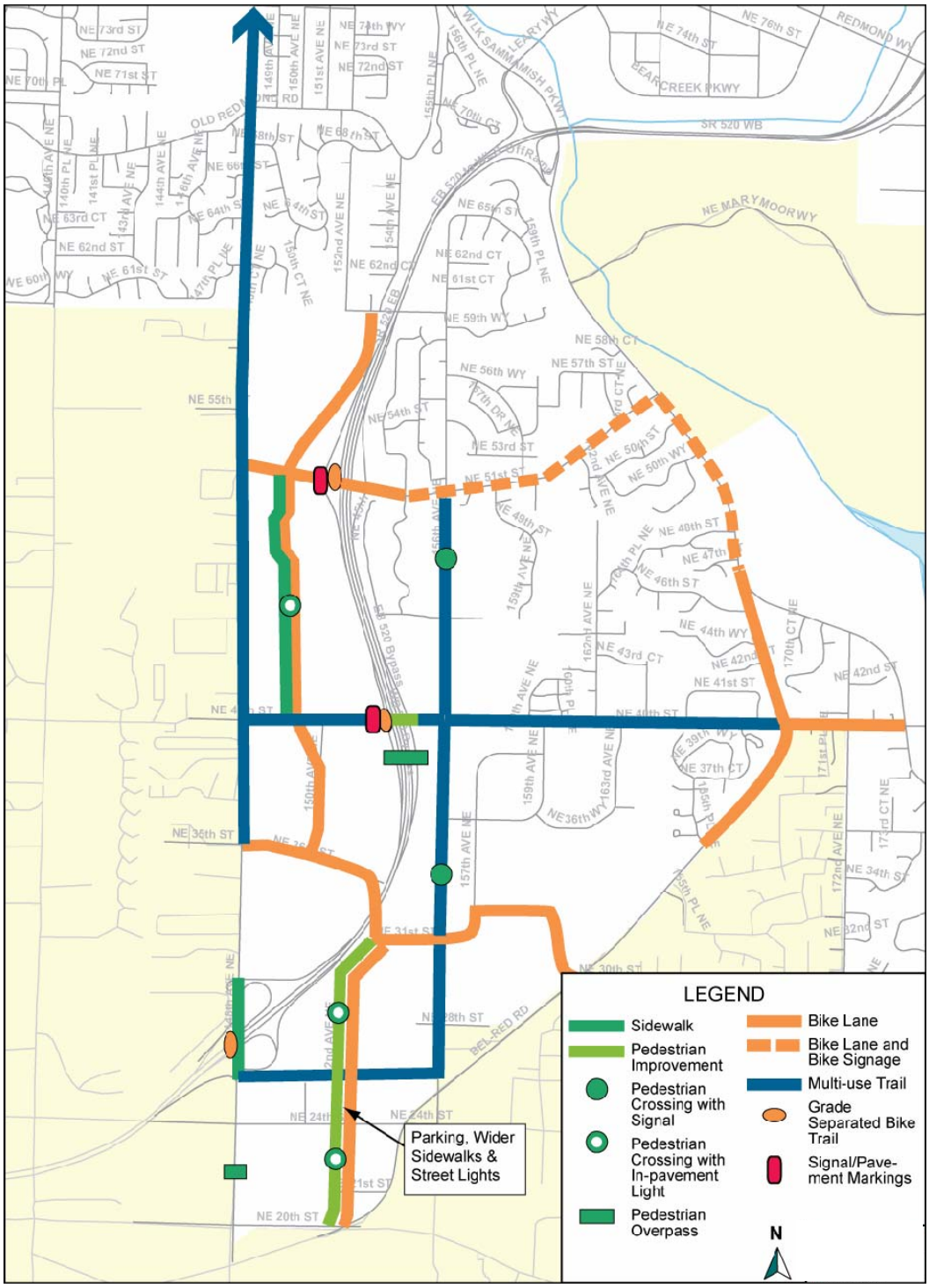


Figure 2-9:
Action Alternative Transit Projects

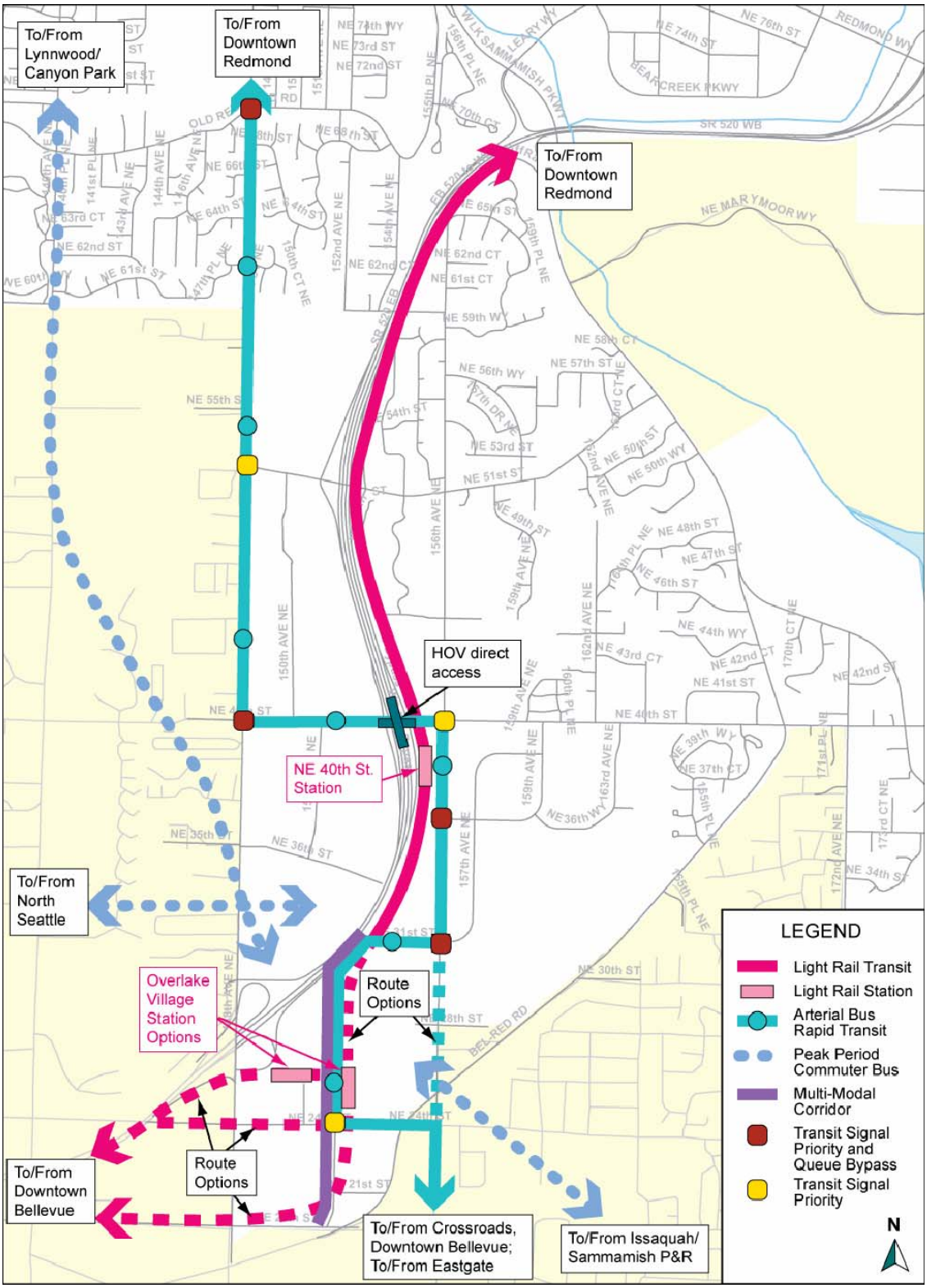
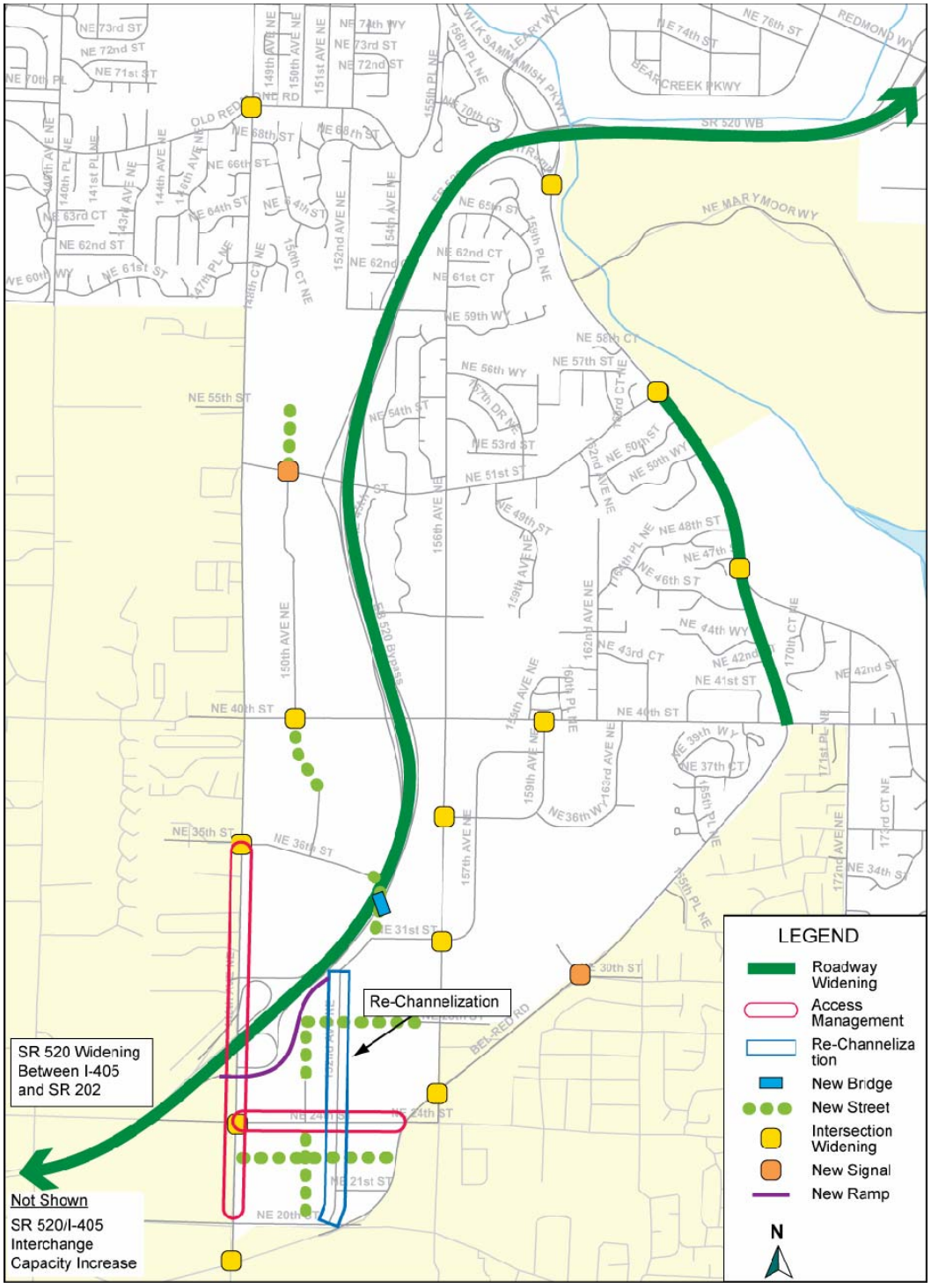


Figure 2-10:
Action Alternative Roadway Projects



2.2.3 Alternatives Considered but Rejected

A third alternative, Moderate 2030 was considered but not carried forward for further evaluation in the SEIS. Like the Action (Ambitious) Alternative described above, the Moderate 2030 Alternative related higher levels of public action and investment to higher levels of private action and investment, although to a lesser degree than the Ambitious 2030 Alternative. Fewer streetscape improvements and investments in a park and open space system would be made, and fewer sites within Overlake Village would redevelop.

Table 2-3 shows the land use projection for this alternative.

Table 2-3:
Overlake Moderate 2030 Alternative Land Use Estimate

Multi-Family (dwellings)	Single Family (dwellings)	Total Residential (dwellings)	Office (sq. ft.)	Retail (sq. ft.)	Industrial (sq. ft.)	Total Non-Residential (sq. ft.)
5,119	1,365	6,484	16,819,784	1,278,647	0	18,098,431

The Moderate 2030 Alternative was supported in whole by only 14 percent of respondents at and following the November Open House. An additional 21 percent of respondents supported a combination of the Moderate 2030 and Ambitious 2030 Alternatives. A total of 62 percent of respondents supported the Ambitious 2030 Alternative. Revisions were made to the Ambitious 2030 Alternative based on public comment and evaluations which resulted in the Action Alternative discussed in this document.

3. Analysis of Environmental Impacts of the Alternatives

3.1 SEPA Requirements

The SEPA Rules on integrated SEPA/GMA documents require a concise analysis of alternatives comparing the environmental consequences of the principal courses of action under consideration (WAC 197-11-235(6)). The analysis should allow decision makers and the public to determine if the proposed GMA action should be revised before adoption to avoid or reduce environmental impacts. The proposed ONP update is a GMA action under WAC 197-11-220(4).

The elements of the environment identified by Redmond for analysis are land use, transportation, light and glare, air quality, noise, water quality (streams and Lake Sammamish), wetlands, and public facilities (water, sewer, parks, electrical, and schools). The environmental impact analysis evaluates the No Action and Action Alternatives.

SEPA provides that where an environmental impact statement (EIS) on a neighborhood plan has adequately addressed the significant environmental effects of a development project, that EIS may be used as the SEPA analysis for the development project. In 1999, the City of Redmond adopted the Overlake SEPA Planned Action in order to efficiently use the investments of time and resources involved in preparing the 1999 FEIS and to make development review more timely and predictable. Redmond intends to use this SEIS to update the Overlake SEPA Planned Action and to provide for phasing of the commercial growth anticipated under the Action Alternative. As provided in WAC 197-11-600, additional environmental review may be needed to update the Planned Action, depending on the nature of the phases and subsequent proposals.

To qualify as a part of the Overlake SEPA Planned Action, the development project will have to comply with the ONP and all applicable development regulations. Redmond will review each development project to verify if the ONP SEIS adequately analyzed the significant environmental impacts of the proposed development project. A development must provide all required offsite and onsite public facilities necessary to accommodate the development project, including transportation improvements. All development projects must treat their stormwater runoff to meet the standards in the *2007 Clearing, Grading, and Stormwater Treatment Technical Notebook*, including those related to phosphorous in runoff affecting Lake Sammamish.

Redmond will continue to monitor implementation of the ONP. The Overlake SEPA Planned Action can be suspended, modified, or repealed if its continued implementation would result in probable significant adverse environmental impacts. Redmond will evaluate the Overlake SEPA Planned Action at least once every six years to determine if it should be modified along with the City's six-year evaluation of the ONP.

3.2 ONP Relationship to the Growth Management Act

The Growth Management Act of 1990 (GMA) created significant planning responsibilities for urban jurisdictions experiencing rapid growth rates. GMA requires that these jurisdictions adopt comprehensive plans that are consistent with state and county planning goals. The goals encourage development in urban areas, efficient multi-modal transportation systems, affordable housing, retention of open space, availability of public facilities and services to support development, and economic development.

The ONP, as a subarea plan, is a subset or an extension of Redmond's *Comprehensive Plan*. Like the *Comprehensive Plan*, the ONP must also be consistent with state and county goals and policies. This requirement has been amplified by state guidelines and decisions on comprehensive plan appeals. The requirement includes the following aspects:

- The neighborhood plan must be consistent with the comprehensive plan map;
- The physical aspects of the plan must be able to coexist on the available land;
- Features of the overall comprehensive plan and neighborhood plan must not be incompatible with each other;
- Policies must work together in a coordinated fashion to achieve a common goal; and,
- The plan must be able to provide adequate public facilities when the impacts of development occur.

3.3 ONP Relationship to Countywide Planning Policies

As part of the comprehensive planning process in the early 1990s, King County and its incorporated cities developed a growth management plan known as the Countywide Planning Policies (CPP). These policies were designed to help the 39 cities and towns and King County to address growth management in a coordinated manner. Specific objectives of the CPP include:

- Implementing Urban Growth Areas;
- Promoting contiguous and orderly development;
- Siting of public capital facilities;
- Establishing transportation facilities and strategies;
- Creating affordable housing plans and criteria; and,
- Ensuring favorable employment and economic conditions in the County.

The CPP also established criteria for the designation of specific areas for urban centers (CPP LU-40 through LU-45), including:

- Centers can be up to one and a half square miles of land. Planned land uses must accommodate a minimum of 15,000 jobs within one-half mile of a transit center, a minimum average of 50 employees per gross acre, and a minimum average of 15 households per gross acre.

- Adequate drinking water supply available to serve projected growth.

- Transit station areas and rights-of-way identified so that all portions of the Center are within walking distance (one-half mile) of a station. The system of Centers will form the land use foundation for a regional high-capacity transit system.

- Jurisdictions establish mechanisms to limit the use of single-occupancy vehicles for commuting purposes and encourage bicycle travel and pedestrian movement.

- Plans establish strategies to promote urban growth within the Centers.

That portion of Overlake designated as an Urban Center is shown in Figure 3-1.

CPP LU-45 outlines goals of urban centers, including:

- Support pedestrian mobility, bicycle use and transit use;

- Achieve a target housing density and mix of uses;

- Provide a wide range of capital improvement projects, such as street improvements, schools, parks and open space, public art and community facilities;

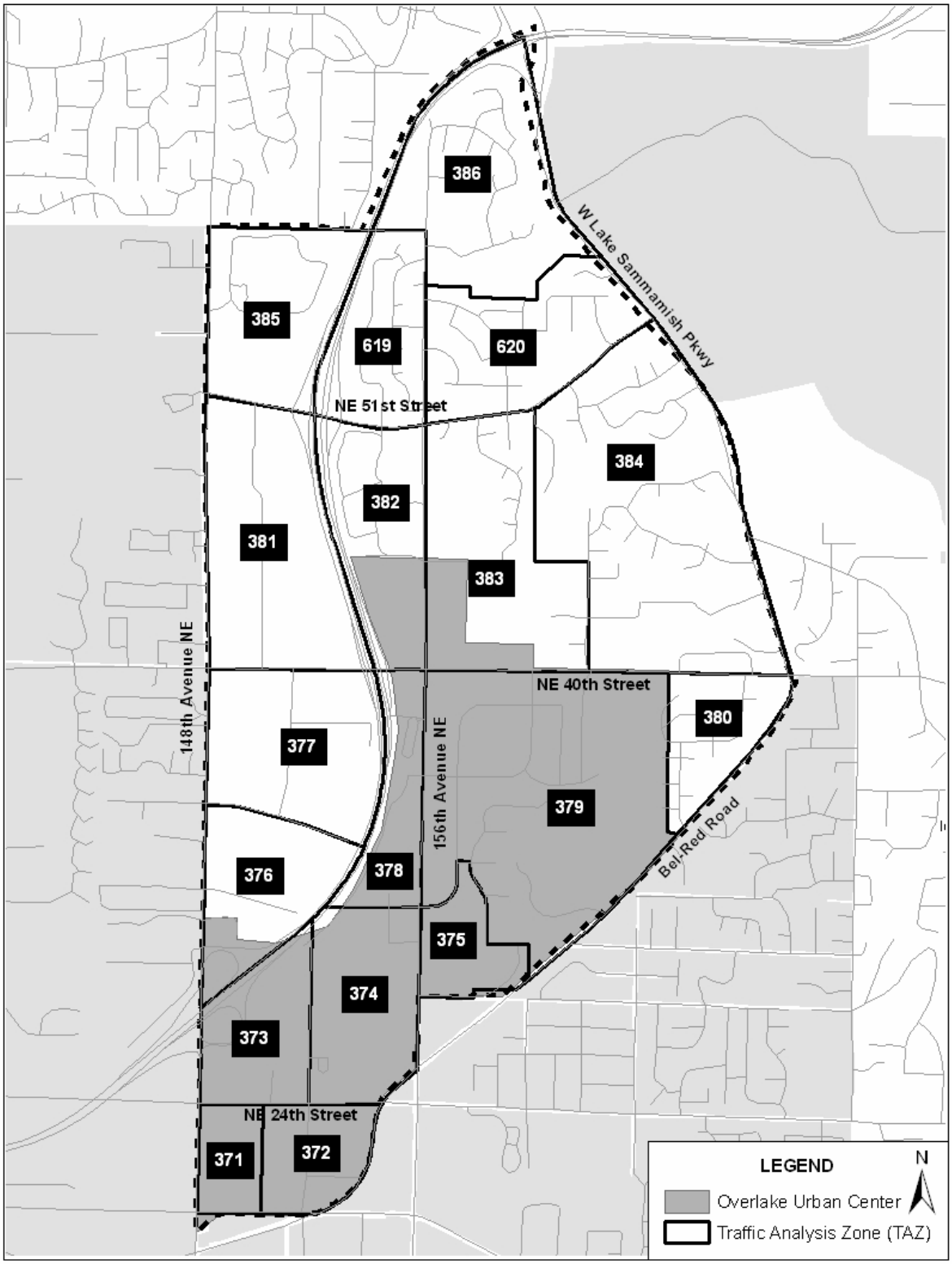
- Emphasize superior urban design;

- Emphasize historic preservation and adaptive reuse of historic places;

- Include other local characteristics necessary to achieve a vital Urban Center; and,

- Include facilities to meet human service needs.

Figure 3-1:
Overlake Urban Center and Transportation Analysis Zones



3.4 ONP Relationship to the Comprehensive Plan

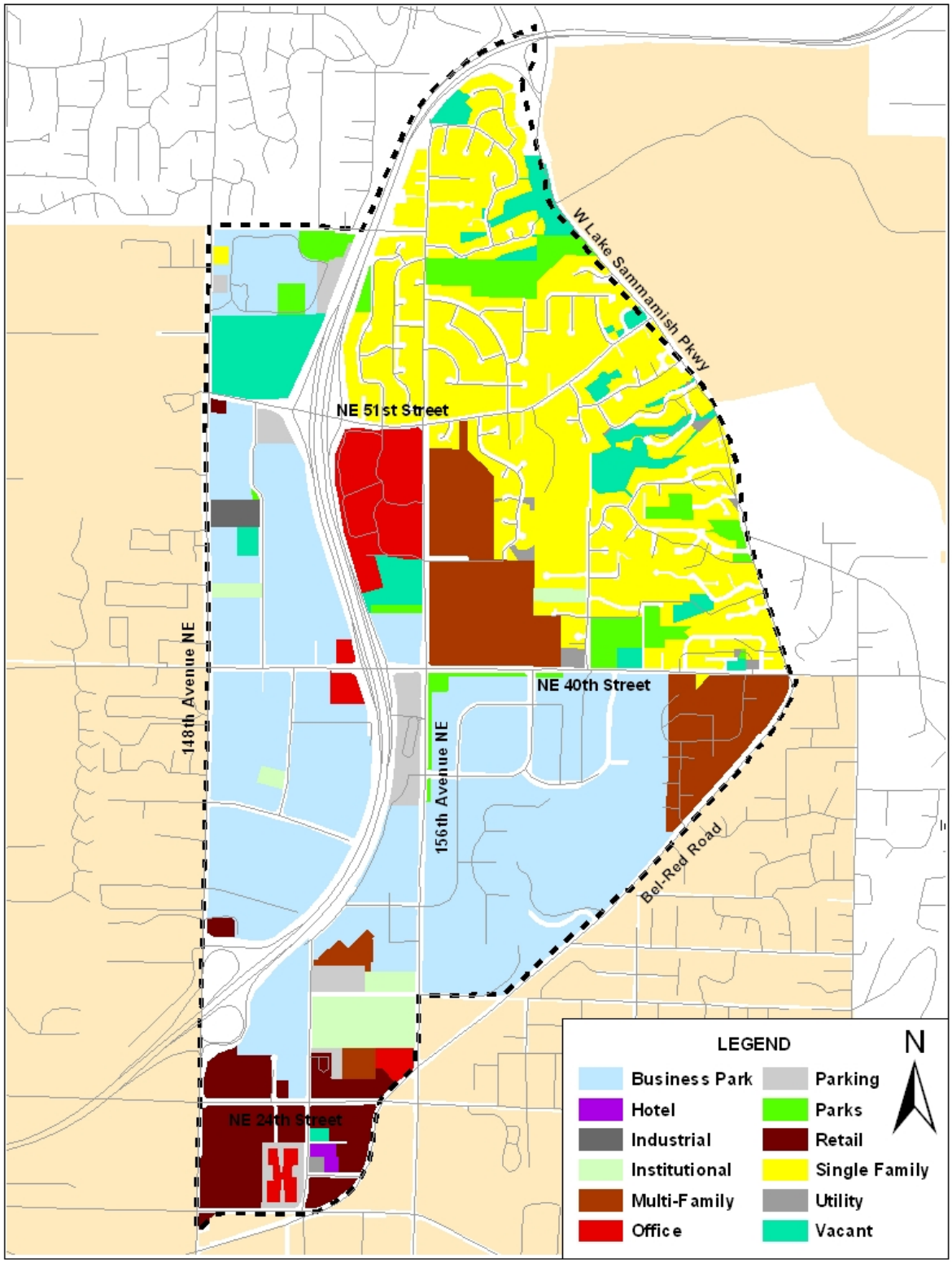
In the Neighborhoods Element of Redmond's Comprehensive Plan, policies recommend updating neighborhood plans every six years with citizen, staff, and Planning Commission participation. Policy NP-3 establishes issues and opportunities that should be addressed, including implementation of the *Comprehensive Plan*, a vision for the neighborhood, neighborhood communication, land use, encouraging housing choice, neighborhood transportation, natural features and sensitive areas, parks and open space, neighborhood character, and utilities. Further, Policy NP-5 requires that development regulations necessary to implement the plan be prepared concurrently.

3.5 Land Use Existing Conditions and Impacts

3.5.1 Existing Conditions

The existing land use data for the Overlake Neighborhood are shown in three ways. Figure 3-2 displays a generalized map of existing land uses for Overlake. Table 3-1 shows the acres of land devoted to various land uses. Data on residential uses and commercial, office and manufacturing uses are then considered. The following narrative generally describes the distribution of land uses in the Overlake Neighborhood. For a more detailed description of existing conditions (in 2005), please refer to the *Redmond Overlake Mixed-Use Core and Surrounding Study Area Report on Existing Conditions and Opportunities and Challenges to Redevelopment* (April, 2006), as well as the *Overlake Neighborhood Plan Update and Implementation Project Existing Conditions Supplement* (February, 2007), both of which are available from the Redmond Planning and Community Development Department.

Figure 3-2:
Generalized Land Use Map (2005)



3.5.1.1 Description of Existing Land Uses

Overlake is dominated by three main land uses. The northeast portion of the neighborhood is made up primarily by single family residential developments. This area also contains a majority of the neighborhood's park land and vacant parcels, many of which contain critical areas or steep slopes. Multi-family residential uses are clustered in two locations: (1) at the northeast intersection of 156th Avenue NE and NE 40th Streets, and (2) south of NE 40th Street along the west side of Bel-Red Road.

Business parks and office uses dominate the portion of the neighborhood referred to as the Employment Area: this includes the land west of State Route (SR) 520, and the middle third of the land east of the freeway. The Employment Area also contains a few large vacant parcels, some institutional uses, a transit center, and a minimal amount of parks and private open space.

The third primary land use in the Overlake Neighborhood is retail, which is concentrated in Overlake Village in the southern portion of the neighborhood. While retail is the dominant use in this area, others include business park uses and offices, a park and ride, a small amount of multi-family development, and the Group Health Eastside Hospital, an institutional use.

3.5.1.2 Acreage in Various Uses

Table 3-1 quantifies the various land uses in Overlake. These data are from Redmond's land use database and are generally current to December 2005. The industrial category does not include manufacturing and distribution uses located in office parks. These uses are listed under the office or business park categories. Streets and highway rights-of-way are not reported.

Business parks make up the largest single land use by acreage in Overlake. Single family and multi-family residential parcels make up the second and third largest land uses, respectively.

Table 3-1:
Land Use by Acreage (2005)

Land Use	Parcels	Acres
Business Park	64	480
Single Family	1159	302
Multifamily	11	112
Vacant	27	72
Retail	35	60
Office	26	51
Parks	21	48
Parking	7	30
Institutional	5	28
Utility	13	5
Industrial	1	5
Hotel	1	2

Source: Redmond BIGRED Database

The land use classifications used in Table 3-1 reflect the categories included on Figure 3-2, the Generalized Land Use Map. Table 3-2 further describes these classifications.

Table 3-2:
Definitions of Land Use Categories

Category	Uses Included
Single Family Residences	Detached, one-family homes.
Multi-Family Residences	A structure with three or more housing units in it.
Retail	Buildings and land used primarily for retail trade; such as stores and restaurants, personal services, and similar uses.
Hotel	Buildings and land associated with hotel uses.
Office	Buildings and land used primarily for offices and services. Generally applied to one or two buildings on a single lot.
Business Park	Buildings and land that include more than two buildings within the same grounds and used for offices, research and development, light manufacturing, warehousing, or distribution.
Industrial	Buildings and land used for manufacturing within a building.
Institutional	Buildings and land used for public purposes, such as hospitals, or public or private institutions, such as social clubs.
Parking	Land used primarily for public or private parking purposes, including transit centers and park and rides.
Utility, Utility no structure	Buildings and land used for public purposes, such as utility substations, and similar uses.
Parks	Publicly owned land used for recreation, open to the public, and where the activities primarily take place outdoors.
Private Open Space	Privately owned land used for recreational uses or included in large greenbelts. These spaces are included in the Parks category.
Vacant	Land not permanently used for another purpose.

3.5.1.3 Residential Land Uses in the Overlake Neighborhood

As noted above, residential land uses (single- and multi-family) make up the second and third largest land uses in the Overlake Neighborhood; by acreage, approximately three times as much land is used for single-family uses as for multi-family. A small amount of multi-family residential exists in Overlake Village.

The boundaries of the Overlake Neighborhood have been revised with each ONP update. In 1999, a portion of the old neighborhood north of NE 60th Street and east of SR 520 was removed and the previous Viewpoint Neighborhood was integrated into the new Overlake boundary. This ONP update proposes to once again establish Viewpoint, generally located east of West Lake Sammamish Parkway and Bellevue-Redmond Road, as a separate neighborhood planning area. A separate neighborhood planning process is underway for this neighborhood.

Due to the changes to the Overlake boundary, little comparative census data is available for the proposed new boundaries for Overlake. Table 3-3 compares census data for the original Overlake and Viewpoint Neighborhoods. As is shown, the old Overlake Neighborhood grew substantially during the 1980s but at a slower rate in the 1990s. Its percentage growth in both decades significantly outpaces that of the Viewpoint Neighborhood and is higher than that of King County.

Table 3-3:
Change in Population: 1980-2000

				Change '80 to '90		Change '90 to '00	
	1980	1990	2000	Number	Percent	Number	Percent
Overlake	3,712	7,194	8,548	3,482	93.80%	1,354	18.82%
Viewpoint	5,113	5,858	6,049	745	14.57%	191	3.26%
Redmond Total	23,318	35,800	45,256	12,482	53.53%	9,456	26.41%
King County Total	1,269,749	1,507,319	1,737,034	237,570	18.71%	229,715	13.22%

Source: 1980, 1990, and 2000 Censuses

Within the pre-1999 Overlake Neighborhood boundaries, residential units that are owner-occupied (52%) slightly outnumber those that are renter-occupied (48%), primarily due to the large number of multi-family units in Overlake Village and near the Employment Area. Table 3-4 shows the estimated number of existing residences in the new Overlake Neighborhood and Redmond in 2005. Overlake contains about 13 percent of the City's housing units and has been identified as a primary location for housing growth in the future.

Table 3-4:
Existing Number of Residences in Overlake Neighborhood and Redmond (2005)

Unit Type	Number of Units Overlake Total	Percent of Overlake Total	Overlake as a Percent of City	Number of Units City Total	Percent of City Total
Single-Family Residences	1,121	38%	11%	10,474	45%
Multi-Family Residences	1,863	62%	14%	12,986	55%
Total	2,984	100%	13%	23,460	100%

Source: Redmond Land Use Database, 2005

3.5.1.4 Commercial, Office, Wholesale, and Manufacturing Uses in the Overlake Neighborhood

Commercial land uses include office, retail and industrial businesses, of which office or business park uses are most prominent. Very little land is devoted to industrial uses, although historically light industrial businesses dominated this neighborhood. Retail uses exist primarily in Overlake Village, although a small amount can be found in the Employment Area.

Development in the retail commercial, office, and manufacturing areas has been characterized by a peak in 1975 to 1979, relatively stable development levels between 1980 and 1995, and another peak in office development and permitting since then. Peaks and valleys are typical in real estate, due to the cyclical nature of the economy and changes in interest rates. The cyclical nature of the economy affects the demand for new space because businesses often expand as the economy expands. Interest rates affect development because lower interest rates reduce the rents needed to make property development profitable.

The stability of the 1980s and early 1990s was largely due to the influence first of the Koll Co. and then later by large corporations acting as owner-builders. Developers, such as Koll, usually try to time their construction based on interest rates and vacancy rates. Owner-builders, such as Nintendo and Microsoft, may take these factors into account, but build largely in response to their business needs. This results in a very different type of land market, a land market that responds to the needs of the owner-builders rather than development trends. Table 3-5 shows the amount of commercial space constructed or in the development pipeline as of December 2005. Of this, 1,979,148 square feet are allocated to Microsoft according to the terms of the Microsoft Development Agreement. This does not include a Microsoft "holdback" of another 216,340 square feet.

Table 3-5:
Overlake Neighborhood Commercial Growth – Existing and Pipeline Projects

Existing Plus Constructed, Pipeline Projects (in square feet)	Commercial Floor Area (Office, Retail, Manufacturing and Warehousing)
June 1995	7,032,082
December 2005	15,456,080
Difference for 10 year period	8,423,998

Source: Redmond Planning Department

3.5.1.5 Historical Sites

Three historic residences exist in Overlake, as identified by a historic site survey commissioned by the City of Redmond and completed in September, 2005. Site #15 identified in this survey is the Morelli Chicken Farm Residence, located at 5830 148th Avenue NE. Currently located on the Microsoft Red-West Campus, an associated home was moved to just north of NE 60th Street, outside of the Overlake Neighborhood, in the late 1990s. The existing house is associated with the Morelli Chicken Farm. It is an example of craftsman style development and could be eligible for the Local Register of Historic Landmarks and the National Register of Historic Places. Sites #72 (15408 NE 51st Street) and #78 (5017 NE 50th Street) are located in the Residential Area of the neighborhood. Site #72 is an example of a ranch-style home, while Site #78 is a colonial revival.

3.5.1.6 Existing and Projected Development

The projected land uses for the No Action and Action Alternatives were aggregated to Transportation Analysis Zones (TAZ), as shown on Figure 3-1. This enables growth in each TAZ to be converted to trips and analyzed in the transportation model.

Table 3-6 shows the estimated existing conditions, No Action and Action Alternative aggregated estimates by TAZ for the Overlake Village and Employment Area, with details broken out only on the Action Alternative. Land use by TAZ in Redmond for the 2030 No Action and Action Alternatives are in Appendix D**.**

The No Action Alternative would add approximately 1,670 multi-family dwellings over existing conditions for these areas, and the Action Alternative would add approximately 5,495 dwellings.

Table 3-6:
Land Use for Existing Conditions, No Action and Action Alternatives – Overlake Village and Employment Area

TAZ & Primary Comprehensive Plan Designation	2005 Total Residences (dwellings)	2005 Total Non-Residential (square feet of floor area)	Non-Residential Pipeline Projects	2005 Total Plus Non-Residential Pipeline Projects (Existing Conditions)	No Action		Action Alternative			
					Multi-Family	Total Non-Residential	Multi-Family	Total Non-Residential	Office	Retail
371: Mixed-Use		389,035	0	389,035	0	389,035	296	423,836	63,575	360,261
372: Mixed-Use		365,698	11,000	376,698	38	376,698	629	501,002	159,402	341,600
373: Mixed-Use		477,561	0	477,561	793	630,771	1,767	587,986	429,124	158,862
374: Mixed-Use + Design District	472	1,160,789	0	1,160,789	1,312	1,311,875	2,296	1,736,726	1,484,080	252,646
375: Business & Technology		522,911	0	522,911		522,911	0	844,233	844,233	0
376: Business & Technology		1,141,941	0	1,141,941		1,266,020	0	1,451,994	1,451,994	0
377: Business & Technology		1,471,038	633,327	2,104,365		2,117,834	0	2,216,542	2,191,542	25,000
378: Business & Technology		571,595	0	571,595		571,595	316	571,595	571,595	0
379: Business & Technology		3,034,308	1,345,821	4,380,129		4,380,129	0	5,658,757	5,658,757	0
381: Business & Technology		1,559,509	0	1,559,509	330	1,917,132	330	2,653,161	2,615,831	37,330
382: Business & Technology		1,101,123	444,890	1,546,013		1,580,335	0	1,523,446	1,523,446	0
385: Business & Technology		697,065	515,000	1,212,065		1,345,711	332	1,806,853	1,781,073	25,780
TOTAL	472	12,506,042	2,950,038	15,456,080	2,143	16,412,046	5,966	19,976,131	18,774,652	1,201,479

Redmond's Planning Department estimates that Overlake had (by 2005) 12,506,042 square feet of space in commercial, office, and manufacturing uses. With projects in the "pipeline" (including signed and pending development agreements) that were proposed to be built, that figure increases to 15,456,080 square feet. The No Action Alternative would add approximately 1 million square feet of non-residential space over these existing conditions, and the Action Alternative would add approximately 3.5 million square feet of non-residential space over the No Action Alternative.

Table 3-7 shows the total number of residences anticipated in the No Action and Action Alternatives for the neighborhood and City by 2030. Under the No Action Alternative, Overlake's share of the City's total housing units is anticipated to increase slightly to 15% by 2030, compared to 13 percent in 2005. Under the Action Alternative, Overlake's share of the City's total housing units is anticipated to increase to 23%. Overlake's increased significance as a location for housing growth under the Action Alternative is consistent with the higher levels of action and investment proposed under this alternative.

Table 3-7:
Projected Total Number of Residences in Overlake Neighborhood and Redmond, 2030

	No Action Alternative			Action Alternative		
Unit Type	Overlake	City of Redmond[1]	Overlake as a Percent of City Total	Overlake	City of Redmond[1]	Overlake as a Percent of City Total
Single-Family	1,365	14,341	10%	1,365	14,341	10%
Multi-Family	3,890	20,859	19%	7,383	24,352	30%
Total	5,255	35,199	15%	8,748	38,693	23%

3.5.2 Land Use Impacts

There are two types of potential impacts from the No Action and Action Alternatives. The first, discussed immediately below, is the potential for each alternative to be inconsistent with adopted plans, policies, and regulations. The second is discussed in Section 3.5.2.2 and involves impacts of the alternatives on land use intensification, and the impacts on surrounding uses which stem from the intensification.

3.5.2.1 Consistency with Adopted Plans, Policies and Regulations

3.5.2.1.1 No Action Alternative

Impacts under this alternative depend on whether maintaining the existing ONP would be inconsistent with the Growth Management Act, the Countywide Planning Policies, and the Redmond Comprehensive Plan.

[1] Includes potential annexation areas

Growth Management Act
The No Action Alternative would be compatible and consistent with GMA, since no changes to the current Redmond Comprehensive Plan are proposed and the Comprehensive Plan was previously evaluated for consistency with GMA during its adoption process.

Countywide Planning Policies
In 2006, Redmond amended its Comprehensive Plan to designate Overlake as an Urban Center. King County action to amend the CPP occurred in April 2007. The No Action Alternative would not alter that designation. However, it would not fully carry out the mandate of CPP LU-45 which requires strategies for achieving the goals of the designation. Table 3-8 compares the consistency of the No Action and Action Alternatives with key elements of CPP LU-45. Under the No Action Alternative, the lack of progress on needed park, stormwater, and transportation improvements would hinder the evolution of Overlake as a true urban residential/mixed use center consistent with CPP LU-45.

Table 3-8:
Comparison of Consistency of No Action and Action Alternatives with CPP LU-45

CPP LU-45 Required Strategies	No Action Alternative	Action Alternative
Support pedestrian mobility, bicycle use and transit use	• Minimal pedestrian and bicycle improvements made • Arterial Bus Rapid Transit route from Downtown Redmond to Overlake, Crossroads, and Downtown Bellevue implemented as part of King County Metro Transit Now • Assumes no light rail line as part of East Link project from Downtown Seattle to Downtown Redmond (although the East Link project is not predicated on actions by Redmond, and is subject to the approval of a financing plan by the voters in November 2007)	• Significant pedestrian and bicycle improvements made throughout neighborhood, including multi-use pathways on key corridors • Addition of local street grid in Overlake Village further enhances pedestrian and bicyclist travel options • 2 Arterial Bus Rapid Transit routes implemented: 1 from Downtown Redmond to Overlake, Crossroads and Downtown Bellevue as part of King County Metro Transit Now; 1 from Overlake to Eastgate • Light rail line as part of East Link project operational with 2 stations in Overlake: 1 in Overlake Village, 1 in the Employment Area
Achieve a target housing density and mix of use	• Approximately 1,700 additional multifamily units projected in Overlake Village • Few sites in Overlake Village projected to redevelop resulting in only slight increase in mix and density of uses in the Urban Center	• Approximately 4,500 additional multifamily units projected in Overlake Village • Majority of sites in Overlake Village projected to redevelop as mixed-use developments, significantly increasing the mix of uses in the Urban

CPP LU-45 Required Strategies	No Action Alternative	Action Alternative
	• Small amount of multi-family development (350 dwellings) projected in Employment Area • Moderate support for transit	Center • Proposed plan includes specific strategies to achieve housing goals for supply and variety • Greater amount of multi-family development (1,000 dwellings) projected in Employment Area, improving the mix of uses in the area • Significant support for extension of light rail transit
Provide a wide range of capital improvement projects, including street improvements, schools, parks and open space, public art and community facilities	• 14 transportation projects identified, including intersection improvements, a street widening, and minor pedestrian and bicycle improvements • City would continue to collect school impact fees for the Lake Washington School District • Parks and open space identified as a need in existing policies, yet no specific plan on how to meet the need • Community facilities identified as a need in existing policies, yet no specific plan on how to meet the need	• Over 90 transportation projects identified, including street improvements, new streets, pedestrian and bicycle improvements and transit improvements • City would continue to collect school impact fees for the Lake Washington School District • Specific parks, open space, and recreation plan identified for Overlake Village including a large public gathering place, several smaller plazas or open spaces, two regional stormwater management facilities, and a pathway and trail system linking facilities within Overlake with each other and with those outside the neighborhood • Community gathering place provided for in Overlake Village park plan, other policies identify the potential need for additional facilities
Emphasize superior urban design	• Existing plan policies encourage superior design to enhance the character of Overlake	• Proposed plan policies encourage superior design to enhance the character of Overlake • Proposed design regulations provide more specific guidance on urban design • Proposed design regulations enhance existing City-wide

CPP LU-45 Required Strategies	No Action Alternative	Action Alternative
		design regulations for specific design issues relevant to redevelopment in Overlake
Emphasize historic preservation and adaptive reuse of historic places	• Existing City-wide policies and regulations apply to historic preservation in Overlake	• Existing City-wide policies and regulations apply to historic preservation in Overlake
Include other local characteristics necessary to achieve a vital Urban Center	• Existing plan policies encourage maintaining Overlake as a regional employment center • Existing plan policies encourage mixed-use development in Overlake Village	• Proposed plan policies encourage maintaining Overlake's important regional economic role while emphasizing the importance of improving opportunities to live in the area • Proposed plan policies clarify and encourage mixed-use development throughout the neighborhood, and specifically in Overlake Village • Proposed plan policies encourage development and public improvements to portray an image unique to Overlake focused on diversity and high-tech uses
Include facilities to meet human needs	• Existing plan policies support updates to public facility plans to meet needs of Overlake residents and employees • Existing plan policies encourage public-private partnerships to meet human service needs	• Proposed plan policies support updates to public facility plans to meet needs of Overlake residents and employees • Proposed plan policies encourage public-private partnerships to meet public facility and service needs, as well as human service needs

Comprehensive Plan

Table 3-9 compares the consistency of the No Action and Action Alternatives with key elements of Redmond's Comprehensive Plan. The No Action Alternative would not provide as much support for many of the related *Comprehensive Plan* policies. For example, while the ONP has had been reviewed as part of the No Action Alternative, it would not be updated to reflect changes in conditions such as planning for light rail transit and relocation of the Group Health inpatient services.

Another potential impact of the No Action Alternative would be the limitation on future commercial development. This limitation on future growth is inconsistent with policies in the Land Use Element of the *Comprehensive Plan* related to Urban Centers, particularly policy LU-

43 which aims to encourage and accommodate through plans and implementation strategies focused office, retail and housing growth and a broad array of complementary land uses within designated Urban Centers.

Table 3-9:
Comprehensive Plan Policies Pertaining to Overlake

Policy Number	Policy Summary	No Action Alternative	Action Alternative
NP-1	Review and update as needed each neighborhood plan every six years.	▪ ONP reviewed but not updated to reflect changes in conditions	▪ ONP updated to reflect changes in conditions
FW-24 LU-43	Support the Overlake Urban Center as a focus for high technology and other employment located within a vibrant urban setting, as well as a place for opportunities to live, shop and recreate close to workplaces. Designate Overlake as an Urban Center for focused office, retail and housing growth, and a supportive transportation system. Recognize and support the Overlake Urban Center in all relevant planning forums.	▪ Modest support for Overlake as an Urban Center ▪ Would provide moderate support for future extension of light rail transit	▪ Significant support for Overlake as an Urban Center due to increased variety and density of uses and proposed improvements in public facilities ▪ Would provide significant support for future extension of light rail transit
FW-25	Ensure that development and investments in the Overlake Urban Center address transportation issues of concern to Redmond and Bellevue and help to retain and enhance the character of the neighborhood.	▪ 14 transportation projects	▪ Includes over 90 transportation projects
LU-44	Give priority to Redmond's urban centers for transit service and improvements, as well as other transportation projects that will increase mobility to, from and within these urban centers.	▪ Existing citywide policies support this for Overlake	▪ Proposed neighborhood policies provide additional support and direction for active planning for transit and other transportation improvements
HO-17	Ensure an appropriate supply and mix of housing and affordability levels within employment centers such as Overlake for neighborhood employees.	▪ Total of 2,271 additional dwelling units projected	▪ Total of 5,764 additional dwelling units projected ▪ Proposes requirement and bonus program for affordable housing
EV-2	Preserve and expand the current economic base and employment	▪ Anticipates up to 1 million square feet of	▪ Provides for phasing of additional 4.5

Policy Number	Policy Summary	No Action Alternative	Action Alternative
	levels in Redmond.	additional commercial space ▪ Likely to be well below "market anticipated" levels of commercial growth for existing and new business.	million square feet of additional commercial space ▪ While less growth than historical trends, likely to provide some accommodation of "market anticipated" levels of growth
EV-4	Support the retention and attraction of high technology, retail and residential uses in Overlake.	▪ Slight increase in mix of uses	▪ Significant increase in mix of uses
TR-29 and TR-30	Participate actively in the planning and development of a regional HCT system with service to Overlake, Downtown Redmond and SE Redmond	▪ Existing citywide policies support this for Overlake	▪ Proposed neighborhood policies provide additional support and direction for active planning for HCT system
PR-4	Acquire land and develop parks in the Overlake Urban Center.	▪ Parks and open space identified as a need, yet no specific plan	▪ Specific parks, open space, and recreation plan identified for the Overlake Village
FW-5	Enhance the quality of the natural environment	▪ Limited redevelopment provides limited level of support for improving stormwater management	▪ Higher level of anticipated redevelopment provides significant support for improving stormwater management, contributing to improved water quality, and fostering sustainable development approaches
UT-39	Evaluate the feasibility of regional detention and treatment facilities and support their use where the concept proves feasible	▪ Stormwater management would occur on a site-by-site basis	▪ Include policy and plan support for location of regional stormwater facilities in Overlake

3.5.2.1.2 Action Alternative

Impacts under this alternative depend on whether the adoption of the ONP Update would be inconsistent with the Growth Management Act, the Countywide Planning Policies, and the Redmond *Comprehensive Plan*.

Growth Management Act
The ONP update meets the criteria for compliance with GMA discussed in Section 3.2. The plan is consistent with the *Comprehensive Plan* map and provides for policies to help implement the designations. The Overlake Business and Advanced Technology zone created in the 1999 update to the plan is retained, as is the intent of the Retail Commercial zone, which is proposed to be renamed to Overlake Village.

The physical aspects of the plan and development regulations are able to coexist on the available land. The residential floor area ratios (FARs) proposed in the Overlake Village and Overlake Business and Advanced Technology zones will provide for the 5,496 additional multi-family housing units assumed to be constructed in the Overlake Village and Employment Area. This housing is planned to be constructed during the redevelopment of this area. Policies and regulations are included to encourage construction of this housing in the upper floors of commercial buildings or in stand-alone structures. The projections prepared as part of the update show that 19.9 million square feet of commercial uses can be constructed in Overlake.

The policies, regulations and master plan and implementation strategy are consistent with and work together in a coordinated fashion to achieve the existing Overlake Neighborhood vision. The mixed-use area is provided for by policies, regulations and strategies that encourage residential, retail and office development in Overlake Village. Policies also provide for a park and open space system, as well as regional stormwater management facilities in this area. Policies and regulations provide for attractive streetscapes and adequate public facilities.

The Action Alternative proposes allowing increased building height in the Overlake Village on an incentive basis for developer provision of bonus features that implement neighborhood goals. Total building height could be from 8 to 12 stories, depending on the property. The proposed regulations provide design standards to maintain light, avoid a canyon effect on 152nd Avenue NE, contribute to a comfortable pedestrian environment, and promote variety in building height. In addition, required landscaping and design standards would maintain the desired appearance of the area as identified in the vision statement.

The high technology office, research and development, and manufacturing area is provided for by policies that encourage these uses, as well as residential development. Policies and regulations provide for adequate public facilities and protections for nearby residential neighborhoods.

Policies and regulations maintain the existing residential areas and protect them from adverse impacts from those zones. These provisions include a prohibition on expanding employment zones into residential areas and regulations on height, glare, design, and driveway location.

The ONP policies and the overall *Comprehensive Plan* are also consistent. Many ONP policies clarify general citywide policies or fill gaps not addressed by the *Comprehensive Plan*. The parks policies are examples of the latter in that they identify specific objectives for the neighborhood.

The Redmond *Comprehensive Plan* contains policies that require the provision of adequate public facilities concurrent with development. The ONP also includes a policy requiring the creation of facility plans to provide for adequate public facilities in the neighborhood.

Procedurally, local governments must provide for early and continuous public participation in the development of neighborhood plans and regulations (RCW 36.70A.140). Public participation has included a neighborhood workshop, two open houses, meetings with stakeholders and focus groups, and online surveys. Newsletters describing the results of the neighborhood workshop and the information presented at the open houses were sent to a mailing list that includes interested parties, property owners, businesses, past participants and others, as well as posted on the City's website; a newsletter describing the release of this document and the Action Alternative was mailed to the same parties just before publication of the Draft SEIS. A postcard invitation to all events was mailed to all addresses within both the Overlake and Grass Lawn Neighborhoods. The public was also invited to attend Planning Commission and City Council meetings where updates on the ONP were given. More detail on the public involvement process is provided in Section 1.8.

Countywide Planning Policies
The Action Alternative would fully carry out the mandate of CPP LU-45 which requires strategies for achieving the goals of the Overlake Urban Center designation. As described in Table 3-8, proposed actions related to needed park, stormwater, and transportation improvements would support the evolution of Overlake as a true urban residential/mixed use center consistent with CPP LU-45.

Comprehensive Plan
Comprehensive Plan Policy NP-3 requires neighborhood plans to address specific issues. Table 3-10 illustrates how the proposed ONP meets the requirements.

Table 3-10:
Comparison of the Proposed ONP with Requirements for Neighborhood Plans

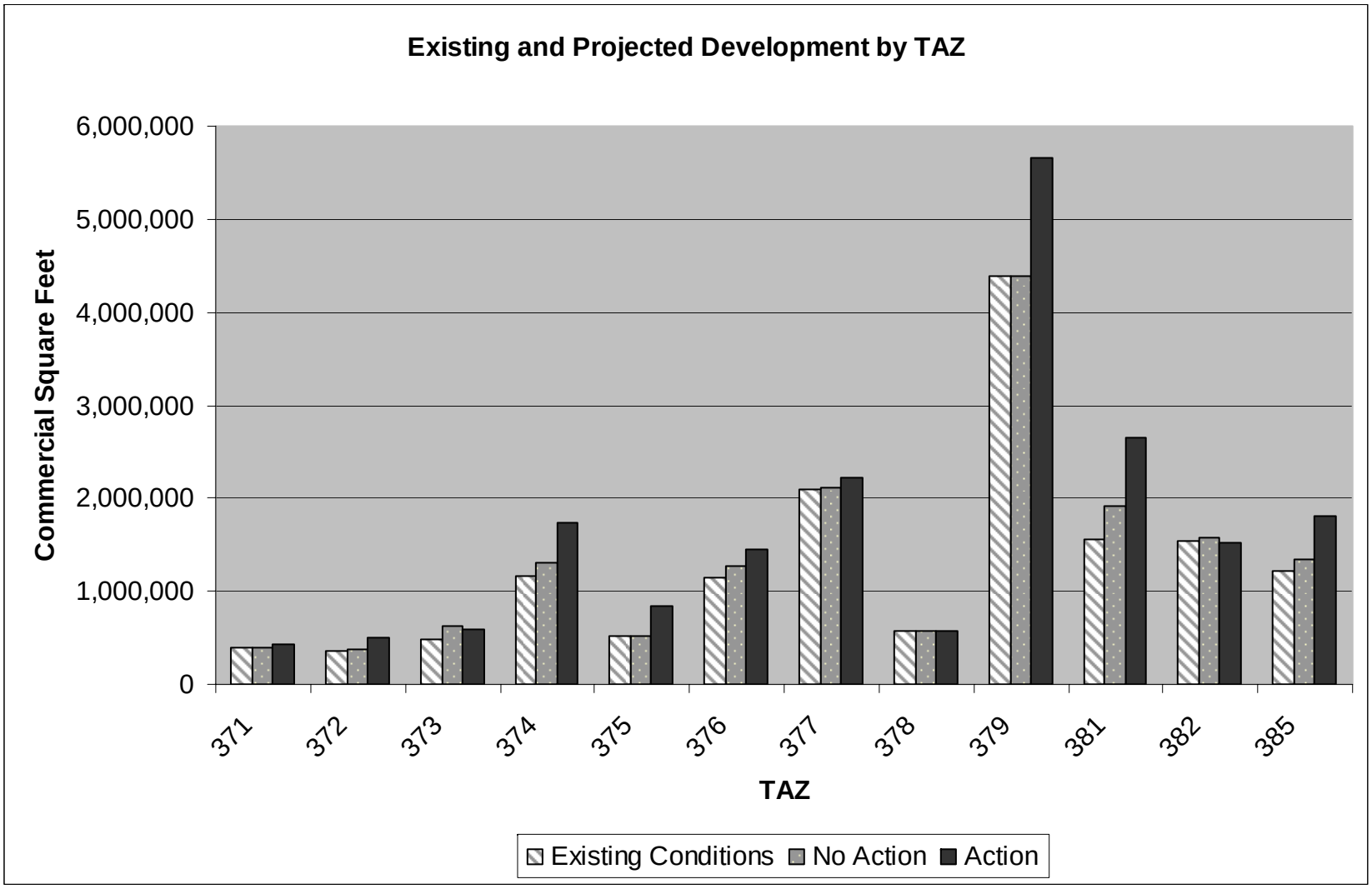
Redmond *Comprehensive Plan*, Policy NP-3: Required Components of Neighborhood Plans	Proposed Overlake Neighborhood Plan Updates
Implementation of the Citywide *Comprehensive Plan*	Section B of the ONP discusses how Redmond's *Comprehensive Plan* is implemented through the ONP.
Long range vision for the neighborhood	Vision statements can be found in Section 2.1 of this document and Section B of the ONP
Neighborhood communication	Policies can be found in Section C of the ONP.
Neighborhood boundaries	The Introduction of the ONP describes the boundaries of the neighborhood. These boundaries are proposed for update as part of this action; please refer to Residential Land Uses in the Overlake Neighborhood, Section 3.5.1.3, for more information.
Preservation of the natural environment	Background narrative and policies can be found in Section C of the ONP.
Promotion of parks, recreation, open space and cultural arts	Background narrative and policies can be found in Sections C and D of the ONP.
Identification of community facilities and services	Background narrative and policies can be found in Section C of the ONP.
Encouragement of diverse housing opportunities	Background narrative and policies can be found in Section C of the ONP.
Support of appropriately sited commercial uses	Background narrative and policies can be found in Sections C and D of the ONP.
Establishment of neighborhood character and design issues	Background narrative and policies can be found in Sections C and D of the ONP.
Conservation and improvement of historic, archaeological, or cultural sites	Addressed through City-wide policies and regulations
Support of neighborhood transportation needs	Background narrative and policies can be found in Sections C and D of the ONP.
Issues and opportunities raised by neighborhood residents, businesses, property owners and other interested groups and individuals	Background narrative and policies can be found in Section C of the ONP. Multiple neighborhood events and comment opportunities provided a forum for individuals and groups to raise and resolve specific issues. Please refer to Public Involvement, Section 1.8, for more information.
Development of a list of priority projects	Background narrative and policies can be found in Section C of the ONP.

In addition, the Action Alternative is consistent with, and would satisfy the mandates in other policies in the *Comprehensive Plan* pertaining to Overlake, specifically those listed in Table 3-9 above. This alternative would also provide for phased relief of existing conditions wherein the limit under BROTS of 15.4 million square feet of commercial development in Overlake has largely been reached. The proposed updates to the ONP form a new basis for infrastructure planning and implementation for the next two decades and beyond to support phased growth.

3.5.2.2 Development Intensities

This section discusses the net additional development that is projected under the No Action and Action Alternatives within each transportation analysis zone (TAZ) in Overlake. The 2005 development totals include projects already in the pipeline based on applications received, or development agreements signed or pending. The potential impacts from both alternatives can be assessed by looking at the proposed development target and its potential effect on existing land uses. Figure 3-3 graphically displays the changes in commercial square feet by TAZ.

Figure 3-3


Existing and Projected Development by TAZ
Commercial Square Feet
6,000,000
5,000,000
4,000,000
3,000,000
2,000,000
1,000,000
0
371
372
373
374
375
376
377
378
379
381
382
385
TAZ
Existing Conditions
No Action
Action

3.5.2.2.1 No Action Alternative

There would be a projected increase of 2,271 new housing units in the entire neighborhood between 2005 and 2030, including 1,671 multi-family units in Overlake Village and 330 multi-family units in the Employment Area. Most of the multi-family development is anticipated in TAZ 373 and 374 in the Overlake Village, and in the Employment Area, in TAZ 381.

For non-residential development, the distribution of intensity is similar between existing conditions and the No Action Alternative. The No Action Alternative would result in an estimated increase in commercial development of approximately 315,296 square feet within Overlake Village. This growth is projected to occur with the development of mixed use projects containing residential, retail and other commercial uses such as services or office. This new development would occur mostly in TAZ 373 and 374 (north of NE 24th Street) with a little additional development in TAZ 372 (southeast of NE 24th Street and 152nd Avenue NE).

There would be an increase of approximately 663,139 square feet in office uses and convenience retail and services in the Employment Area, in TAZs 376, 377, 381, 382, and 385. This encompasses the areas west of SR 520 from NE 29th Place to NE 60th Street and east of SR 520 between NE 40th and 51st Streets. The most growth would be in TAZ 381, west of SR 520 between NE 40th and 51st Streets.

In no case would any TAZ develop to a lesser intensity than existing conditions.

3.5.2.2.2 Action Alternative

Under the Action Alternative, there would be a projected increase of 5,764 new housing units in the entire neighborhood between 2007 and 2030, including 4,516 multi-family units in Overlake Village and 1,000 multi-family units in the Employment Area. Most of the residential development in the Overlake Village is anticipated in TAZs 372, 373, 374. In the Employment Area, most residential development was analyzed in TAZs 378, 381 and 385.

This alternative includes the potential for approximately 4.5 million square feet of new commercial development beyond existing conditions (including pipeline projects) and any impacts on uses from the new development. Therefore, one major difference between the Action and No Action Alternatives is that the Action Alternative provides for increasing commercial development capacity in phases. This alternative intensifies and slightly redistributes some of the additional growth in Overlake Village and intensifies all additional growth occurring in the Employment Area. In only two areas would no new commercial development beyond existing conditions occur: TAZ 378 where the Overlake Transit Center is located and TAZ 382 where the former Safeco campus is located. Again, Figure 3-3 illustrates the distribution of new development under this alternative.

In the Overlake Village, most of the assumed net increase in commercial development is anticipated in TAZ 374. In the Employment Area, most of the growth would be anticipated in TAZs 379 and 381, where approximately 2 million additional commercial square feet above the No Action Alternative is projected. An additional 1 million commercial square feet above the No Action Alternative is projected for TAZs 375, 376, 377, 382, and 385.

While this is a significant increase in commercial capacity, it is still significantly less than the capacity that existed in the neighborhood prior to the 1999 zoning change. At that time, over 30 million square feet of commercial space could have been developed above the then-Preferred Alternative, which set the current commercial development target of 15.4 million square feet.

A second impact under this alternative would be the potential construction of buildings taller than six stories in Overlake Village as an incentive for the provision of public facilities such as parks, open space, or regional stormwater management facilities. Therefore, one major difference between this alternative and the No Action Alternative is that the provision of certain public facilities could be encouraged by offering the incentive of an increase in building height of up to 8, 9 or 12 stories (depending on the property), as well as an increase in residential and commercial floor area and expanded list of allowed nonresidential land uses.

Based on the proposed plan and optimal locations for new public facilities, it is anticipated that this incentive would be applied primarily within TAZs 371, 373, and 374. This incentive would in part transfer density from land devoted to public purposes to developments on associated private land.

3.5.2.3 Cumulative Impacts on Surrounding Land Uses of Both Alternatives

Additional development under each alternative will add to noise, traffic volumes and congestion. The development may affect aesthetics. These impacts are typically of greatest concern when they affect residential neighborhoods, but can also have a deleterious effect on commercial businesses. Cumulatively, such impacts can affect people's perception of the livability of a neighborhood, or of the potential success of locating a business in a congested area. Residential neighborhoods that might be affected include those in the Residential Area of the Overlake Neighborhood, those just west of 148th Avenue NE in Bellevue, and those north of NE 60th Street in Redmond. Each of these areas is adjacent to the Overlake study area. Mixed use and commercial developments throughout the neighborhood could also be affected.

There are measures available to reduce or prevent negative impacts where incompatible uses meet. These consist of comprehensive plan policies and development standards such as landscaping and buffer requirements, maximum height and bulk, site design considerations, and others. Both the No Action and Action Alternatives maintain the neighborhood protection measures developed in the 1999 ONP Update. Under the Action Alternative, revisions to text are proposed, but the intent of these measures remains the same.

Both alternatives would contribute to implementation of the existing zoning through the transition of the existing land use pattern in Overlake Village. Over time, it is anticipated that the existing 1-story retail strips would be redeveloped to multi-story buildings with a greater variety of uses. This transition is anticipated to occur more quickly under the Action Alternative. To help mitigate the potential relocation of existing businesses from the area as a result of redevelopment, the Action Alternative proposes policy and regulatory support to encourage retention of some of the existing small, local businesses to remain in Overlake Village.

With respect to potential aesthetic impacts, the most sensitive residential neighborhoods adjacent to the Employment Area will continue to be protected by restrictions on height, setbacks, buffering and landscaping requirements that should promote effective transitions from less to more intense uses. For the Overlake Village area, adjacent uses are commercial or office with the exception of the multi-family area just north of SR 520. Here, provisions for landscaping, setbacks and restrictions on height are proposed to continue.

Of the three historic sites described in Section 3.5.1.5 above, one would be affected in both the No Action and Action Alternatives. Site #15, the Morelli Chicken Farm Residence is projected to redevelop under either alternative. The existing residence could be moved off site or incorporated into future development, but without maintaining its single family use. Sites #72 and #78 would likely remain undisturbed in either alternative.

3.5.3 Mitigation for Impacts on Land Use

3.5.3.1 No Action Alternative

The No Action Alternative does not fully support the Redmond *Comprehensive Plan*, since it would not result in updates to the ONP to reflect changes in the area and does not fully carry out the policies for the Overlake Urban Center.

No mitigation measures are proposed.

3.5.3.2 Action Alternative

This alternative is consistent with adopted plans, policies, and regulations; therefore, no mitigation measures are required regarding inconsistency.

No mitigation measures are proposed.

3.5.4 Potential Unavoidable Adverse Impacts

3.5.4.1 No Action Alternative

The No Action Alternative allows for a minimal amount of new development beyond existing conditions and pipeline projects: only 1 million additional commercial square feet. The restriction placed on commercial development by existing zoning could hamper employment and economic growth in Overlake, reducing its role in the regional economy.

Some increased congestion would be unavoidable. Therefore, the perception by adjacent residents of a diminished quality of life to the extent it is based on traffic congestion would be an unavoidable adverse impact.

Potential inconvenience to residents and businesses during construction of transportation projects and/or new development would be an unavoidable impact.

3.5.4.2 Action Alternative

Some increased congestion would be unavoidable. Therefore, the perception by adjacent residents of a diminished quality of life to the extent it is based on traffic congestion would be an unavoidable adverse impact.

Potential inconvenience to residents and businesses could occur during construction of transportation projects and/or new development.

3.6 Transportation Existing Conditions and Impacts

This section describes the existing transportation system characteristics and analyzes the transportation impacts of the proposed 2030 land use and transportation alternatives for Overlake.

3.6.1 Methodology

The details explaining the methodology used in this analysis are included in Appendix E, which includes the following:

- A description of the Bellevue Kirkland Redmond (BKR) model which was used to evaluate the alternatives.
- A description of the model validation.
- Assumptions used to analyze the level of service, and a description of the City's concurrency standards.
- Supplemental existing conditions information.

The next section describes the definitions of the Level of Service (LOS) as defined by the *Comprehensive Plan* and the operational LOS analysis used in this study.

3.6.1.1 Intersection Traffic Operations Analysis Methods

The quality of traffic operations on roadway facilities is often described in terms of LOS, a measure of operational conditions and motorists' perceptions. Under the state's Growth Management Act (GMA), local governments are required to set LOS standards for acceptable operation of their transportation systems. Each jurisdiction decides what level of traffic congestion is acceptable. This standard is adopted as part of the transportation element of the local government's comprehensive plan.

The GMA requires transportation improvements to be made concurrent with development, and land use adjustments should be made if transportation improvements cannot be identified. When a proposed development project causes a component of the affected transportation system to exceed the accepted standard, then the local government is responsible to either prohibit the project's approval or require the developer to commit to—or pay for—transportation

improvements or strategies to mitigate the impacts in a time frame concurrent with the development (defined as within six years).

The City of Redmond uses two methods to evaluate LOS at intersections. One is based on the volume-to-capacity ratios as defined by Transportation Research Board's *Circular 212*. This LOS concept is adopted in the *Comprehensive Plan* as the method to establish traffic concurrency standards for a set of geographic areas, referred to as Transportation Management Districts (TMD). The ONP area is covered by the Overlake TMD. Table 3-11 shows the definitions and descriptions of LOS defined in the Transportation Element of the *Comprehensive Plan*.

Table 3-11:
Description of Average Intersection Level-of-Service

LOS Categories	Definition (average volume/ capacity ratio)	Definition (subjective impression of user)
LOS A	Less than or equal to 0.600	Highest driver comfort, little delay, free flow
LOS B	0.601 – 0.700	High degree of driver comfort, little delay
LOS C	0.701 – 0.800	Some delays. Acceptable level of driver comfort: Efficient traffic operation
LOS D+ (High D)	0.801 – 0.850	Some driver frustration. Efficient traffic operation
LOS D- (Low D)	0.851 – 0.900	Increased driver frustration: Long signal cycle length
LOS E+ (High E)	0.901 – 0.950	Near capacity. Notable delays. Low driver comfort: Difficulty of signal progression
LOS E- (Low E)	0.951 – 1.000	At capacity. High level of congestion: High level of driver frustration
LOS F	Above 1.000	Break-down flow. Excessive delays

Source: City of Redmond Comprehensive Plan Transportation Element

The Overlake TMD has an operational standard of LOS E+, calculated by averaging individual intersection volume-to-capacity (V/C) ratios. This methodology compares the volume of traffic demand at an intersection with the amount of traffic the intersection can physically accommodate, which is also known as capacity. Volume-to-capacity ratios less than 1.0 mean the intersection operates below capacity, while ratios greater than 1.0 mean the intersection is congested beyond capacity limits. The V/C methodology described here provides background for the City's process for short-term, project-level review and analysis of a proposed development.

In order to assess traffic impacts of future growth in the Overlake area, this study applied the operational LOS method, which is defined by the *Highway Capacity Manual* issued in 2000 (HCM 2000). The following describes the intersection LOS definition, referred to as the operational intersection LOS analysis method.

The HCM 2000 operational LOS is related to the average delay experienced by all vehicles as they approach the intersection. This methodology is typically used for calculating LOS at signal- and stop-controlled intersections.

LOS ratings range from "A" (good) to "F" (poor) in the delay experienced. Table 3-12 shows the LOS definitions for signalized and unsignalized intersections. LOS A represents the best operation and LOS F the poorest operation. LOS D or E is usually considered the minimum acceptable standard in urban areas with some delays expected for certain traffic movements reaching F.

Table 3-12:
Level of Service Definitions

Level of Service	Signalized Intersection Delay per Vehicle (seconds)	Unsignalized Intersection Delay per Vehicle (seconds)
A	0-10	0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Source: Highway Capacity Manual (HCM 2000, Transportation Research Board)

3.6.2 Existing Conditions

3.6.2.1 Roadways

The arterial street classifications were combined for Redmond and Bellevue and are shown in Figure 3-4**.** Within the City of Redmond, the following streets are listed as the Principal, Minor and Collector arterials:

Principal Arterials

- 148th Avenue NE from NE 20th Street and Redmond Way
- NE 24th Street from 148th Avenue NE to Bellevue-Redmond Road
- West Lake Sammamish Parkway north of Bellevue-Redmond Road

Minor Arterials

- 156th Avenue NE from Bellevue-Redmond Road to NE 51st Street
- Bellevue-Redmond Road from NE 20th Street to West Lake Sammamish Parkway
- NE 40th Street from 148th Avenue NE to West Lake Sammamish Parkway
- NE 51st Street from 148th Avenue NE to West Lake Sammamish Parkway

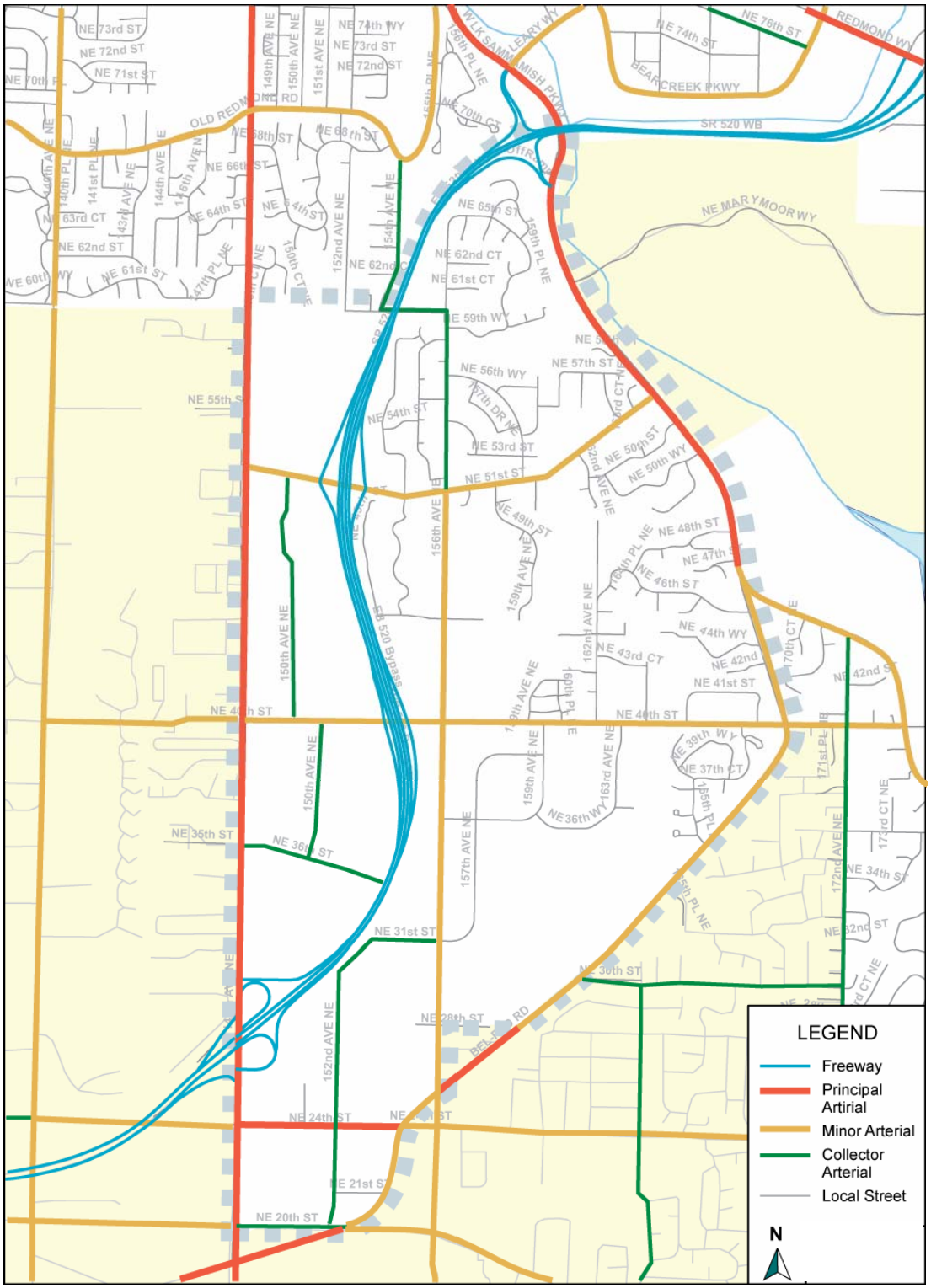
Collector Arterials

- 150th Avenue NE from NE 36th Street to NE 51st Street
- NE 36th Street from 148th Avenue NE to SR 520

- 152nd Avenue NE from NE 20th Street to NE 31st Street
- NE 31st Street from 152nd Avenue NE to 156th Avenue NE
- 156th Avenue NE from NE 51st Street to NE 60th Street
- NE 60th Street from 154th Avenue NE to 156th Avenue NE
- NE 20th Street from 148th Avenue NE to Bellevue-Redmond Road
- 156th Avenue NE from NE 51st Street to NE 60th Street

The Principal and Minor Arterials are generally multi-lane roadways in each direction, whereas Collector Arterials are single-lane roadways in each direction. Intersections with arterials are controlled by traffic signals.

Figure 3-4:
Study Area and Street Classification



3.6.2.1.1 Daily Traffic Volumes

Existing (2005) average weekday daily traffic (AWDT) volumes were provided by the cities of Bellevue and Redmond. Among the arterials within the Overlake area, 148th Avenue NE carries the highest number of vehicles in a range from 22,000 to 59,800 vehicles per day. The remaining north-south arterial routes (156th Avenue NE and West Lake Sammamish Parkway) receive daily usage generally ranging from 13,900 to 34,300 vehicles. NE 40th Street is a major east-west corridor within the Overlake area carrying daily traffic of 35,100 vehicles in the vicinity of the SR 520 interchange. P.M. peak-hour traffic volumes are typically 8 to 12 percent of the daily total volumes. The existing PM peak hour volumes are shown in Appendix E**.**

3.6.2.1.2 Intersection Traffic Operations

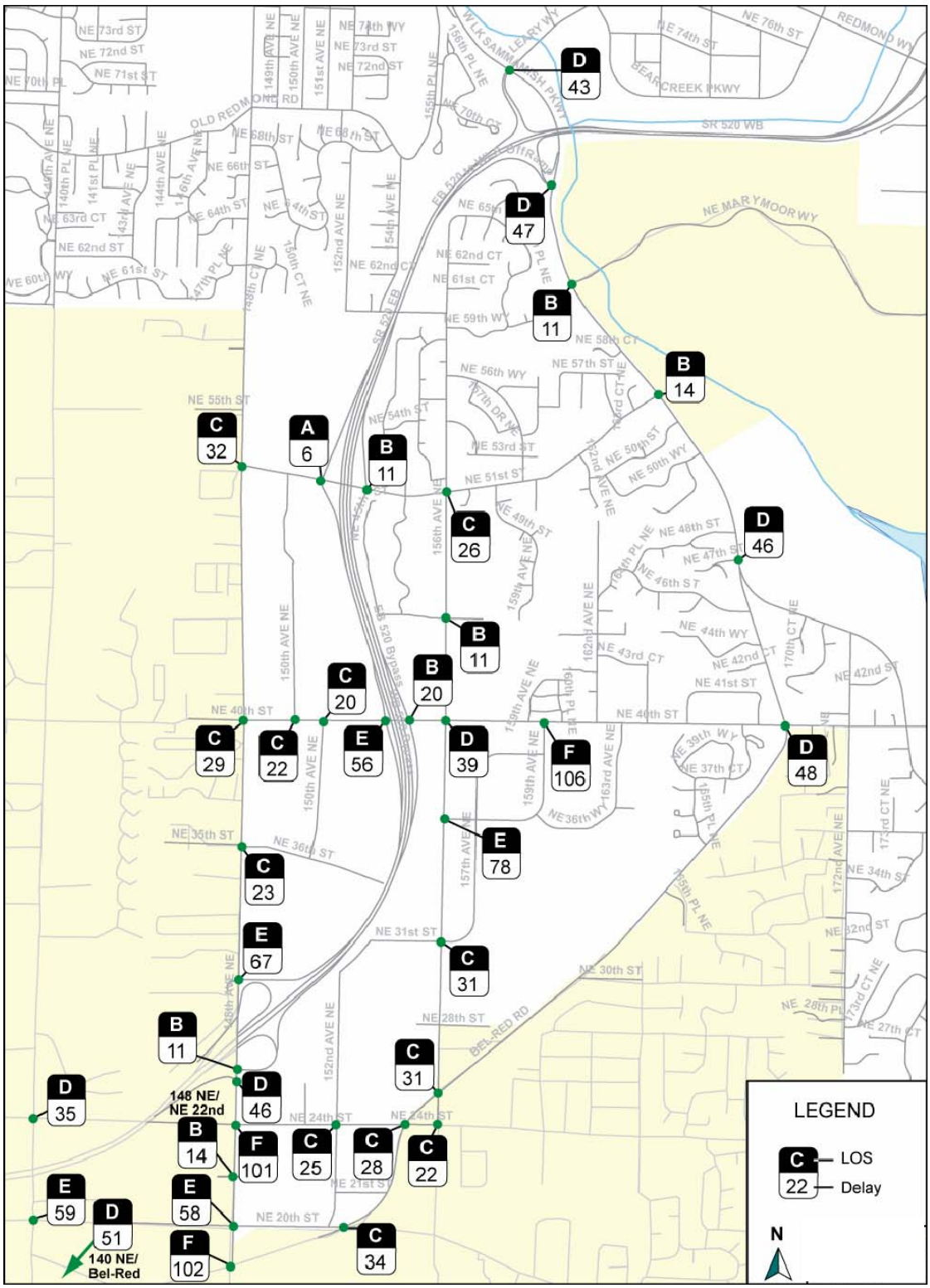
Using the existing traffic volumes, the intersection LOS for traffic operation and concurrency were calculated. The 2005 PM peak hour intersection LOS results are summarized in Table 3-13 and illustrated in Figure 3-5 within and surrounding the Overlake area.

Table 3-13:
Existing (2005) PM Peak Average Intersection Levels of Service and Concurrency Levels of Service in the Overlake TMD

Intersection		Intersection Delay (Seconds)	Delay Based LOS	Concurrency Analysis	
				V/C	LOS
140th Avenue NE	NE 24th Street	35.2	D	0.97	E
140th Avenue NE	NE 20th Street	59.1	E	0.94	E
140th Avenue NE	Bel-Red Road	50.6	D	0.87	D
148th Avenue NE	NE 51st Street	31.7	C	1.09	F
148th Avenue NE	NE 40th Street	28.1	C	0.96	E
148th Avenue NE	NE 36th Street	23.1	C	0.8	D
148th Avenue NE	NE 29th Place	66.7	E	1.32	F
148th Avenue NE	EB 520 Off-Ramp	46.3	D	1.01	F
148th Avenue NE	EB 520 Ramps	11.2	B	1.01	F
148th Avenue NE	NE 24th Street	101.2	F	1.31	F
148th Avenue NE	NE 22nd Street	13.5	B	N/A	N/A
148th Avenue NE	NE 20th Street	53.1	D	1.14	F
148th Avenue NE	Bel-Red Road	97.6	F	1.3	F
150th Avenue NE	NE 40th Street	21.9	C	0.59	A
152nd Avenue NE	NE 24th Street	25.0	C	0.48	A
156th Avenue NE	NE 51st Street	26.0	C	0.78	C
156th Avenue NE	NE 45th Street	11.1	B	N/A	N/A
156th Avenue NE	NE 40th Street	39.1	D	1.05	F
156th Avenue NE	NE 36th Street	78.3	E	1.2	F
156th Avenue NE	NE 31st Street	31.0	C	0.93	E
156th Avenue NE	NE 24th Street	21.6	C	0.91	E
156th Avenue NE	Bel-Red Road	30.5	C	0.98	E
159th Place NE	NE 40th Street	106.2	F	1.09	F
Bel-Red Road	NE 24th Street	28.2	C	0.77	C
W Lk Samm. Pkwy	WB 520 On-Ramp	43.3	D	N/A	N/A
W Lk Samm. Pkwy	EB SR 520 Off-Ramp	46.5	D	N/A	N/A
W Lk Samm. Pkwy	Marymoor Parkway	10.6	B	N/A	N/A
W Lk Samm. Pkwy	NE 51st Street	12.0	B	0.79	D
Bel-Red Road	W Lk Samm. Pkwy	45.6	D	1.02	F
Bel-Red Road	NE 40th Street	47.5	D	0.96	E
Bel-Red Road	NE 20th Street	34.0	D	0.76	C
WB SR 520 Ramps	NE 51Street	5.8	A	0.39	A
EB SR 520 Ramps	NE 51Street	10.9	B	0.51	A
EB SR 520 Ramps	NE 40th Street	19.8	B	0.53	A
WB SR 520 Ramps	NE 40th Street	56.2	E	0.71	C
District Average		N/A	N/A	0.92	E

Source: Mirai Transportation Planning and Engineering, 2006 and Bel-Red/Overlake Transportation Study Annual Reconciliation Report for 2005

Figure 3-5:
Existing PM Peak Hour Level of Service (2005)



Most intersections evaluated as part of this study currently operate at LOS D or better. The following eight intersections currently operate at LOS E or F during the PM peak hour:

- 148th Avenue NE and NE 24th Street (LOS F)
- 148th Avenue NE and Bellevue-Redmond Road (LOS F)
- 159th Avenue NE and NE 40th Street (LOS F)
- NE 40th Street and SR 520 Off Ramp(LOS E)
- 156th Avenue NE and NE 36th Street (LOS E)
- 148th Avenue NE and NE 29th Place (LOS E)
- 140th Avenue NE and NE 20th Street (LOS E)
- 148th Avenue NE and NE 20th Street (LOS E)

The concurrency V/C ratios and LOS were calculated with the assumptions that the committed roadway improvements in the CIP would be completed and that the pipeline development projects as of November 2005 would generate additional trips to the existing volumes. The November 2005 concurrency analysis shows that the Overlake TMD would operate at a V/C ratio of 0.92 when the pipeline development projects and the CIP improvements are completed.

3.6.2.2 Transit Services

King County Metro, Community Transit (Snohomish County) and Sound Transit currently provide bus service within the Overlake area. King County Metro provides all of the local and regional service. All three transit agencies provide regional express service to other areas of the metropolitan area.

Local transit service offers connections to major destinations in Redmond. All routes make connections at either the Overlake Park and Ride or the Overlake Transit Center. Figure 3-6 illustrates the local routes.

Regional transit service offers connections to regional destinations in the Puget Sound Region. All routes have 45 minute or less headways during the peak period and make connections at either the Overlake Park and Ride or the Overlake Transit Center. Figure 3-7 illustrates the regional routes.

Regional express transit service offers connections to urban centers, town centers and other destinations in the Puget Sound Region. All routes have 30 minute or less headways during the peak period. Figure 3-8 illustrates the regional express routes.

Figure 3-6:
Existing Local Transit Routes

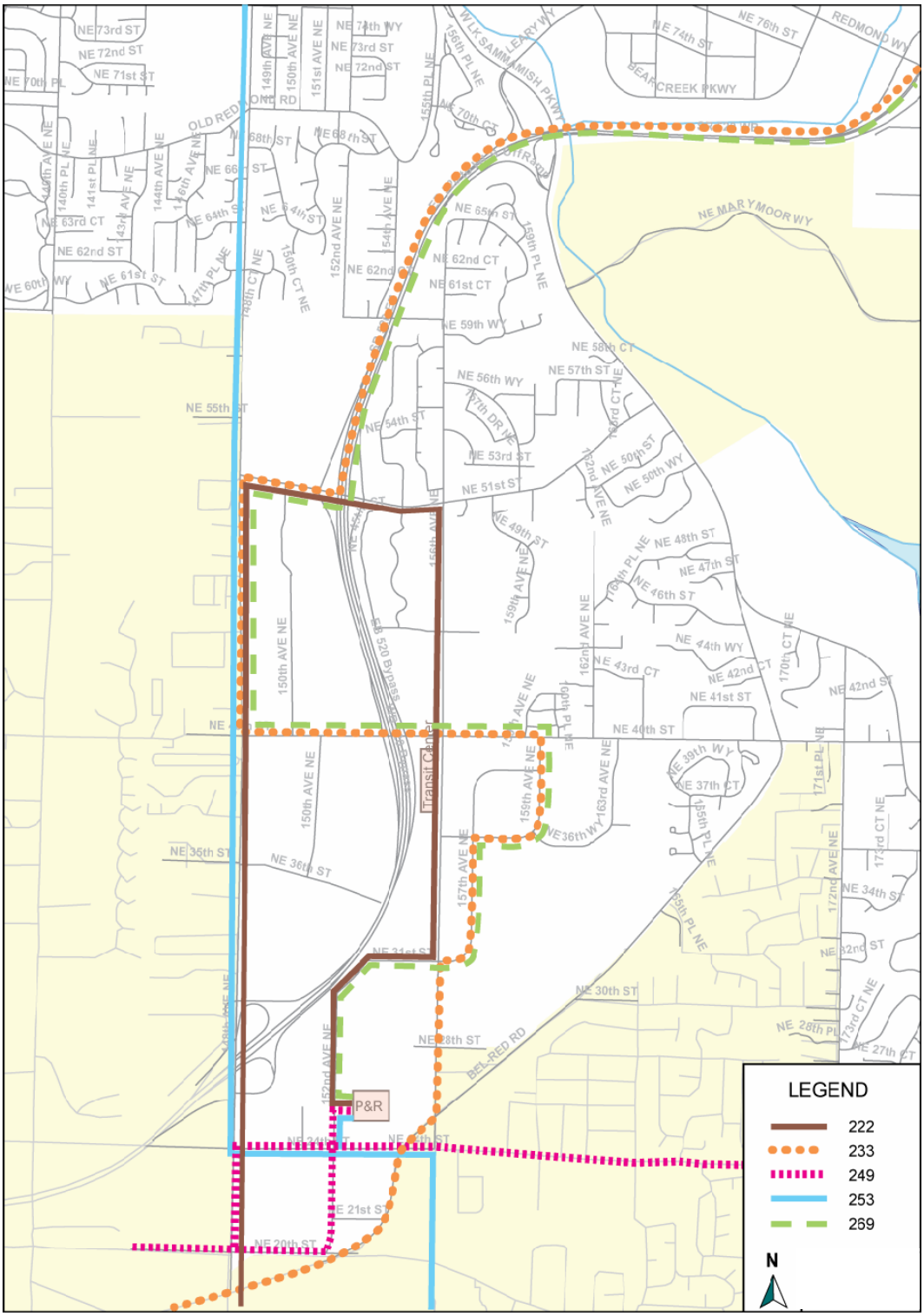


Figure 3-7:
Existing Regional Transit Routes

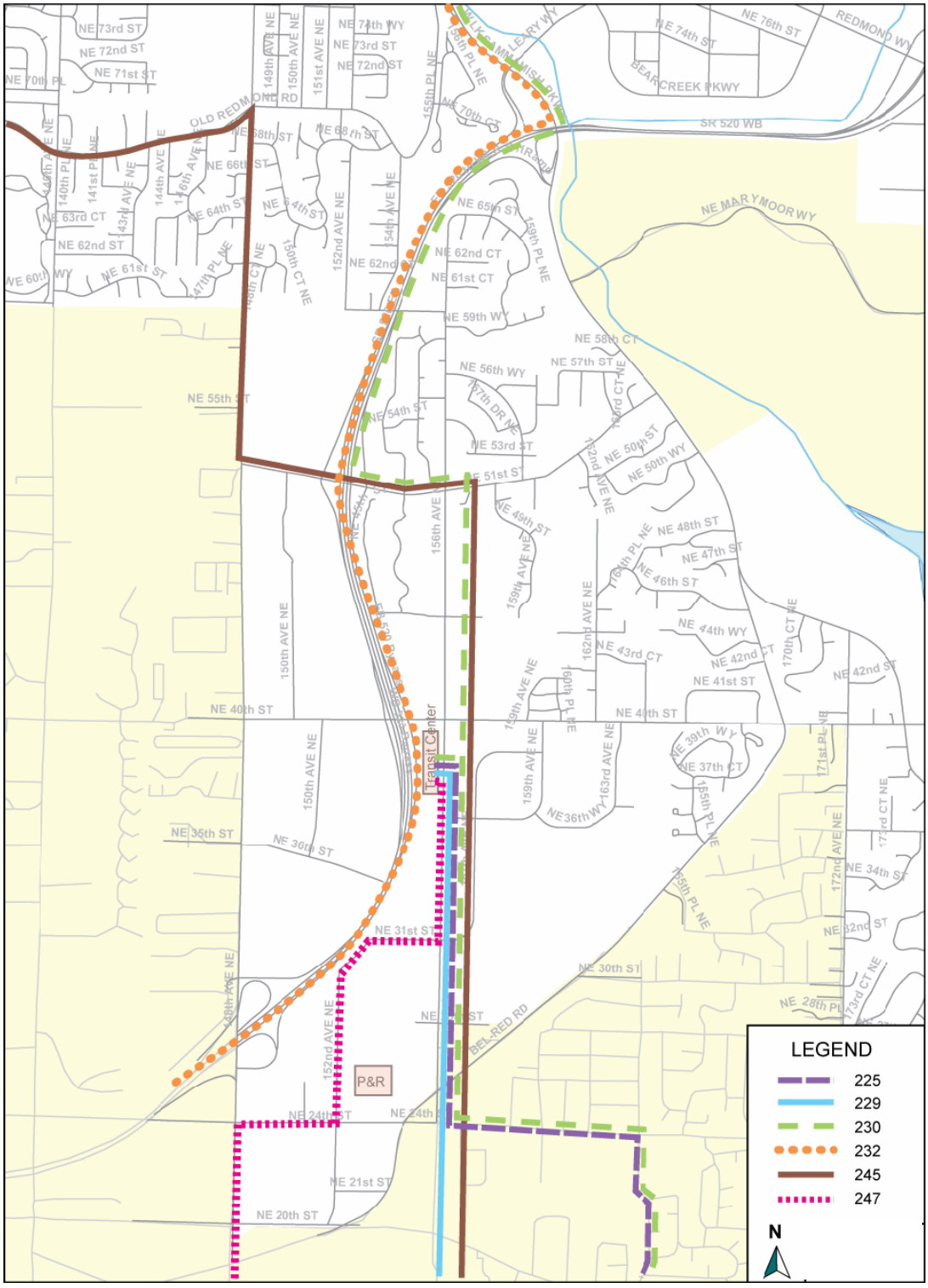
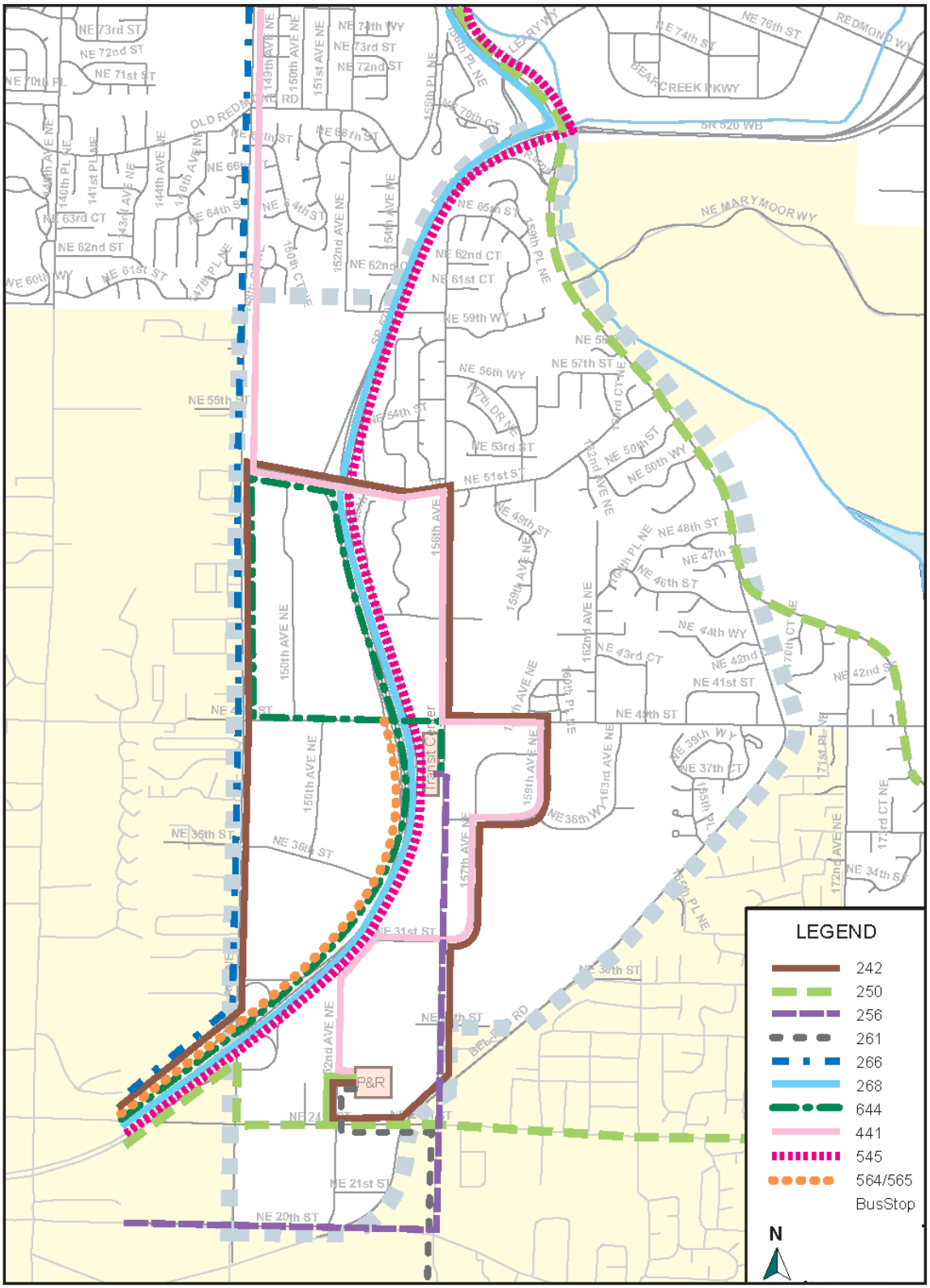


Figure 3-8:
Existing Regional Express Transit Routes



3.6.2.3 Non-Motorized Transportation

3.6.2.3.1 Pedestrian Program Plan

In November 2005, the City of Redmond approved the Transportation Master Plan (TMP) to guide the City's transportation programs and projects. The TMP is based on the *Comprehensive Plan* and is designed to achieve the community goals and objectives. As part of the TMP, the pedestrian program plan focuses on improving the pedestrian environment to encourage walking. As a way to improve the pedestrian environment, the plan defines what the City's sidewalk and crossing guidelines are and where these guidelines shall be put into place for evaluation.

3.6.2.3.1.1 Sidewalk Guidelines defined in Redmond's TMP

Minimum Requirements along street (see Figure 3-9):

- Arterial with posted speed greater than 45 miles per hour: 5-foot planting strip and 6-foot sidewalk
- Arterial with posted speed of 35 to 45 miles per hour: 8-foot sidewalk
- Collector: 6-foot sidewalk
- Local: 6-foot sidewalk
- Minimum Requirements along multi-modal corridor: shown in Figure 3-9
- Non-retail without on-street parking: 5-foot planting strip and 8 foot sidewalk
- Non-retail with on-street parking: 4-foot planting strip and 8-foot sidewalk
- Retail with on-street parking: 4-foot planting strip, 8-foot to 12-foot sidewalk

3.6.2.3.1.2 Pedestrian System

Sidewalks and informal paths exist along most roadways in the Overlake Neighborhood. However, an inventory of existing pedestrian facilities revealed some missing gaps. Several segments along Bellevue-Redmond Road, West Lake Sammamish Parkway, NE 51st Street and NE 31st Street do not have sidewalks. The following list highlights those areas with missing sidewalk segments:

- Along the east side of Bellevue-Redmond Road between 156th Avenue NE and NE 40th Street.
- Along West Lake Sammamish Parkway between NE 51st Street and Bellevue-Redmond Road. For the section north of NE Marymoor Way pedestrian facilities are provided by the Sammamish River Trail which runs parallel to the street.
- A short segment along the northeast side of NE 31st Street.

- The south side of NE 51st Street between 156th Avenue NE and West Lake Sammamish Parkway NE.

- The east side of the SR 520 overpass on 148th Avenue NE.

For areas with a pedestrian facility, the arterial roadway segments were evaluated with the sidewalk guidelines defined in the TMP. Figure 3-10 shows results of the sidewalk inventory. Based upon the hierarchy of pedestrian environments and guidelines, only sections along 148th Avenue NE, 152nd Avenue NE, 156th Avenue NE, West Lake Sammamish Parkway, NE 20th Street and NE 40th Street meet the sidewalk guidelines. These locations include the following:

- The west side of 148th Avenue NE between NE 60th Street and NE 29th Place.

- The west side of 156th Avenue NE between NE 51st Street and Bellevue-Redmond Road and the east side between NE 40th Street and Bellevue-Redmond Road.

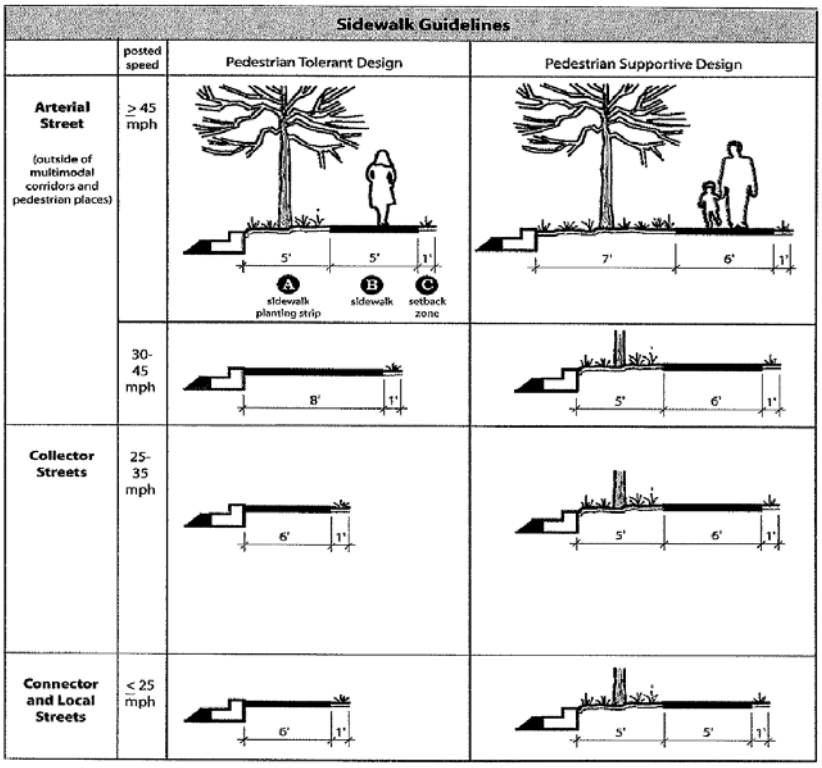
- A short segment along the west side of 152nd Avenue NE between NE 20th Street and NE 24th Street.

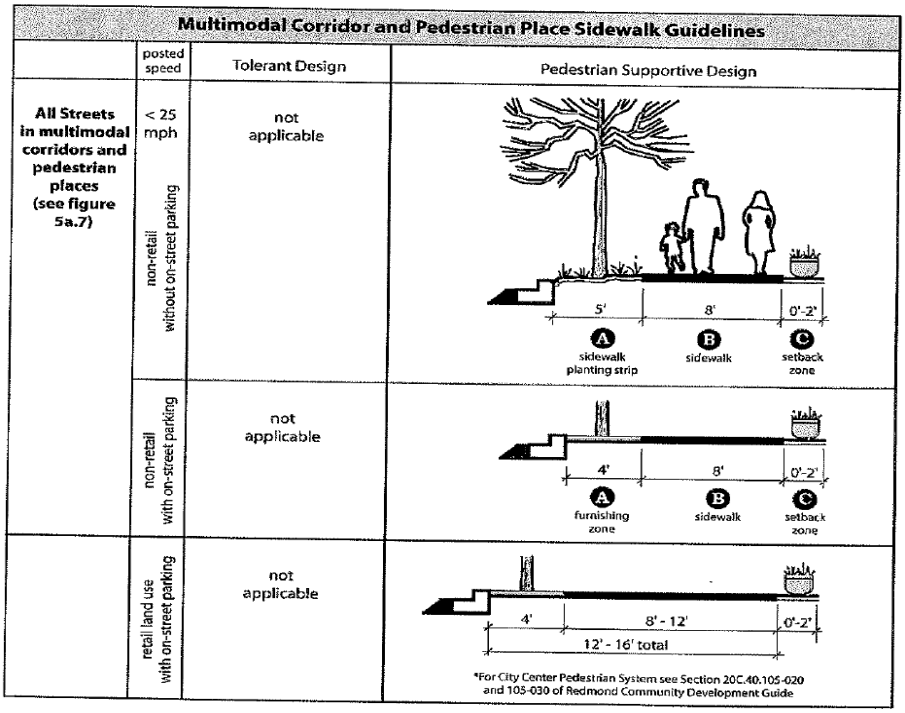
- A short segment along the east side of West Lake Sammamish Parkway between NE Marymoor Way and NE 51st Street.

- The north side of NE 20th Street between 148th Avenue NE and 152nd Avenue NE.

- A short segment on both sides of NE 40th Street between 148th Avenue NE and 150th Avenue NE.

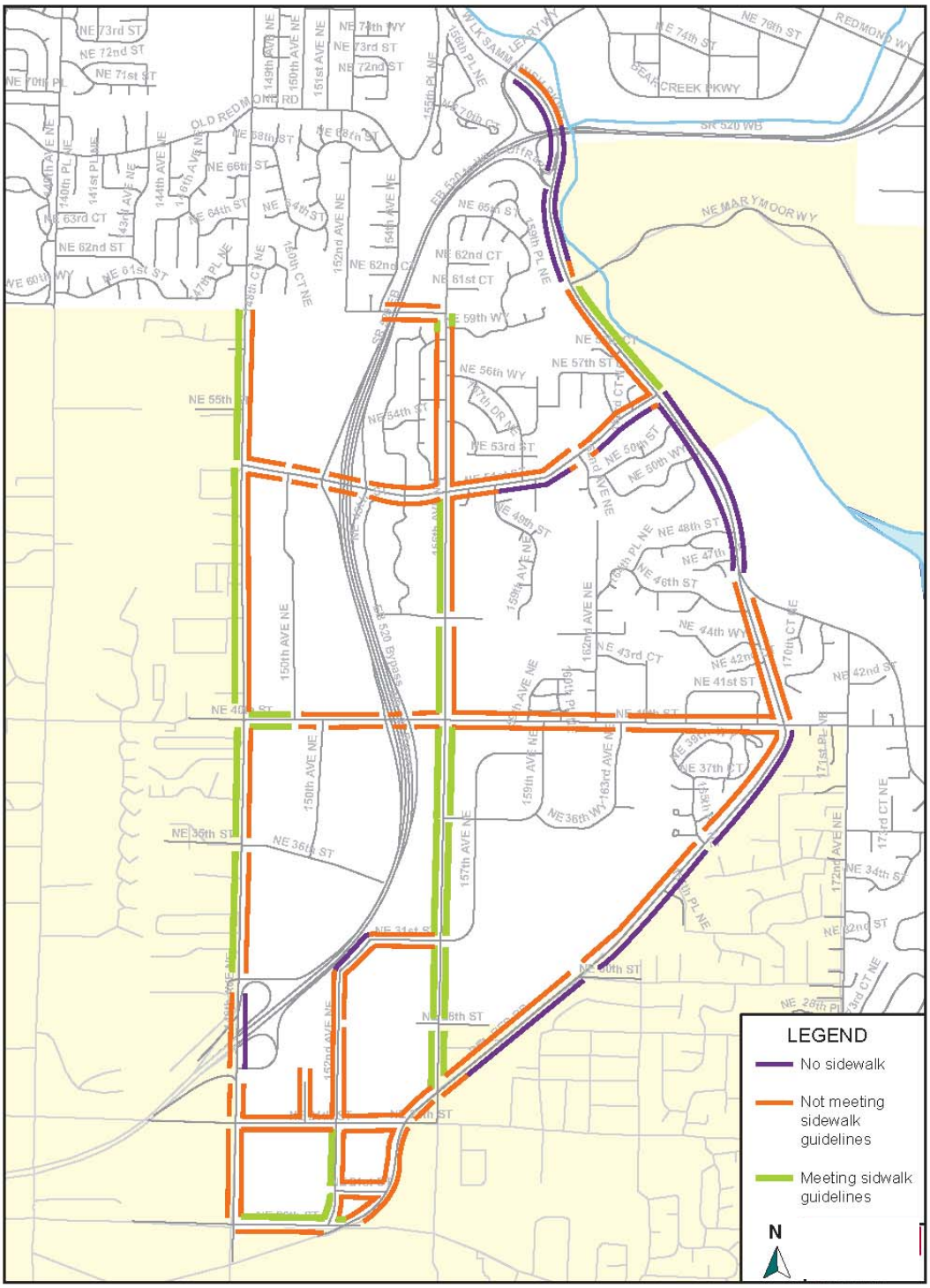
Figure 3-9:
Illustrations of Sidewalk Standards





Source: City of Redmond Transportation Master Plan (November 2005).

Figure 3-10:
Summary of Sidewalk Inventory



3.6.2.3.2 Bicycle System

An inventory of bike facilities in the Overlake Neighborhood revealed that cyclists encounter a variety of bike conditions both on and off road. The City of Redmond has dedicated bike lanes and multi-use trails developed for parts of the neighborhood. Currently, shared roadway bike routes have not been designated for this area. The existing bike lanes are located at the following locations:

- Full width bike lanes on West Lake Sammamish Parkway between Leary Way/SR 520 westbound ramps and Bellevue-Redmond Road. The section between NE 51st Street and Bellevue-Redmond Road is a full shoulder that can accommodate bikes.

- Three-foot bike lanes striped in both directions along NE 51st Street between 156th Avenue NE and West Lake Sammamish Parkway; the section between 154th Avenue and 156th Avenue NE has a full 5-foot striped bike lane in both directions.

- Full width 5-foot bike lane striped in the southbound direction on Bellevue-Redmond Road between 155th Place NE and NE 30th Street.

The existing trails located within roadway right of way are as follows:

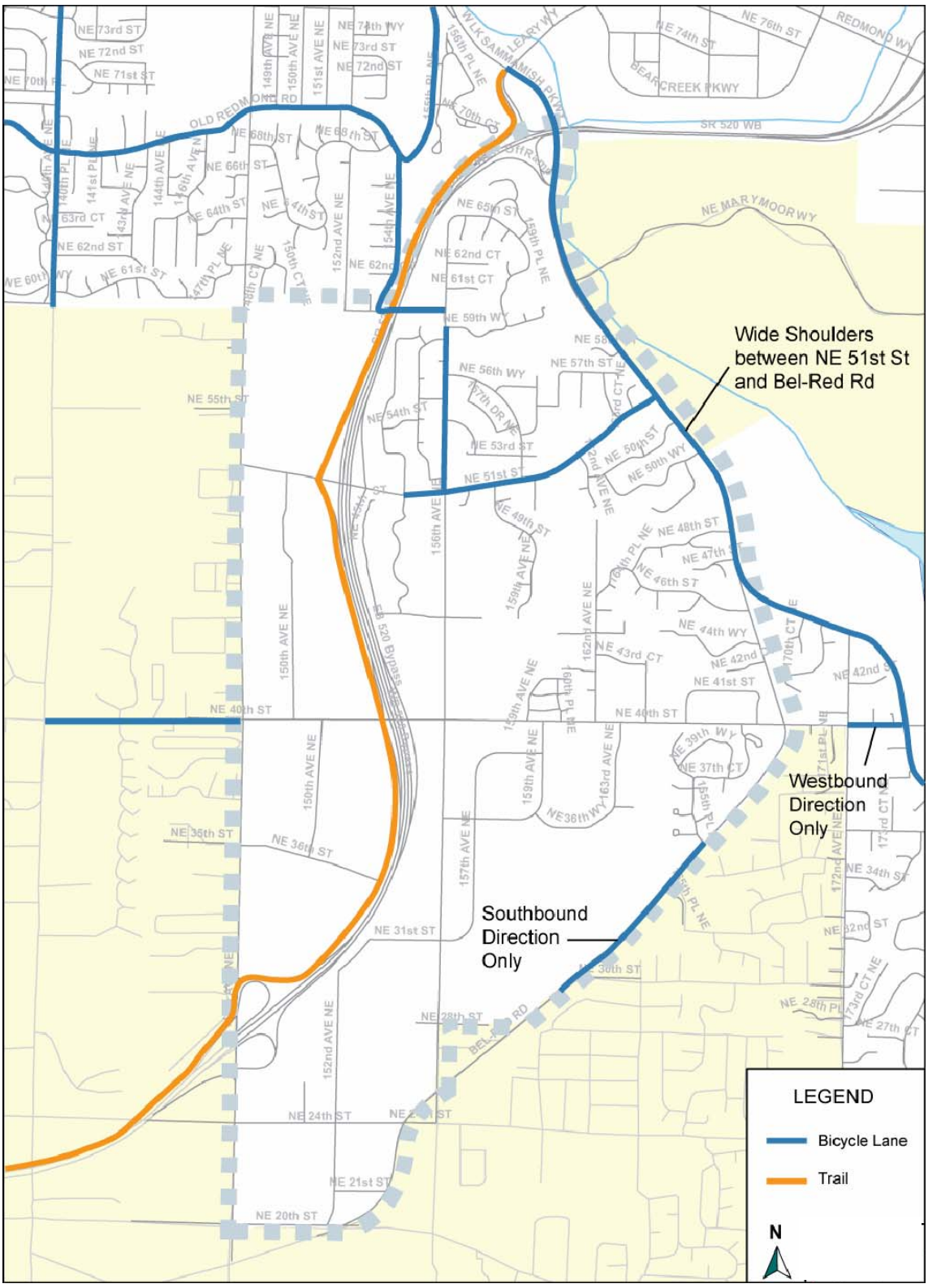
- SR 520 trail from West Lake Sammamish Parkway south and west beyond 148th Avenue NE.

- The Sammamish River Trail, a recreational trail, from the corner of NE Marymoor Way and West Lake Sammamish Parkway and paralleling West Lake Sammamish Parkway for a short stretch between West Lake Sammamish Parkway and SR 520. It then forks off and parallels the Sammamish River.

- An additional recreation trail paralleling West Lake Sammamish Parkway between NE Marymoor Way and NE 51st Street.

The existing bike lanes and trails are shown in Figure 3-11.

Figure 3-11:
Existing Bicycle Lanes and Trails



3.6.2.3.2.1 Bicycle Level of Service

The adequacy of the bicycle facilities on designated bicycle routes in the Overlake study area were evaluated using the concept of bike level of service (BLOS) as defined by the *Federal Highway Administration's Bicycle Compatibility Index and Updates.* It is a measure of on-road conditions and can not be applied to multi-purpose trails and other off-road facilities. Therefore, the evaluation of bicycle facilities was only applied to bicycle lanes and shared-use lanes (wider curb lanes). For the Overlake Neighborhood, the City's arterials were evaluated using the BLOS concept.

BLOS attempts to indicate the bicyclist's comfort level for specific roadway geometries and traffic conditions. Each of the indicators listed below are weighted according to a mathematical equation. From this computation, scores were obtained. BLOS is defined using a range of scores. Table 3-14 describes the relationship between the score and the general conditions.

The factors used to define the BLOS are:

- Traffic conditions (average daily volumes, speeds, percent of heavy vehicles, on-street parking)
- Roadway design (number of lanes, speed limit, width of outside lane, availability of shoulder)
- Roadway surface conditions

Figure 3-12 shows the results of the BLOS calculations.

Most arterials in Overlake received a BLOS D or E. Generally, these arterials do not have any bike facilities in the form of dedicated bike lanes or wide shoulders. However, some streets with bike lanes with higher vehicular volumes rated a BLOS C or D such as West Lake Sammamish Parkway between SR 520 and Bellevue-Redmond Road. Roadways with bike lanes that are narrow with low vehicular volumes ranked a BLOS C such as NE 51st Street between 156th Avenue NE and 162nd Avenue NE.

Streets with bike lanes with low vehicular volumes ranked BLOS A, including NE 60th Street between 156th Avenue NE and 154th Avenue NE and BLOS B, including NE 51st Street between 162nd Avenue NE and West Lake Sammamish Parkway.

Figure 3-12:
Existing Bicycle Level of Service

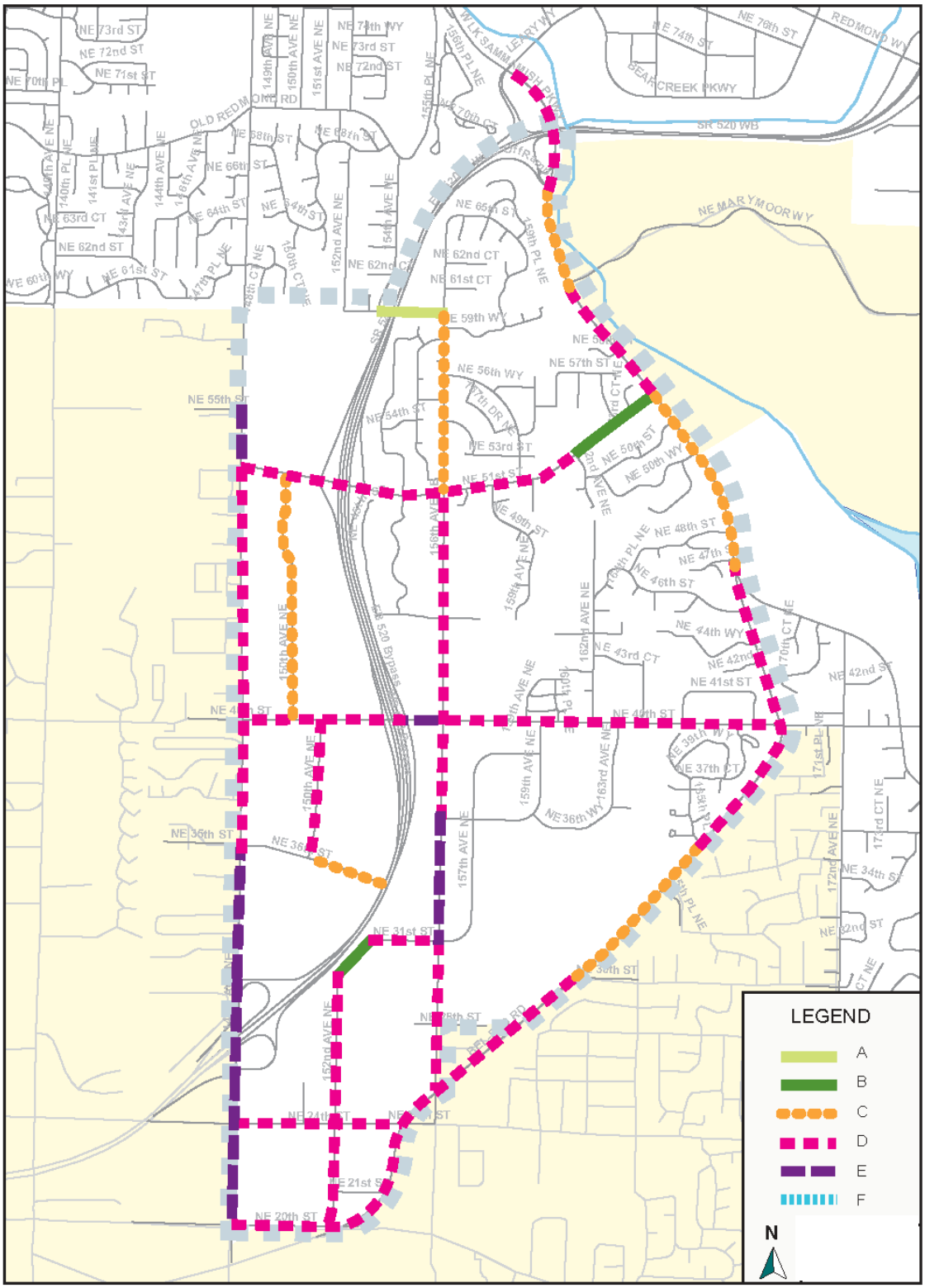


Table 3-14:
Bicycle Level of Service Definitions

LOS	Score	Descriptions of Level of Service Operations
A	≤ 1.5	Highest cyclist comfort. Little or no vehicular conflicts. Supportive infrastructure in place and/or very low vehicular volumes.
B	< 1.5 – 2.5	High degree of cyclist comfort. Little vehicular conflict. Some form of supportive infrastructure and/or low vehicular volumes.
C	< 2.5 – 3.5	Acceptable level of cyclist comfort. Some vehicular conflict. Some form of supportive infrastructure and/or lower vehicular volumes.
D	< 3.5 – 4.5	Some cyclist discomfort. More vehicular conflicts. Some form of supportive infrastructure with higher vehicular volumes.
E	< 4.5 – 5.5	High level of cyclist discomfort. Notable vehicular conflicts. Little or no supportive infrastructure with high vehicular volumes.
F	> 5.5	Highest level of cyclist discomfort. No supportive infrastructure with high vehicular volumes and possible high percentage of heavy vehicles.

3.6.2.4 Collisions

The City of Redmond maintains a database for all collisions that occur within city limits. A review of the collision data for the period starting in May 2003 and ending in May 2006 revealed that the Overlake neighborhood does not have any collision hot spots.

3.6.2.4.1 Intersection Collisions

In general, the average number of collisions per year at intersections in the area was below three. Only four intersections had more than three collisions per year:

- 148th Avenue NE and NE 24th Street
- 151st Place NE and NE 24th Street
- 156th Avenue NE and NE 40th Street
- 156th Avenue NE and NE 51st Street

When the average number of collisions was normalized by the average daily traffic volumes per million vehicles, the resulting accident rates were below 1 percent. Only two intersections had rates between 0.5 and 1.0 percent.

The most common collision types at intersections were rear endings followed by right angles. These types of collisions are typically associated with congestion.

3.6.2.4.2 Mid-block Collisions

The average number of collisions per year at mid-block locations was also below three. Only four locations had more than three collisions per year:

- 148th Avenue NE between NE 20th Street and NE 24th Street
- 156th Avenue NE between Bel-Red Road and NE 28th Street
- NE 20th Street between 148th Avenue NE and 152nd Avenue NE
- NE 24th Street between 148th Avenue NE and 151st Place NE

When the average number of collisions was normalized by the average daily traffic volumes per million vehicles, the resulting accident rates were below 0.5 percent.

Only two intersections had rates between 0.5 and 1.0 percent. The most common collision type at mid-block locations was rear endings, which are typically associated with congestion. A stretch of NE 20th Street between 148th Avenue NE and 152nd Avenue NE had a higher number of right angle collisions, which suggests issues with driveway access and congestion.

3.6.3 Alternative Descriptions

3.6.3.1 Roadways

The Bellevue-Redmond Overlake Transportation Study (BROTS) is an interlocal agreement between the cities of Bellevue and Redmond to balance transportation and development to the mutual benefit of both communities through 2012. This Interlocal Agreement was originally completed in September 1999 and has been updated annually since then. The agreement identifies specific projects intended to accommodate growth and create transportation solutions in both Bellevue and Redmond.

This study assumes that under the No Action Alternative all funded projects within and immediately surrounding the Overlake area and projects outside of the Overlake area associated with BROTS would be in place by 2030.

Under the Action Alternative, the same improvements in the No Action Alternative and many additional improvements were assumed to be in place by 2030. Table 3-15 shows the roadway improvements to be completed under the No Action and Action Alternatives. Figure 3-13 depicts the roadway improvement projects assumed to be part of the No Action Alternative. (This figure also includes the Arterial Bus Rapid Transit route proposed by King County Metro, which is a part of the Transit Now program, and non-motorized signage and pavement marking improvements at the SR 520 and NE 40th Street and NE 51st Street intersections.) Figure 3-14 illustrates the roadway improvements proposed under the Action Alternative. These transportation improvement projects are also described more in detail in Appendix E**.**

As part of the ONP update, the functional class of two arterials would be modified:

- Bellevue-Redmond Road from NE 20th Street to West Lake Sammamish Parkway would be changed from a minor arterial to a principal arterial.

- NE 24th Street from 148th Avenue NE to Bellevue-Redmond Road would be changed from a principal arterial to a minor arterial.

These modifications are proposed to make these two street segments more consistent with the rest of their respective corridors. The revised street classifications also more closely relate to the functional classification definitions included the TMP.

Table 3-15:
Proposed Roadway Improvements

ID	Location	Action	Alternative	
			No Action	Action
Freeway Modifications				
RED-OV-043	SR 520/I-405 Interchange	Add WB to NB ramp capacity		■
RED-OV-044	SR 520 off-ramp at West Lake Sammamish Pkwy	Add a lane on WB off-ramp		■
RED-OV-090	SR 520 Study and Improvements east of 108th Ave NE	Increase freeway capacity by adding general purpose lanes and making interchange improvements at key locations.		■
RED-TMP-005	SR 520/148th Ave NE Interchange	Add a new off-ramp connecting to NE 31st Street		■
New Streets				
RED-OV-037	NE 28th Street between 156th Ave NE and 152nd Ave NE	Construct a new street as a local access street		■
RED-OV-039	150th Ave NE from NE 51st Street to NE 55th Street	Extend 150th Avenue NE		■
RED-OV-045	NE 28th Street between new 151st Ave NE and 152nd Ave NE	Construct new NE 28th Street as a local access street		■
RED-OV-046	151st Ave NE between end of existing 151st Ave NE to new NE 28th Street	Construct new 151st Avenue NE as a local access street		■
RED-OV-048	NE 23rd Street from 152nd Ave NE to Bel-Red Road	Construct new NE 23rd Street a local access street		■
RED-OV-049	NE 23rd Street from 148th Ave NE to 152nd Ave NE	Construct a new street as a local access street		■
RED-OV-094	151st Ave NE between NE 20th and NE 24th Streets	Construct a new street as a local access street		■
RED-OV-079	NE 36th Street Bridge Over SR 520	Construct new NE 36th Street and bridge over SR 520	■	■
Street Modifications				
BROTS-11.1	W Lake Sammamish Pkwy /NE 51st Street	Add second SB lane to south leg of intersection	■	■
BROTS-22.3	156th Ave NE/Bel-Red Road	Construct a SB right-turn lane	■	■
BROTS-31.0	Bel-Red Road and W Lake Sammamish Pkwy	Construct an additional SB left turn lane	■	■
BROTS-4.1	159th Ave NE/NE 40th St	Construct an additional NB left turn lane	■	■

ID	Location	Action	Alternative	
			No Action	Action
BROTS-79.0	148th Ave NE/NE 36th Street	Provide dual SB left turn lanes and widen the WB approach to add right turn lane	■	■
BROTS-8.1	150th Ave NE /NE 40th Street	Construct a NB right turn lane and combine two 150th Ave NE intersections.	■	■
BROTS-85.0	150th Avenue NE/NE 51st Street	Add north leg to intersection and signalize intersection	■	■
RED-OV-040	West Lake Sammamish Pkwy from NE 51st Street to Bel-Red Road	Widen the street to include two through lanes in each direction, left turn lanes and bike lanes		■
RED-OV-041	148th Ave NE/NE 24th Street Intersection	Add dual left turn lanes on the EB and WB approaches		■
RED-OV-065	152nd Ave NE from NE 20th to NE 31st Streets	Implement a multi-modal pedestrian corridor concept		■
RED-OV-074	148th Ave NE/Old Redmond Road	Lengthen NB left-turn lane on 148th Avenue NE		■
RED-OV-075	NE 24th Street from 148th Ave NE to Bel-Red Road	Implement more stringent access management		■
RED-OV-076	156th Ave NE /NE 31st Street	Construct an additional WB left turn lane	■	■
RED-OV-077	156th Ave NE/NE 36th Street	Construct an additional SB left turn lane	■	■
RED-OV-078	Bel-Red Road/NE 30th Street	Construct new right-in/right-out access to Microsoft Campus.	■	■
RED-OV-080	152nd Ave NE from NE 20th to NE 31st Streets	Reconfigure 152nd Avenue NE to one through lane in each direction, center left turn lane, bike lanes		■
RED-OV-082	148th Ave NE from NE 20th to NE 36th Streets	Implement more stringent access management		■
RED-OV-086	Redmond Way/148th Ave NE	Widen NB to include dual left turn lanes and two through lanes		■
RED-OV-087	Bel-Red Road Widening	Widen the street to include two through lanes in each direction, left turn lanes and bike lanes		■
RED-OV-088	Bel-Red Road/148th Ave NE	Add dual left turn lanes on the EB and WB approaches		■
RED-OV-092	Redmond Way/148th Ave NE	Modify channelization so EB and WB lefts can go concurrently		■

Figure 3-13:
No Action Alternative Planned Transportation Improvements

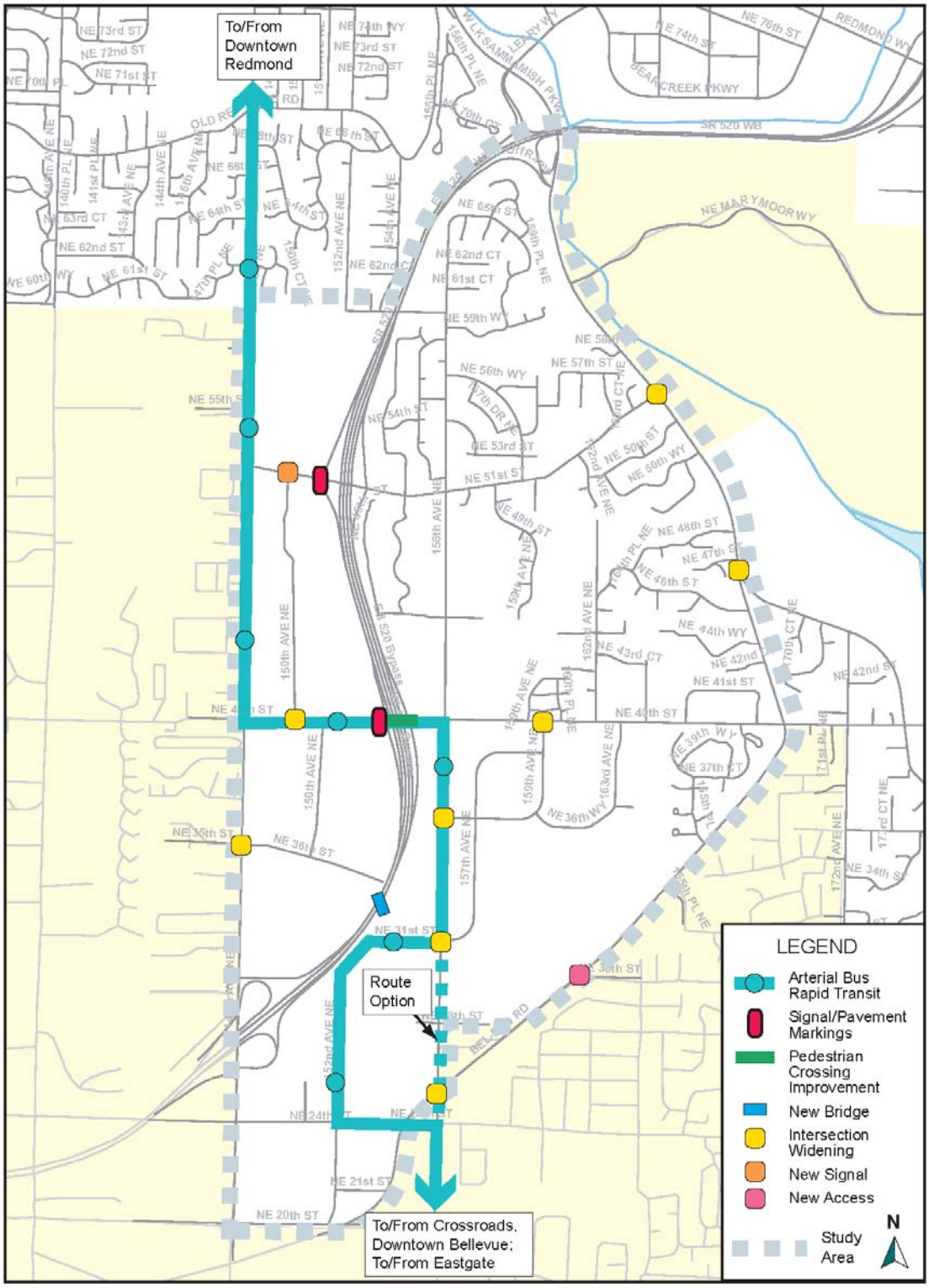
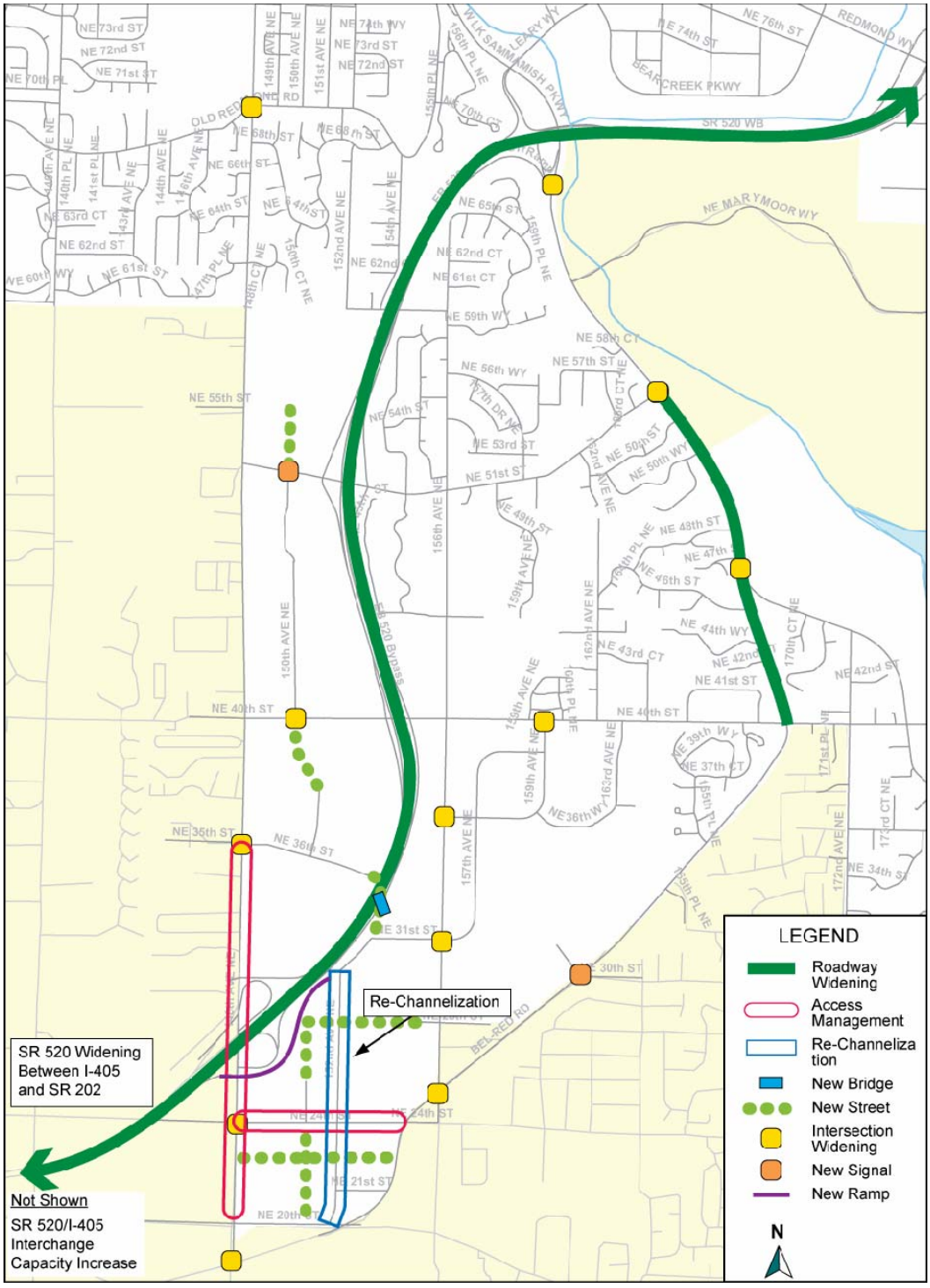


Figure 3-14:
Action Alternative Planned Roadway Improvements



3.6.3.2 Transit

3.6.3.2.1 Transportation Master Plan

The Redmond TMP places a strong emphasis on making transit an important mode in the transportation system. The introduction to the transit section of the TMP states:

- Public transportation plays an important economic and social role in the City of Redmond.
- Public transportation is an economic engine.
- Public transportation mitigates traffic.

The Transit System Plan (TSP) was established in the TMP to provide a better transit system for those traveling within Redmond, and for those traveling to and from areas outside Redmond. The TSP identifies the needs for both local and regional connections. It also states that the intent of the TSP is to present the current conditions and develop a list of future needs. Redmond will need to continue to work with transit agencies to plan for a more robust network of local connections that provide seamless transfers with regional routes to urban centers. The local and regional systems will need to provide a time competitive means of travel and offer enhanced bicycle and pedestrian connections.

3.6.3.2.2 King County Metro Six-Year Transit Development Plan

The King County Metro Six-Year Transit Development Plan, adopted in September 2002, establishes objectives and strategies to increase transit and rideshare services and add new transit-supportive capital facilities throughout King County. The City of Redmond has worked closely with King County Metro to incorporate into this plan many of Redmond's transit policies adopted in the City's *Comprehensive Plan*. The King County Metro plan recognizes that a core network of routes providing frequent, all-day connections between major destinations is needed. A web of local and intercommunity routes supports the core network and allows people to travel to both local and regional destinations. These hubs are identified as Downtown Bellevue, Overlake, Downtown Redmond, and Crossroads.

In addition, a recent initiative passed in King County, known as *Transit Now*, will expand King County Metro Transit service by 15 to 20 percent over the next 10 years. Intended to help Metro keep pace with regional growth, this plan will provide bus rapid transit (BRT) service on 148th Avenue NE from Downtown Redmond to 156th Avenue NE and NE 8th Street to Downtown Bellevue. The No Action Alternative includes this BRT service improvement as shown in Figure 3-13.

3.6.3.2.3 Sound Transit East Link Light Rail

Sound Transit has recently updated its Long-Range Plan regarding the future regional transit system. Consistent with the Long-Range Plan update, the next phase of light rail transit (LRT) improvements proposed in the Sound Transit 2 (ST2) package of mass transit projects includes the East Link Project. East Link is a proposed extension of the Central Link LRT system with a corridor extending approximately 19 miles from Downtown Seattle to Downtown Redmond via

I-90, Mercer Island, Downtown Bellevue, Bel-Red Corridor and the Overlake area. The Sound Transit Board has identified a package of projects to present to voters in November 2007. This package defines the East Link project's length and general implementation schedule. The actual project length could vary between 11 and 19 miles and it is uncertain at this time when the East Link LRT line would serve the Overlake area. Although the LRT system itself will generate some construction and operational impacts in the Bel-Red Corridor and Overlake, this environmental document addresses only those actions taken by the City, as opposed to those taken by Sound Transit. A project-level EIS is currently underway for the East Link Project and a draft report is expected to be released in Fall 2008.

The ONP assumes that the East Link light rail line would not serve Overlake by 2030 under the No Action Alternative. On the other hand, under the Action Alternative, the study assumed that the East Link light rail line would be extended from Downtown Bellevue to Downtown Redmond through Overlake with two stations in Overlake: the Overlake Village Station located in the vicinity of the 152nd Avenue NE and NE 24th Street intersection, and the NE 40th Street Station near the current Overlake Transit Center on 156th Avenue NE south of NE 40th Street.

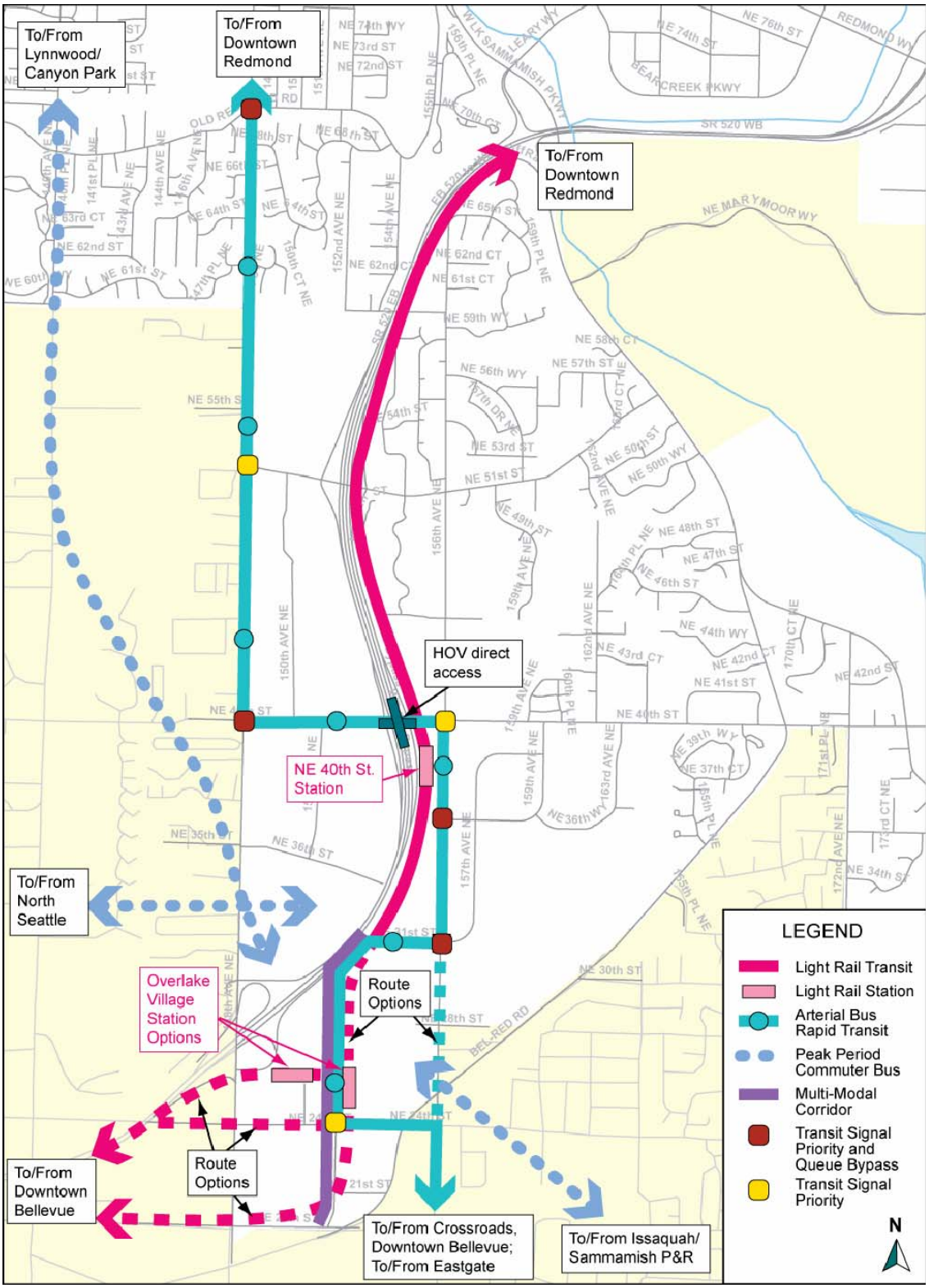
The proposed transit facility and service improvements in the Action Alternative are listed in Table 3-16, and are illustrated in Figure 3-15. The transit service and facility improvements assumed in the Action Alternatives are generally described as follows:

- East Link Light Rail Line and stations;
- Bus Rapid Transit Services;
- Peak period regional bus express services; and,
- Transit queue bypass lanes

Table 3-16:
Action Alternative Proposed Transit Facility and Service Improvements

ID	Location	Action
RED-OV-001	Redmond to Bellevue via Overlake and Crossroads	Arterial BRT provided by King County Metro
RED-OV-002	Overlake/Eastgate Arterial Bus Rapid Transit	Arterial BRT line that connects the Overlake Transit Center with Eastgate Park and Ride Lot, provided by King County Metro
RED-OV-003	Redmond to Bellevue via Overlake and Crossroads	Provide for uniquely designed bus shelters for the BRT lines
RED-OV-004	Lynnwood/Canyon Park Peak Period Commuter Bus	Peak period express services provided by Sound Transit or Community Transit
RED-OV-005	Issaquah/Sammamish Peak Period Commuter Bus	Peak period express services provided by Sound Transit
RED-OV-008a	148th Ave NE/NE 40th Street (NB only)	Queue Bypass Lane
RED-OV-008c	148th Ave NE/Old Redmond Road (SB only)	Queue Bypass Lane
RED-OV-008g	156th Ave NE/NE 36th Street (NB only)	Queue Bypass Lane
RED-OV-008h	156th Ave NE/ NE 31st Street (NB only)	Queue Bypass Lane
RED-OV-009	Seattle to Downtown Redmond	LRT provided by Sound Transit
RED-OV-011	Overlake Transit Center	Provide for LRT station
RED-OV-071	NE 40th Street /SR 520 Interchange	Provide direct access ramps from center HOV lanes to NE 40th Street
RED-OV-085	North Seattle/Overlake	Improved peak period express services between Overlake Transit Center and North Seattle, provided by Sound Transit or King County Metro
RED-OV-089	Overlake Intersections	Provide Transit Signal Priority along 148th, 156th, and 152nd Avenues NE.
RED-OV-093	NE 24th Street and 152nd Ave NE	Provide for LRT station

Figure 3-15:
Action Alternative Proposed Transit Improvements



3.6.3.3 Transit Mode Share

The ONP Update study did not use the BKR model's mode split model to forecast transit ridership for 2030, as discussed in the model validation section in **Appendix E.** Instead, the following mode share assumptions were applied to the model:

- 5.4 percent of the total person trips generated by land use in Overlake would use a transit mode during the PM peak hour in 2030 under the No Action Alternative.

- 15.3 percent of the total person trips generated by land use in Overlake would use a transit mode during the PM peak hour in 2030 under the Action Alternative.

The mode share assumption for the 2030 Action Alternative is roughly the same as the mode share assumed for the BKR model's mode share provided by Bellevue as their Bel-Red Corridor Study No Action Alternative.

3.6.3.4 Transportation Demand Management Actions

The Redmond TMP set all day travel mode share objectives for Redmond residents. The TMP specifies that by 2022 the single occupancy vehicle (SOV) mode share should be reduced to 35 percent from the 2003 share of 44 percent. Conversely, the share of all other modes (carpool, vanpool, transit, bicycle, and walking) should be increased to 65 percent in 2022 from the 56 percent in 2003.

To achieve this goal, the Action Alternative includes a set of actions to reduce SOV travel in Overlake. The transportation demand management (TDM) actions for Overlake are listed in Table 3-17.

Table 3-17:
Action Alternative Proposed Transportation Demand Management Actions

Project ID	Proposed TDM Actions
RED-OV-051	Establish a non-SOV mode share goal of 40 percent for 2030 peak period work trips
RED-OV-052	Expand existing TDM program
RED-OV-053	Enhance existing TDM plan with a new regional Commute Trip Reduction (CTR) plan
RED-OV-054	Designate the Overlake Urban Center as a Growth and Transportation Efficiency Center (GTEC)
RED-OV-067	Adopt a new CTR ordinance to implement TDM actions by aggressively seeking funding for programs

3.6.3.5 Parking Management Actions

The City adopted several parking management policies in the Transportation Element of the *Comprehensive Plan* to meet the City's TMP mode share objectives and to use land more efficiently. The following Redmond policies aim at influencing the travel behaviors of those who choose to drive alone:

- Develop and implement comprehensive parking management programs that address shared parking, transit access parking, and localized parking imbalances.
- Evaluate parking pricing strategies as a mechanism to support TDM objectives.
- Consider reducing the minimum and maximum parking ratio requirements.
- Encourage a reduction in required parking ratios, less than the required minimum for office, industrial, institutional and mixed uses.

To support these policies, the Action Alternative includes specific actions that would reduce SOV mode share and are listed in Table 3-18.

Table 3-18:
Action Alternative Proposed Parking Management Actions

Project ID	Target Area	Parking Management Action
RED-OV-055	Residential Area	Establish residential parking permit program as needed
RED-OV-056	Overlake Neighborhood	Add further definition to existing system of defining parking standards by use
RED-OV-057	Overlake Neighborhood	Eliminate minimum parking standards
RED-OV-058	Overlake Neighborhood	Maintain 3 spaces per 1,000 SF office space maximum
RED-OV-059	Vicinity of major transit facilities in Overlake	Reduce parking standards for developments near transit facilities
RED-OV-060	Overlake Neighborhood	Develop parking credits for mixed use developments
RED-OV-061	Employment Area	Eliminate parking subsidies for office employees
RED-OV-062	Overlake Village	Provide on-street parking with time limits
RED-OV-063	Employment Area	Require commercial leases to separate out parking costs from office rental space costs
RED-OV-070	Overlake Village	Implement paid parking for on-street parking spaces
RED-OV-091	Overlake Neighborhood	Create and implement a parking development and management program that minimizes on-site parking, encourages shared parking

3.6.3.6 Non-Motorized Transportation

3.6.3.6.1 TMP Bicycle System Plan

The TMP specifies that the City's various planned non-motorized transportation facilities function as a system that would allow bicycling and walking to become more viable transportation options. It defines a system of primary and secondary bicycling corridors based on facility length. Primary corridors are at least 2.5 miles long and secondary corridors at least 1 mile in length. The function and facility type for the bicycling corridors are summarized below.

Primary Bicycling Corridors

- Function: Allows bicyclists barrier-free travel for distance of 2.5 miles or more
- Trail components: Backbone trails (multi-use facilities with paved trail surface)
- Bikeway components: Bicycle path or on-street bicycle lanes

Secondary Bicycling Corridors

- Function: connects into primary system to provide greater access into all parts of the community; typically for a distance of at least one mile in length
- Trail components: Backbone trails (multi-use facilities with soft surfaces)

- Bikeway components: Bicycle paths (trails with soft surfaces and/or steep terrain); on-street bike lanes; paved shoulders; wide curb lanes and signed bike routes on non-arterials

Local Connections

- Function: Connects residential neighborhoods and individual destinations into the citywide system with special emphasis on schools

- Trail components: Wide sidewalk trails; short trail segments linking with collector and backbone trails; paved surface if desired to support bicycling

- Bikeway components: All local streets as undesignated shared roadways

3.6.3.6.2 Street Crossing

In the state of Washington, drivers must yield to pedestrians at all intersections, regardless of whether the crosswalk is marked or unmarked (Revised Code of Washington 46.64.235). Under the City's TMP, the pedestrian program plan establishes a hierarchy for crossing treatments:

- Unmarked crossing: locations where less than 20 pedestrians per hour cross streets

- Marked crossing: locations where more than 20 pedestrians or more than 15 elderly or children per hour cross streets

- In-pavement lighted crosswalk: locations where 40 or more pedestrians per hour cross streets during 2 hours in a 24-hour period

- Pedestrian signal: locations where more than 80 pedestrians cross streets for each of 4 hours during a 24-hour period or 152 pedestrians cross streets for any one hour period

Mid-block crossings are most appropriate in urban areas but should be avoided under the following circumstances:

- Immediately downstream (less than 300 feet) from a traffic signal or bus stop

- Within 600 feet of another crossing point except in a central business district or other locations with well-defined need; recommended minimum separation distance is 300 feet

- Streets with speed limits above 45 miles per hour.

Redmond defines the maximum block length between legal crossings as not more than 1320 feet (one-quarter mile). However, in pedestrian supportive environments, the maximum distance between crossing opportunities is 528 feet (one-tenth mile)

Along 148th Avenue NE, existing mid-block crossings are located between:

- NE 31st/32nd Street and NE 24th Street;
- NE 36th Street and NE 37th Place;
- NE 42nd Place and NE 43rd Place; and,
- NE 57th Street and NE 61st Way.

Based on these guidelines, the Action Alternative includes several mid-block pedestrian street crossings on 152nd Avenue NE between NE 20th and NE 31st Streets and 156th Avenue NE between NE 31st and NE 51st Streets.

3.6.3.6.3 Multi-Modal Corridors

To enhance the pedestrian environment, the TMP designates several corridors in Overlake as Multi-Modal Corridors, corridors which should place an emphasis on walking, bicycling, and transit use in addition to vehicles. In Overlake, the following streets are designated as Multi-Modal Corridors:

- 148th Avenue NE from NE 20th Street to Redmond Way
- NE 24th Street from 148th Avenue NE to West Lake Sammamish Parkway
- 152nd Avenue NE/NE 31st Street from NE 24th Street to 156th Avenue NE
- 156th Avenue NE from NE 31st Street to NE 51st Street
- NE 40th Street from 148th Avenue NE to West Lake Sammamish Parkway
- West Lake Sammamish Parkway from NE 24th Street to SR 520
- NE 51st Street from 148th Avenue NE to 156th Avenue NE

The Action Alternative includes specific actions that will support the City-wide pedestrian and bicycling goals and objectives of the TMP. These actions and programs are listed in Table 3-19 and illustrated in Figure 3-16.

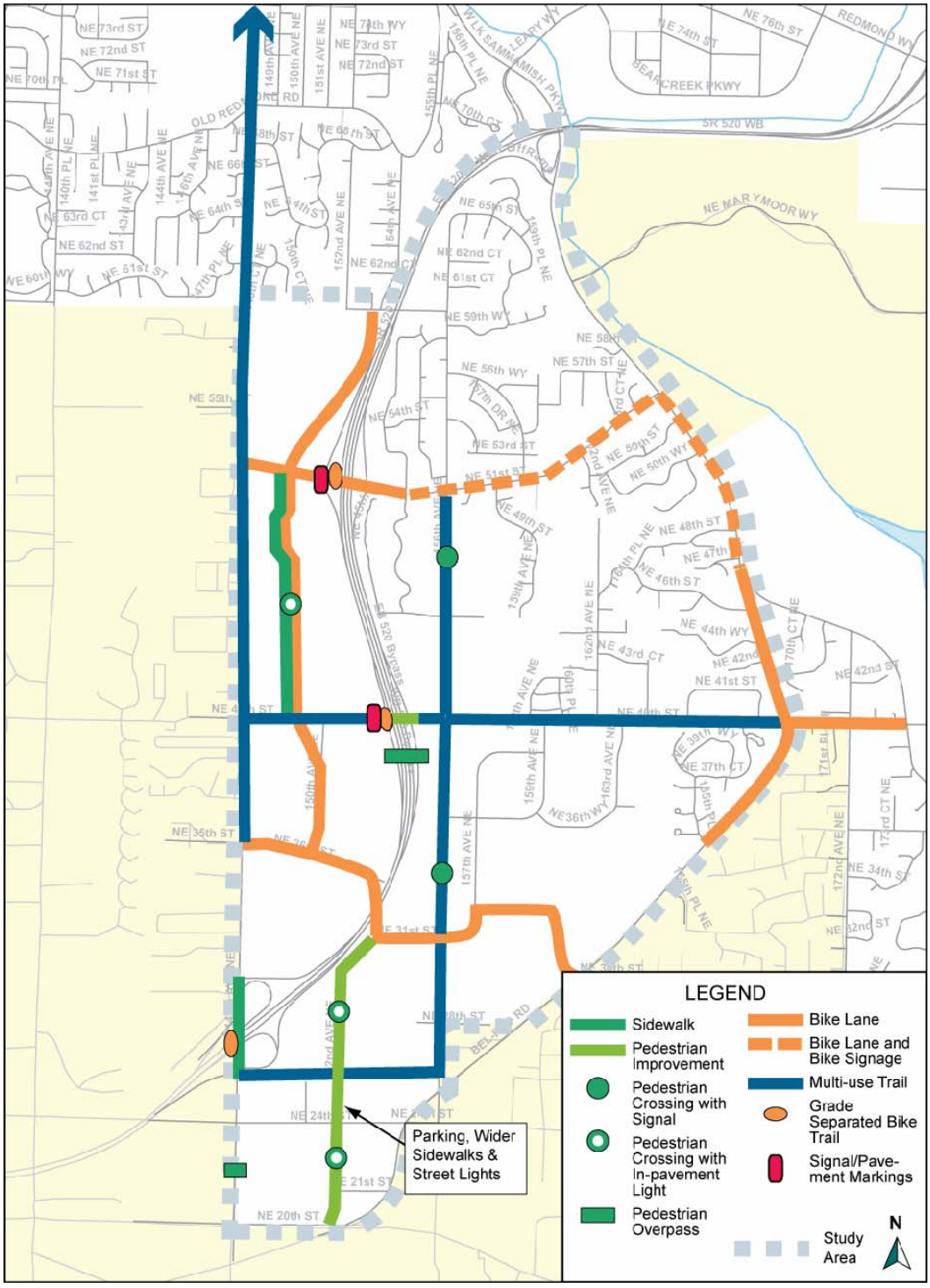
Table 3-19:
Action Alternative Proposed Pedestrian and Bicycle Improvements

Project ID	Corridor	Action
RED-OV-016	NE 40th Street from 156th Ave NE to West Lake Sammamish Pkwy	Provide bicycle lanes/urban pathway
RED-OV-017	NE 40th Street from 148th Ave NE to 156th Ave NE	Provide bicycle lanes/urban pathway
RED-OV-018	NE 51st Street from 148th Ave NE to 154th Ave NE	Provide bicycle lanes in both directions
RED-OV-019	150th Ave NE from NE 51st Street to NE 36th Street	Provide bicycle lanes in both directions
RED-OV-020	NE 31st Street from the new SR 520 overpass to 156th Ave NE	Provide bicycle lanes
RED-OV-021	Bel-Red Road	Complete bicycle lanes
RED-OV-022	156th Ave NE from NE 31st Street to NE 40th Street	Provide a wide (12-feet) urban pathway
RED-OV-023	East side of 156th Ave NE from Bel-Red Road to NE 31st Street and from NE 40th Street to NE 51st Street.	Provide a wide (12-feet) urban pathway
RED-OV-024	East side of 148th Ave NE from NE 36th Street to Redmond Way	Provide a wide (12-feet) urban pathway
RED-OV-025	West Lake Sammamish Pkwy between NE 51st Street and Bel-Red Road	Provide interim non-motorized facilities by striping the west side to include a bicycle lane and pedestrian path*
RED-OV-026	SR 520/NE 40th Street	Grade separate SR 520 Trail
RED-OV-027	SR 520 at NE 51st Street and NE 148th Ave NE	Grade separate SR 520 Trail
RED-OV-028	150th Ave NE between NE 40th Street and NE 51st Street	Provide sidewalks where missing
RED-OV-029	148th Ave NE in the vicinity of NE 22nd Street	Provide a grade-separated pedestrian overpass
RED-OV-030	148th Ave NE (east side) from NE 27th Street to NE 29th Street	Provide a 12' sidewalk
RED-OV-032	SR 520 between the Overlake Transit Center and the Microsoft west campus	Provide a new direct pedestrian connection over SR 520
RED-OV-034a	156th Ave NE between NE 36th Street and NE 31st Street	Provide a signalized mid-block crossing*
RED-OV-034b	156th Ave NE between NE 45th Street and NE 51st Street	Provide a signalized mid-block crossing*
RED-OV-035a	152nd Ave NE between NE 20th Street and NE 24th Street	Provide a mid-block crossing with in-pavement lighting*
RED-OV-035b	152nd Ave NE between NE 24th Street and NE 31st Street	Provide a mid-block crossing with in-pavement lighting*

Project ID	Corridor	Action
RED-OV-035c	150th Ave NE between NE 40th Street and NE 51st Street	Provide a mid-block crossing with in-pavement lighting*
RED-OV-066	NE 51st Street from 156th Ave NE to W Lake Sammamish Pkwy	Construct standard bike lanes in both directions
RED-OV-068	NE 26th Street from 148th Ave NE to 156th Ave NE	Construct urban pathway
RED-OV-081	NE 51st Street from 154th Avenue NE to W Lake Sammamish Pkwy	Install additional bike signage and pavement markings in existing bike lanes*
RED-OV-083	SR 520 Trail Crossing at NE 40th Street and NE 51st Street	Additional signage, pavement markings and other treatments*
RED-OV-084	NE 40th Street/SR 520 Overpass	Improve pedestrian crossings over SR 520

* Near-term interim pedestrian and bicycle improvements.

Figure 3-16:
Action Alternative Pedestrian and Bicycle Improvements



3.6.4 Transportation Impacts

The following impact assessment addresses how the No Action and Action Alternatives would affect the Overlake transportation system.

3.6.4.1 Construction Impacts

Construction activities would cause delay and inconvenience to vehicle and non-motorized traffic near the construction work zones. Temporary and intermittent lane closures, detours, and property access restrictions would occur. Construction activities might cause traffic to shift to other routes during the construction period. Access to businesses located in work zones might be temporarily disrupted. Pedestrians would experience inconvenience and delays where roadways are widened or reconfigured and existing sidewalks reconstructed. Truck traffic associated with construction activities would increase and could cause some temporary inconvenience. The potential for traffic accidents could rise during construction due to traffic revisions, changes in access, and increased congestion. Impacts to utilities and interruptions in service might be experienced as construction in the area proceeds.

Traffic impacts due to construction would be greater for the Action Alternative because of the greater amount of redevelopment and new construction expected to occur. Lesser impacts are expected to occur with the No Action Alternative.

3.6.4.2 Operation Impacts

To measure roadway impacts, PM peak hour volumes, screenlines, VMT (vehicle miles traveled), through traffic, intersection operation and concurrency LOS analysis were examined.

3.6.4.2.1 Forecast Volumes

To develop the 2030 traffic forecasts for the No Action and the Action Alternatives, the BKR model was used as described in the Methodology section. However, instead of using the mode split model in the BKR model, the following mode share assumptions for the trips generated in Overlake were applied:

2030 Mode Share Assumptions under the No Action Alternative

- Drive Alone: 74.7 percent for trips generated by Overlake
- HOV: 20.0 percent for trips generated by Overlake
- Transit: 5.4 percent for trips generated by Overlake

2030 Mode Share Assumptions under the Action Alternative

- Drive Alone: 65.7 percent for trips generated by Overlake
- HOV: 20.0 percent for trips generated by Overlake
- Transit: 15.3 percent for trips generated by Overlake

The Action Alternative assumes that the Sound Transit's East Link Light Rail Line would be extended to Downtown Redmond through Overlake and that additional transit services with regional BRT and express bus lines would be provided in Overlake by 2030. It is expected that these additional transit facilities and services would increase the transit mode share to approximately 15 percent of the trips made during the PM peak hour.

Figures 3-17 and 3-18 show the 2030 PM peak hour traffic volumes for the No Action and the Action Alternatives with the transportation improvements identified above.

Although the Action Alternative would generate more trips due to larger development potential, the increased use of transit by people traveling to and from Overlake, along with the capacity expansion of SR 520 east of I-405 would reduce that increase. Some corridors under the Action Alternative would have reduced PM peak hour volumes compared to the volumes under the No Action Alternative. For PM peak hour traffic, the following comparisons between the two alternatives show this pattern:

- Traffic volumes in the northbound 148th Avenue NE corridor throughout the study area under the Action Alternative would be lower than the No Action Alternative by approximately 100 to 350 vehicles per hour.

- Under the Action Alternative, southbound 148th Avenue NE south of SR 520 would carry about 200 to 400 vehicles per hour less than the No Action Alternative.

- Both westbound and eastbound NE 40th Street would carry higher traffic volumes under the Action Alternative in a range of 250 vehicles and 350 vehicles per hour.

- Westbound traffic volumes on NE 24th Street and Bellevue-Redmond Road under the Action Alternative would be higher by 300 to 430 vehicles per hour than the No Action Alternative. However, eastbound traffic volumes would be lower by 150 vehicles per hour under the Action Alternative.

Figure 3-17:
No Action Alternative 2030 PM Peak Hour Volumes at Intersection Approaches

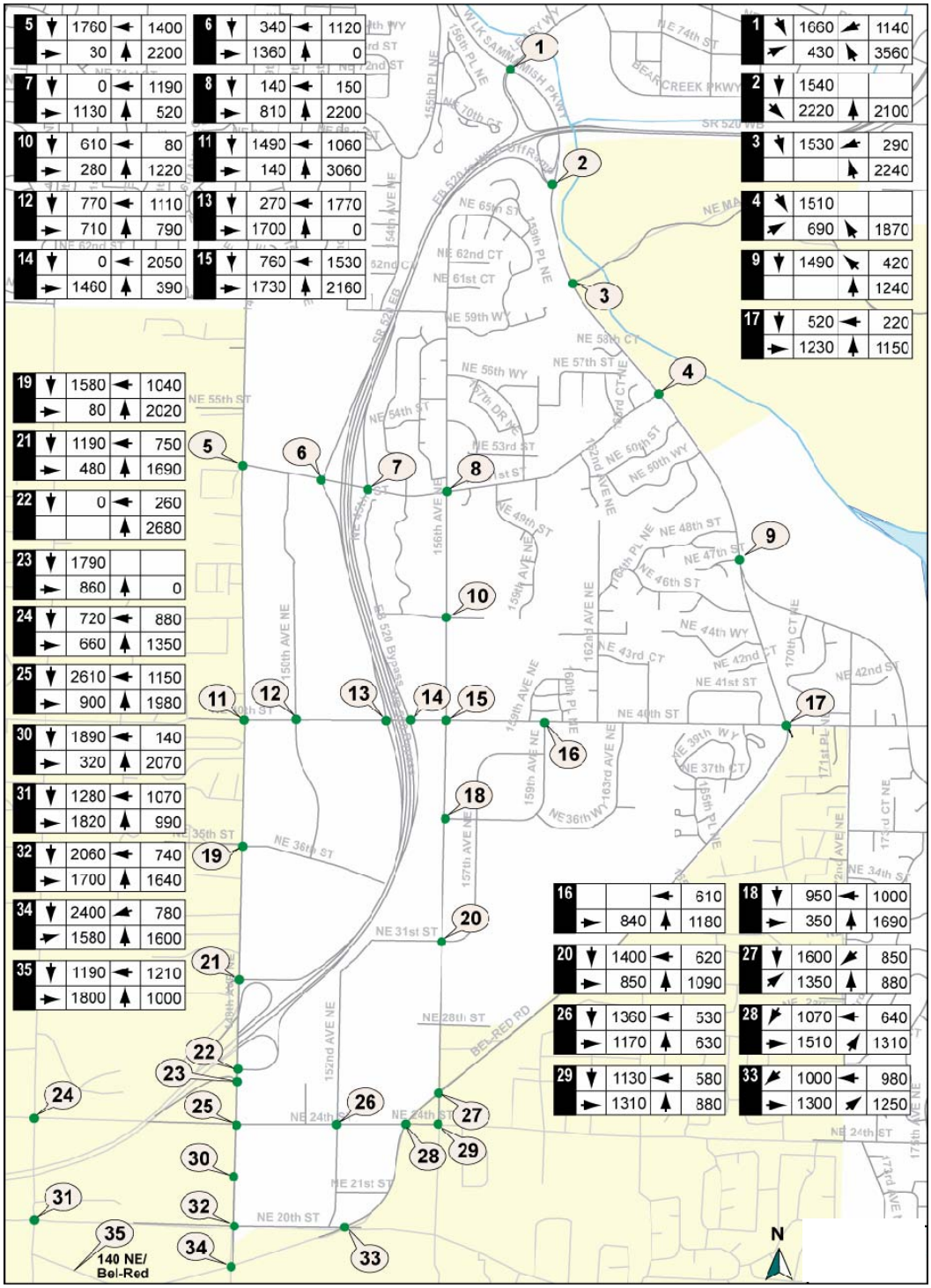
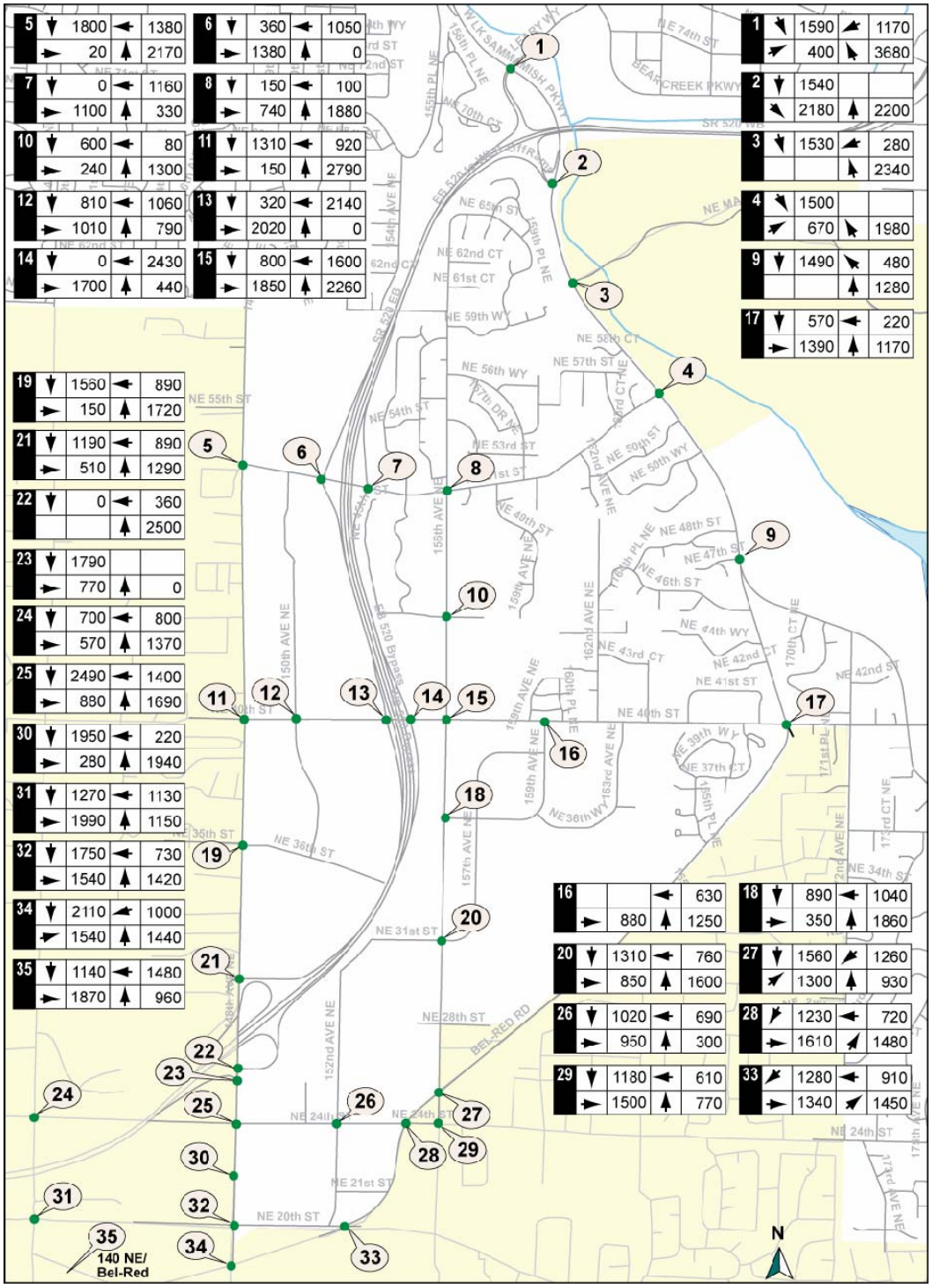


Figure 3-18:
Action Alternative 2030 PM Peak Hour Volumes at Intersection Approaches



3.6.4.2.2 Screenline Volume to Capacity Ratios

The TMP specifies that one of the transportation performance measures in Redmond is review of traffic growth at screenlines throughout the City. For the Overlake study, two screenlines in the TMP (#3 and #6) were evaluated. In addition to the forecast volumes for the alternatives, the V/C ratios were also calculated at these screenlines. The locations of the screenlines, which are not identical to the screenlines used to validate the model, are shown in Figure 3-19. Table 3-20 shows the volumes and V/C ratios for Existing Conditions and the No Action and Action Alternatives.

Table 3-20:
Screenline Vehicle Volume to Capacity Ratios

Screenline		Existing (2005)			2030 No Action Alternative			2030 Action Alternative		
		Volume	Capacity	V/C	Volume	Capacity	V/C	Volume	Capacity	V/C
TMP Screenline #3	Arterials	6,650	13,600	0.54	10,870	16,400	0.71	11,540	16,800	0.76
	SR 520	8,640	13,600	0.71	11,150	13,600	0.92	12,570	15,600	0.85
	Total	15,290	27,200	0.63	22,020	30,000	0.82	24,110	32,400	0.80
TMP Screenline #6	Arterials	6,570	9,800	0.76	10,870	11,800	0.99	12,230	11,800	1.11
	SR 520	6,470	12,000	0.57	9,700	15,600	0.70	10,020	15,600	0.73
	Total	13,040	21,800	0.66	20,570	27,400	0.85	22,250	27,400	0.94

The following observations were made:

- At screenline #3, the arterial V/C ratio would be greater than the existing conditions for the 2030 alternatives (0.71 for the No Action; 0.76 for the Action Alternative), resulting in increased congestion on the arterials. It shows an acceptable level of traffic congestion.

- By including SR 520 volumes and capacity, screenline #3 would operate at approximately 80 percent of capacity for both the 2030 No Action and Action Alternatives.

- At screenline #6, arterials would be at capacity for the No Action and over capacity for the Action Alternative.

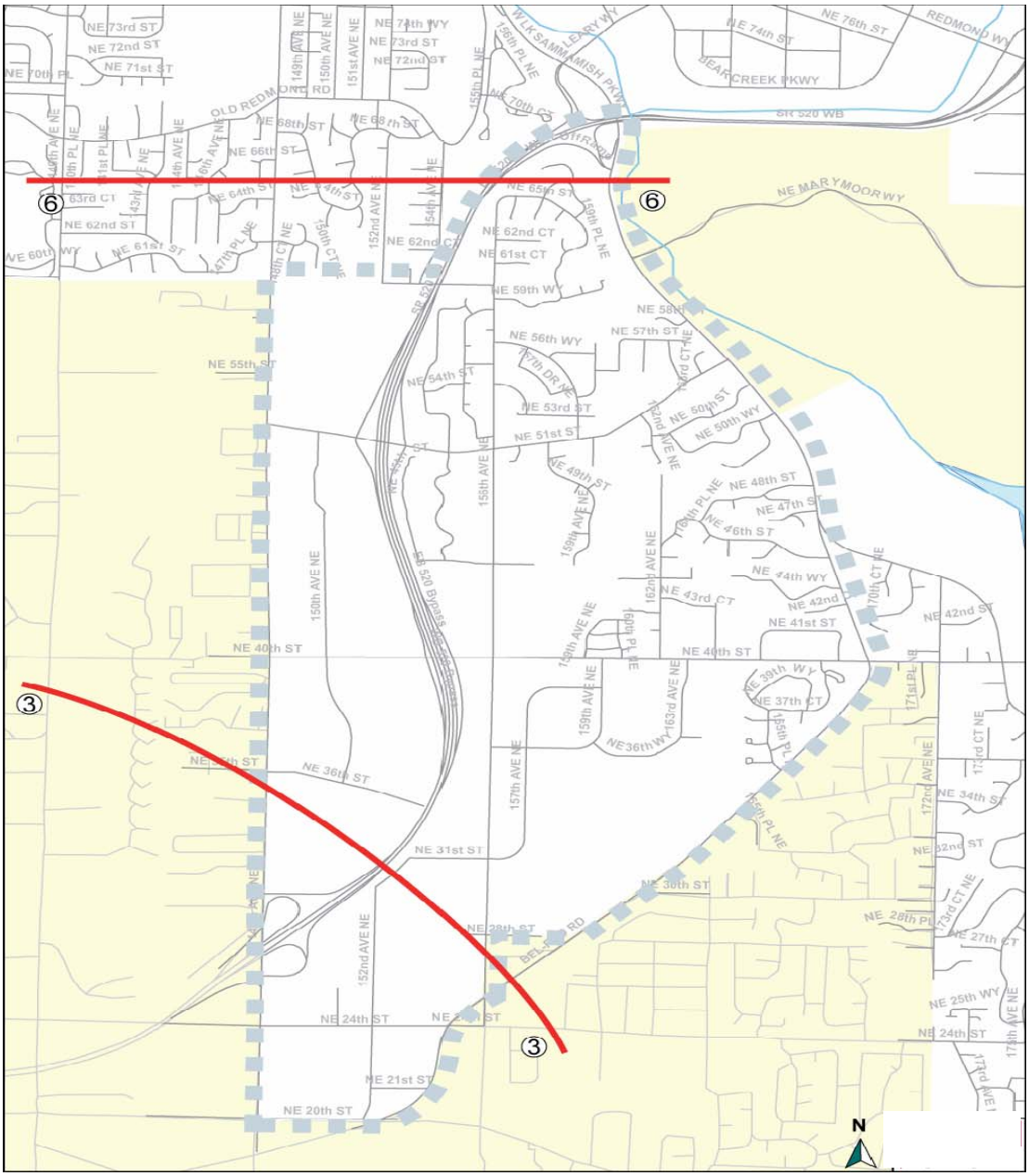
- The level of congestion at the north end of the Overlake study area would be more severe than the south end.

- By including SR 520 volumes and capacity, the north end screenline (#6) would operate at 94 percent of capacity for the Action Alternative and at 85 percent for the No Action Alternative.

- The south end screenline (#3) carries approximately 18 percent more traffic than the north end screenline under the existing conditions. Under the Action Alternative, the traffic growth for both screenlines would be approximately the same (9,000 vehicles) indicating gradual shifts in travel patterns with more vehicles traveling to and from the northern Overlake through Redmond, North King County and Snohomish County.

- For both alternatives, the north-south arterials at the north end of Overlake (screenline #6) would experience higher levels of traffic congestion, than the north-south arterials located at the south end (screenline #3).

Figure 3-19:
TMP Screenlines #3 and # 6



3.6.4.2.3 Daily Vehicle Miles of Travel

One vehicle mile of travel (VMT) represents one vehicle traveling one mile on arterials within Overlake. This measure cannot be directly observed or counted and must be estimated from the BKR model. VMT is often used as one indicator of travel growth in the region and a surrogate for air quality measurement at a regional level. In this study, daily VMT was calculated for the roads within the study area. The daily VMT for the vehicle trips generated by the land use in Overlake and travel on the roads within Overlake are:

- 31,500 vehicle-miles - Total 2030 VMT for the No Action Alternative
- 37,120 vehicle-miles - Total 2030 VMT for the Action Alternative

Daily VMT related to through trips in the study area was not included in this calculation in order to more clearly show the difference between the No Action and Action Alternatives.

The Action Alternative would have an 18 percent higher daily VMT than the No Action Alternative. The following observations can be made:

- While the Action Alternative would have higher VMT, the levels of traffic congestion would be less than the No Action Alternative because the Action Alternative includes a significant number of transportation improvements.
- The increase in daily VMT under the Action Alternative would not result in violations of air quality standards. For more detailed analysis see section 3.10 Air Quality Existing Conditions and Impacts.
- The transit mode share is expected to increase beyond 2030 over the level that was assumed for the Action Alternative as the transit improvements such as regional LRT and BRT services become more effective. The VMT would gradually reduce.

3.6.4.2.4 Through Traffic Analysis

Although it is difficult to observe the origins and destinations of traveling vehicles, it is possible to identify them through the BKR model. The transportation analysis for the ONP Update studied the issue of through traffic on 148th Avenue NE. To understand the amount of through traffic on 148th Avenue NE, a modeling technique called a “selected link analysis” was performed. The southbound and northbound links on 148th Avenue NE immediately south of Bellevue-Redmond Road were selected and origins and destinations of the vehicles on these links were found. The findings are summarized in the following section.

PM Peak Hour Vehicle Travel on Southbound 148th Avenue NE under Existing Conditions

Origins

- 59 percent come from Overlake
- 14 percent come from other areas within Redmond
- 20 percent come from areas within Bellevue
- 7 percent come from areas outside Bellevue and Redmond

Destinations

- 76 percent go to areas in Bellevue
- 24 percent go to areas outside Bellevue and Redmond (of these, 18 percent come from Overlake)

PM Peak Hour Vehicle Travel on Southbound 148th Avenue NE under the No Action Alternative

Origins

- 69 percent come from Overlake
- 14 percent come from other areas within Redmond
- 13 percent come from areas within Bellevue
- 4 percent come from areas outside Bellevue and Redmond

Destinations

- 59 percent go to areas in Bellevue
- 41 percent go to areas outside Bellevue and Redmond (of these, 34 percent come from Overlake)

PM Peak Hour Vehicle Travel on Southbound 148th Avenue NE under the Action Alternative

Origins

- 65 percent come from Overlake
- 14 percent come from other areas within Redmond
- 15 percent come from areas within Bellevue
- 6 percent come from areas outside Bellevue and Redmond

Destinations

- 73 percent go to areas in Bellevue
- 27 percent go to areas outside Bellevue and Redmond (Of these, 22 percent come from Overlake)

This analysis shows that during the PM peak hour, 60 to 70 percent of the vehicles on southbound 148th Avenue (just south of Bellevue-Redmond Road) in 2030 would come from Overlake and a majority of them would end their travel within Bellevue. The vehicles traveling through Bellevue would range from 27 to 41 percent. The percentage of through trips under the No Action Alternative would be higher than that under the Action Alternative (41 versus 27 percent). Under the Action Alternative, only 22 percent of all southbound vehicles on 148th

Avenue NE south of Bellevue-Redmond Road would originate in Overlake and travel through Bellevue during the PM peak hour.

3.6.4.2.5 Intersection Operation Analysis

After the travel demand forecasts for 2030 with the BKR model were completed, the 2030 traffic volumes from the model for the No Action and the Action Alternatives were checked and adjusted for consistency at the intersection approach levels. The intersection approach volumes were input in the operation model to calculate LOS based on intersection delays and V/C ratios. Table 3-21, and Figures 3-20 and 3-21 show the 2030 PM peak hour LOS and delays for the No Action and the Action Alternatives. The lightly shaded cells for intersection delay and LOS under the Action Alternative indicate the intersections where the delays would be reduced over the No Action Alternative.

The traffic operation analysis shows the following:

- 12 intersections in Overlake would operate at LOS F under the No Action Alternative whereas 7 intersections would operate at LOS F under the Action Alternative.

- 19 intersections would operate with less delay under the Action Alternative than the No Action Alternative in 2030. 16 intersections would operate with increased delay in the Action Alternative than the No Action Alternative.

- 12 intersections would shorten delays by more than 10 seconds under the Action Alternative, compared with the No Action Alternative. However, 9 intersections would increase delay under the Action Alternative than the No Action by more than 10 seconds.

- 8 intersections where the LOS would be F under the No Action would become LOS E or better under the Action Alternative. These intersections include:
  - 148th Avenue NE and NE 24th Street
  - 148th Avenue NE and Bellevue-Redmond Road
  - 148th Avenue NE and NE 20th Street
  - 148th Avenue NE and NE 40th Street
  - West Lake Sammamish Parkway and NE 51st Street
  - Bellevue-Redmond Road and West Lake Sammamish Parkway
  - Bellevue-Redmond Road and NE 40th Street
  - 148th Avenue NE and NE 36th Street

- The following 4 intersections would be more congested, with a LOS F and longer average delays under the Action Alternative than the No Action Alternative:
  - 140th Avenue NE and Bellevue-Redmond Road
  - 140th Avenue NE and NE 20th Street
  - 156th Avenue NE and NE 40th Street
  - 156th Avenue NE and NE 36th Street

Based on these analyses, the overall level of traffic congestion under the Action Alternative would be significantly lower than the No Action Alternative.

Table 3-21:
2030 PM Peak Hour Intersection Levels of Service and Delay

Intersection		No Action Alternative		Action Alternative*	
		Intersection Delay (Seconds)	Delay Based LOS	Intersection Delay (Seconds)	Delay Based LOS
140th Avenue NE	NE 24th Street	68.2	E	59.3	E
140th Avenue NE	NE 20th Street	75.6	E	102.4	F
140th Avenue NE	Bel-Red Road	78.1	E	91.4	F
148th Avenue NE	NE 51st Street	141.3	F	142.9	F
148th Avenue NE	NE 40th Street	96.7	F	72.5	E
148th Avenue NE	NE 36th Street	119.0	F	77.0	E
148th Avenue NE	NE 29th Place	56.8	E	62.8	E
148th Avenue NE	EB 520 Off-Ramp	32.6	C	13.4	B
148th Avenue NE	EB 520 Ramps	16.3	B	16.0	B
148th Avenue NE	NE 24th Street	168.9	F	78.0	E
148th Avenue NE	NE 22nd Street	47.8	D	41.7	D
148th Avenue NE	NE 20th Street	107.9	F	64.6	E
148th Avenue NE	Bel-Red Road	120.8	F	72.5	E
150th Avenue NE	NE 40th Street	21.0	C	30.1	C
152nd Avenue NE	NE 24th Street	70.0	E	27.5	C
156th Avenue NE	NE 51st Street	69.0	E	49.8	D
156th Avenue NE	NE 45th Street	13.5	B	14.1	B
156th Avenue NE	NE 40th Street	68.3	E	84.9	F
156th Avenue NE	NE 36th Street	82.2	F	93.8	F
156th Avenue NE	NE 31st Street	46.5	D	46.4	D
156th Avenue NE	Bel-Red Road	49.4	D	74.9	E
156th Avenue NE	NE 24th Street	55.2	E	71.3	E
159th Place NE	NE 40th Street	17.3	B	20.3	C
W Lake Sammamish Pkwy	WB SR 520 On-Ramp	170.1	F	175.1	F
W Lake Sammamish Pkwy	EB SR 520 Off-Ramp	173.4	F	146.3	F
W Lake Sammamish Pkwy	Marymoor Parkway	23.5	C	37.9	D
W Lake Sammamish Pkwy	NE 51st Street	148.2	F	34.6	C
Bel-Red Road	W Lake Sammamish Pkwy	83.2	F	20.6	C
Bel-Red Road	NE 40th Street	108.1	F	72.7	E
Bel-Red Road	NE 24th Street	50.0	D	72.3	E
Bel-Red Road	NE 20th Street	28.8	C	36.3	D
WB SR 520 Ramps	NE 51stStreet	9.0	A	8.8	A
EB SR 520 Ramps	NE 51st Street	19.5	B	14.7	B
EB SR 520 Ramps	NE 40th Street	29.4	C	21.1	C
WB SR 520 Ramps	NE 40th Street	46.1	D	72.0	E

*The shaded cells indicate the intersections where the Action Alternative shows reduced delays compared with the No Action Alternative.

Figure 3-20:
No Action Alternative 2030 PM Peak Hour Intersection Levels of Service and Delays

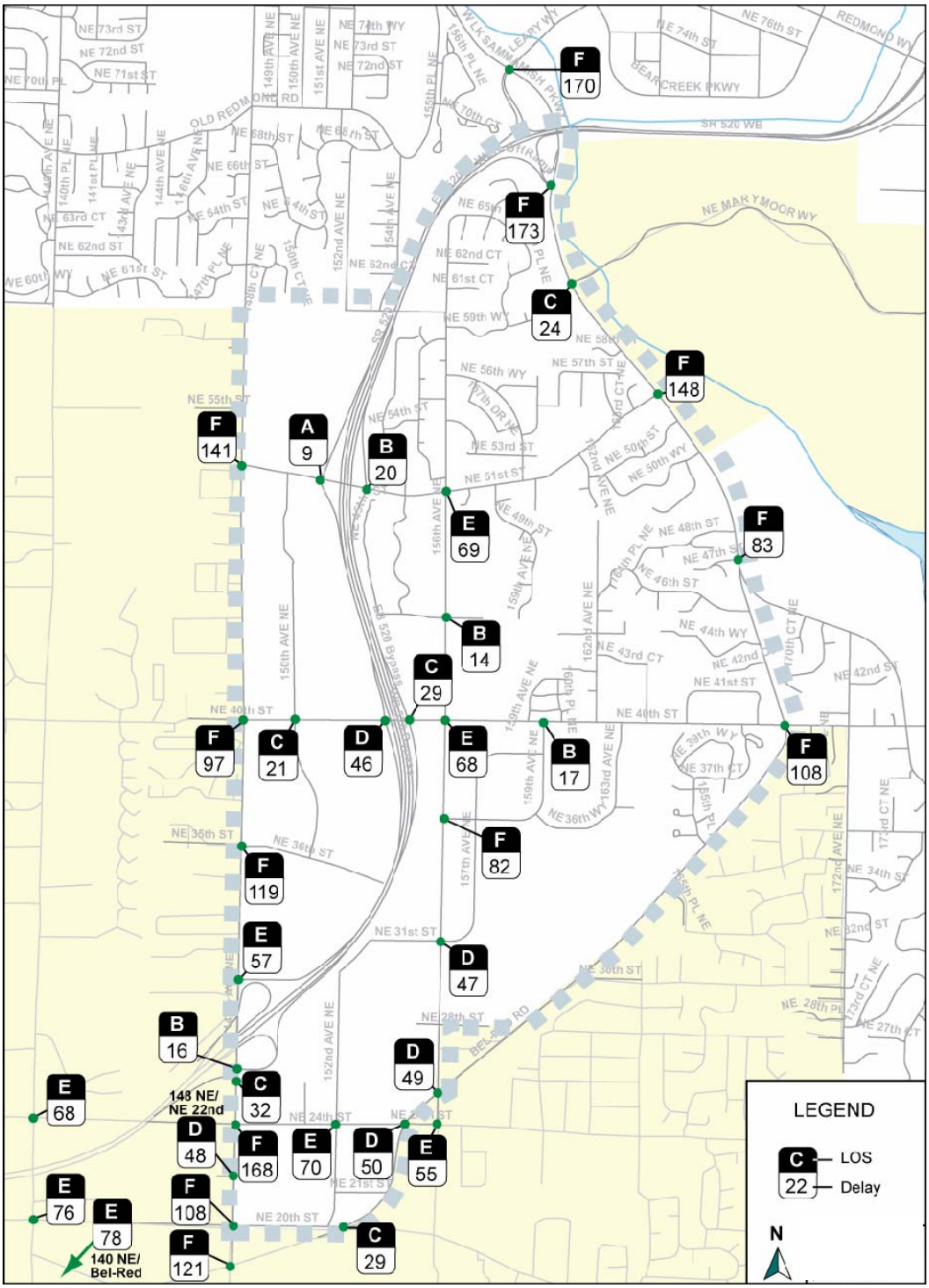
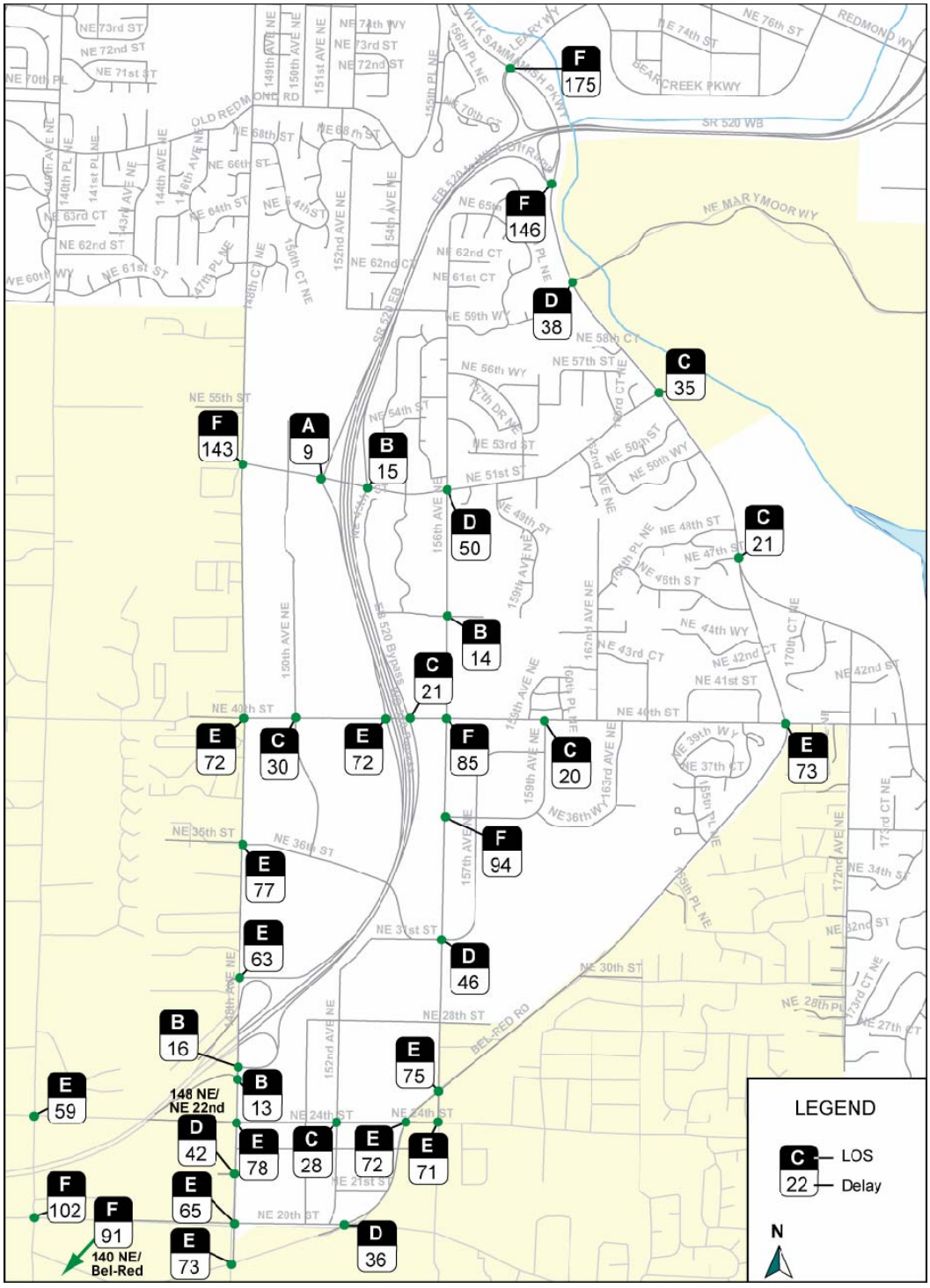


Figure 3-21:
Action Alternative 2030 PM Peak Hour Intersection Levels of Service and Delays



3.6.4.2.6 LOS Analysis on Intersections outside the Study Area

Ten additional intersections were included as part of this study due to their proximity to the Overlake Neighborhood (see Table 3-22). Four of these are located within the City of Redmond and six are located within the City of Bellevue. Five of the six intersections in Bellevue were chosen due to their evaluation in Bellevue's *Bel-Red Corridor Draft EIS* and the likelihood that proposed land use and transportation facility changes in the Overlake Neighborhood may also impact these intersections. The three intersections located east of the Overlake Neighborhood were included in this study after the Draft SEIS was issued; two are located within the Redmond Viewpoint Neighborhood and one is in the general vicinity of Viewpoint but is located in Bellevue. These three intersections were chosen to examine the traffic impact from the growth projected to occur in Overlake on the neighborhood to its east.

The following are the summarized key findings:

- While only the 148th Avenue NE and NE Redmond Way intersection had a LOS E in 2005, the delays in 2030 at seven of the ten intersections would significantly increase under both No Action and Action Alternatives.

- While two of the four Redmond intersections, located in the area north of Overlake, would operate at LOS F under both alternatives, they would operate significantly better in the Action Alternative than the No Action Alternative because the Action Alternative includes improvements at these intersections. The other two intersections, located in the Viewpoint Neighborhood, would experience only about three seconds of increased delay under the Action Alternative, compared with the No Action Alternative.

- The study did not assume any facility improvements at the six Bellevue intersections under either the No Action or Action Alternative. The changes in the delay between the two alternatives are slight, which indicates that the increased land use density for the Action Alternative would not significantly impact those intersections.

- The explanation of LOS E and F at five of the six Bellevue intersections is not entirely clear based on the analysis done as part of this document. Growth in Overlake would partially contribute to the increased delay but a combined effect of the growth in Bellevue and the surrounding region would also cause increased traffic congestion at those intersections.

- The unsignalized intersection at West Lake Sammamish Parkway and NE 24th Street in the Viewpoint Neighborhood would operate at LOS D in 2030 under both the No Action and Action Alternatives. In 2005, this intersection operated at LOS C.

- The signalized intersections in or near the Viewpoint Neighborhood at 164th Avenue NE and NE 24th Street and at West Lake Sammamish Parkway and NE 40th Street, operated at LOS B in 2006 and would continue to operate at LOS B under both the No Action and Action Alternatives.

Table 3-22:
Existing, 2030 No Action and Action Alternative Levels of Service at Intersections Outside the Overlake Study Area

Intersection		Existing (2005)		No Action		Action Alternative	
		Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
148th Avenue NE	NE Redmond Way	76.6	E	198.1	F	135.4	F
148th Avenue NE	Old Redmond Road	12.3	B	277.2	F	176.2	F
148th Avenue NE	NE 8th Street	52.8	D	122.9	F	117.5	F
148th Avenue SE	SE 24th Street	31.7	C	123.9	F	119.9	F
156th Avenue NE	NE Northup Way	54.3	D	123.8	F	124.5	F
156th Avenue NE	NE 8th Street	41.8	D	62.9	E	64.1	E
156th Avenue SE	SE Eastgate Way	40.6	D	56.1	E	58.8	E
164th Avenue NE	NE 24th Street	11.2	B	18.4	B	16.8	B
West Lake Sammamish Pkwy	NE 40th Street	12.1	B	16.2	B	19.8	B
West Lake Sammamish Pkwy	NE 24th Street*	24.4	C	27.5	D	30.6	D

*Unsignalized intersection – Delay and LOS are reported for the worst operating leg.

3.6.4.2.7 Concurrency LOS

The concurrency LOS for the intersections designated in the *Comprehensive Plan* were calculated with the Transportation Research Board Circular 212 method. Table 3-23 shows the 2030 concurrency PM peak hour intersection LOS and V/C ratios in the Overlake TMD for the No Action and Action Alternatives. The overall average of the V/C ratios would be 1.074 under the No Action and 1.046 under the Action Alternative. The standard for this district is a V/C ratio of 0.95. Therefore, neither alternative would meet the LOS standard in 2030.

While the PM peak hour operation analysis with delay shows that the Action Alternative would have less congestion than the No Action Alternative, the V/C ratio analysis shows that this conclusion can also be made under the concurrency LOS analysis.

Based on *Comprehensive Plan* policies, the City of Redmond is considering amending the concurrency LOS method and standards. The general policy direction adopted by the City Council shows that the new method would be related to a multi-modal approach while the V/C ratios would not be used. Significant changes to the existing concurrency method and standards are expected. Therefore, it is likely the concurrency LOS analyses conducted in this study will become irrelevant in the near future.

Table 3-23:
2030 Volume to Capacity Ratios and Concurrency Levels of Service (Overlake TMD)

Intersection		No Action Alternative		Action Alternative	
		V/C Ratio	LOS	V/C Ratio	LOS
140th Avenue NE	NE 24th Street	1.539	F	1.407	F
140th Avenue NE	NE 20th Street	1.101	F	1.104	F
140th Avenue NE	Bel-Red Road	1.044	F	0.815	D
148th Avenue NE	NE 51st Street	0.667	B	0.900	E
148th Avenue NE	NE 40th Street	0.961	E	0.963	E
148th Avenue NE	NE 36th Street	1.306	F	1.455	F
148th Avenue NE	NE 29th Place	1.205	F	1.209	F
148th Avenue NE	EB 520 Off-Ramp	1.454	F	1.379	F
148th Avenue NE	NE 24th Street	1.513	F	1.200	F
148th Avenue NE	NE 22nd Street	1.105	F	1.168	F
148th Avenue NE	NE 20th Street	0.934	E	1.014	F
148th Avenue NE	Bel-Red Road	1.139	F	1.130	F
150th Avenue NE	NE 40th Street	1.556	F	1.330	F
152nd Avenue NE	NE 24th Street	0.925	E	1.025	F
156th Avenue NE	NE 51st Street	1.225	F	1.294	F
156th Avenue NE	NE 40th Street	0.507	A	0.520	A
156th Avenue NE	NE 36th Street	0.811	D	0.785	C
156th Avenue NE	NE 31st Street	0.926	E	1.004	F
156th Avenue NE	Bel-Red Road	1.105	F	1.218	F
156th Avenue NE	NE 24th Street	0.975	E	0.994	E
159th Place NE	NE 40th Street	0.902	E	0.955	E
W Lk Sammamish Pkwy	NE 51st Street	0.844	D	1.008	F
Bel-Red Road	W Lk Sammamish Pkwy	1.557	F	0.978	E
Bel-Red Road	NE 40th Street	1.479	F	1.066	F
Bel-Red Road	NE 24th Street	1.299	F	1.148	F
Bel-Red Road	NE 20th Street	0.858	D	0.976	E
WB SR 520 Ramps	NE 51st Street	1.055	F	0.824	D
EB SR 520 Ramps	NE 51st Street	0.525	A	0.592	A
EB SR 520 Ramps	NE 40th Street	0.549	A	0.665	B
WB SR 520 Ramps	NE 40th Street	0.874	D	1.020	F
District Average		1.074	F	1.046	F

3.6.4.5 Land Use Impacts

For both the No Action and Action Alternatives, some acquisition of property, structures, and right-of-way would be necessary for transportation improvements. Acquisition of private property and structures may result in adverse impacts to businesses including loss of existing surface parking for customers, or displacement of businesses. Fewer such long-term impacts are anticipated under the No Action Alternative than under the Action Alternative.

3.6.5 Mitigation Measures

3.6.5.1 Construction

For both the No Action and Action Alternatives, traffic maintenance and traffic control plans would be developed before constructing any major transportation improvement project. The City of Bellevue, WSDOT, and local agency standards would be implemented and followed during design and construction where applicable. Construction activities, lane restrictions, and detours would be coordinated with appropriate agencies and public service providers. Information regarding construction activities would be provided to businesses, residents, community groups, and community service providers. Project-specific construction mitigation measures could be developed during the project design to further reduce construction activity impacts. As development and road projects progress, plans would be developed to ensure limited interruption in utility services as well.

3.6.5.2 Operation

This section describes the measures that the City of Redmond could implement to minimize impacts during project operation.

3.6.5.2.1 Roadways

All intersection improvements are proposed as mitigation and were assumed to be in place by the year 2030. These intersection improvements were evaluated as part of the project alternatives. In addition to the specific roadway improvements included in the Action Alternative, the following general measures could also be implemented to minimize future transportation impacts:

- Annually monitor congestion in Overlake and surrounding neighborhoods and consider implementing in phases additional capacity improvements as travel demand increases with growing development.
- Implement traffic monitoring and signal system optimization on key roadways.
- Coordinate with WSDOT on potential SR 520 and I-405 access point improvements.
- Phase in zoning to correspond with transportation system capacity.

3.6.5.2.2 Transit

The following transit mitigation measures could also be implemented for the Action Alternative:

- Continue ongoing efforts to coordinate with King County Metro and Sound Transit to expand and improve transit service, including cooperating on implementing the Redmond Transit System Plan (TSP) in the TMP.

- Update the Redmond TSP to include the transit programs recommended in the Action Alternative.

- Work with King County Metro and Sound Transit to focus transit service enhancements in those areas where an incremental increase in service might eliminate the need for a roadway project.

- Work with King County Metro and Sound Transit to develop and implement transit improvements before East Link LRT is implemented, particularly the BRT concept between the Downtown Redmond and Downtown Bellevue through Overlake.

- Work with King County Metro and Sound Transit to integrate surface transit improvements with proposed LRT stations to increase LRT ridership.

- Coordinate with Sound Transit to study and develop the East Link Project.

3.6.5.2.3 Non-Motorized Transportation

The following mitigation measures could also be implemented to aid non-motorized transportation:

- Incorporate non-motorized safety improvements in all locations where planned capacity improvements are implemented.

- Improve the environment along congested roadways by building buffers, enhancing streetscapes, and developing ground-level retail and restaurant businesses.

- Seek opportunities to reduce pedestrian delay at signals, provided that acceptable traffic operations can be maintained.

- Provide a high-quality pedestrian environment near LRT station areas and to other neighborhoods to encourage walking.

- Work to achieve BLOS C or better on all arterial corridors in Overlake.

3.6.6 Unavoidable Adverse Impacts

Increases in traffic volumes and corresponding increases in congestion (including intersections projected to operate at LOS F) would occur in Overlake in both the No Action and Action Alternatives. These increases would be due in part to regional factors, including economic growth and land use changes in areas outside of Redmond. However, changes in individual behaviors, such as choosing to live closer to work or to travel by means other than driving alone, has the potential to reduce the level of unavoidable adverse impacts.

3.7 Light and Glare

Light and glare can be an annoyance, such as when light from signs, street lamps, or automobile headlights shine into residences at night. Glare can be reflected sunlight from buildings with mirrored windows. On the other hand, sunlight and artificial light are also necessary for health, safety and security. Tall or bulky buildings can block sunlight from reaching residential areas of a city, which can impair public health. The livability of a city may be affected by both aspects of light and glare.

The Overlake area that is most affected by light and glare from building interiors and surfaces is the area more intensely developed with office and commercial uses. Residential areas next to highly-trafficked streets such as 148th Avenue NE, NE 40th Street and Bellevue-Redmond Road experience impacts from automobile headlights and from ambient light from street, buildings and parking lots during non-daylight hours. During daylight hours, there is the potential for reflected sunlight off mirrored-glass on office buildings to shine into adjacent areas.

The level of analysis for light and glare impacts resulting from the No Action and Action Alternatives is qualitative in nature because future building types, lighting, and materials are not known. Redmond will address light and glare impacts as part of the design review of new buildings and additions to existing buildings.

Several existing policies in the *Comprehensive Plan* deal with light and glare, such as CC-18 which states that design standards and review should minimize negative impacts from light and glare, and CC-22 which encourages landscaping that reduces glare. Policy NE-122 stipulates that night lighting should not spill over onto nearby properties and should be designed and constructed to minimize excessive glare. Redmond has also adopted exterior lighting standards to discourage excessive lighting and protect single family residential neighborhoods from adverse impacts associated with exterior lighting.

3.7.1 Potential Impacts

3.7.1.1 No Action Alternative

Although the No Action Alternative proposes no changes to the existing zoning and development regulations, additional residential and commercial development is projected beyond the Comprehensive Plan growth targets for 2022.

Little to no additional impacts beyond existing conditions would be expected in those areas that are not projected to grow under this alternative, including TAZs 371, 375, 378, and 379. The remaining TAZs in Overlake Village and the Employment Area are projected to have increased development beyond existing conditions, with most growth occurring in TAZs 373, 374, 376, 381, and 385. Less significant growth is projected for TAZs 372, 377, and 382. In all TAZs, the expected impacts would be potential for increased light from buildings and parking lots.

The neighborhood protection measures established in the 1999 ONP Update provide mitigation of these potential impacts. Policies N-OV-60 through N-OV-68 deal specifically with neighborhood protection, but these policies for greenways and landscaping also act to mitigate

the impacts from light and glare. The ONP directly refers to light and glare in Policy N-OV-62. This policy requires that uses with "noise and glare" impacts that could adversely affect nearby uses restrict the impact to the site. Policy N-OV-63 refers to the placement of buildings on-site and provides for taller buildings to be placed further away from residential areas. This helps prevent buildings from blocking sunlight to residences.

The ONP policies are implemented through the development regulations for Overlake that help to protect adjacent residential neighborhoods from impacts of commercial development. These include the buffer and landscaping requirements for specific streets, the Maximum Height and FAR Overlay, the Transition Overlay and identification of Neighborhood Protection Streets.

3.7.1.2 Action Alternative

Under the Action Alternative, there will be an increase in development as compared to projected development under the No Action Alternative. In addition, within Overlake Village, the Action Alternative includes consideration of allowing increased building height, up to 8, 9, or 12 stories, as an incentive for provision of space for public amenities such as plazas, major parks or regional stormwater management facilities.

Since light impacts are associated with intensification of development, there may be a corresponding net increase in the potential for impacts to occur. No additional impacts beyond existing conditions are expected in TAZ 378, where no growth is projected in either alternative. In TAZ 382, projected growth is less than under the No Action Alternative. The remaining TAZs in Overlake Village and the Employment Area are projected to have increased development beyond existing conditions and No Action, with most growth and potential impacts occurring in TAZs 379 and 381 from light from buildings and parking lots.

The Action Alternative includes two policies which retain the intent of the neighborhood protection measures currently existing in the ONP. Policy N-OV-12 provides for transitional uses and building and site design to protect nearby residential neighborhoods and lists those techniques that previously had been described in individual policies. Policy N-OV-8 requires that residential neighborhoods in Redmond and Bellevue be protected from adverse impacts such as light and glare and suggests various methods to achieve this. While updates to the Overlake development regulations are proposed for clarification, the substance of the regulations for buffers and landscaping throughout the study area, and for height limits in the Employment Area, are retained.

3.7.2 Mitigation

No mitigation measures are required under the No Action Alternative and no additional mitigation measures are proposed under the Action Alternative.

3.7.3 Potential Unavoidable Adverse Impacts

Some increases in ambient light and glare from new buildings in Overlake Village and the Employment Area and increased traffic volumes would be unavoidable under either the No Action or Action Alternative.

3.8 Air Quality Existing Conditions and Impacts

This section summarizes the air quality impact assessment conducted for the No Action and Action Alternatives. After a discussion of the methods employed in the analysis, results are presented. Additional information is provided in **Appendix F**.

3.8.1 Method of Analysis

Air quality is typically assessed based on measured or calculated concentrations of air pollutants in the ambient air. The air pollutant of concern for projects that affect the transportation system is carbon monoxide (CO) because of the various vehicular emissions that are regulated, CO is the pollutant emitted in the largest quantity. Therefore, the operation of area roadways and the potential effects on CO concentrations nearby are the main focus of this review.

This air quality study consisted of a microscale carbon monoxide hot-spot analysis using computer models recommended or required by Environmental Protection Agency (EPA) guidelines and/or air quality rules. The EPA-approved CAL3QHC Version 2 dispersion model was used to estimate peak-hour CO concentrations near the most traffic-congested locations. The Puget Sound Regional Council (PSRC) provided the vehicle emission factors using the latest EPA vehicle emissions factor model, Mobile6.2. Existing and future predicted traffic conditions with and without the updated plan were used to estimate worst-case CO concentrations near project-affected signalized intersections in the existing (2005), year-of-opening (2012) and long term horizon (2030) years. Model-predicted 1 hour CO concentrations include a 4 ppm background level to account for emissions from other sources in the area. The modeled 1 hour concentrations were converted to represent 8 hour concentrations using a "persistence factor" of 0.75 derived from local CO measurements to reflect both meteorological and traffic variability over an 8 hour period. Additional discussion regarding the analytical methods is presented in **Appendix F**.

3.8.1.1 Intersection Screening/Selection and Cumulative Delay

The air quality analysis focused on signalized intersections, with particular emphasis on the most congested intersections that would be most directly affected by changes in traffic operations due to the No Action and Action Alternatives. To establish which intersections to consider, the traffic data for the most congested intersections (i.e., those with the greatest PM peak-hour delay) were selected as a basis for screening probable intersections. First, intersections considered in the traffic study were ranked by total cumulative delay (i.e., intersection volume times average vehicle delay). Then, from the intersections with the highest expected cumulative delay with the Action Alternative in 2030, the single most congested intersection and two additional intersections were selected for quantitative analysis based on general geographic location within the study area. This selection approach resulted in detailed air quality modeling of the overall worst-case intersections/area and the most congested intersection in each of two additional study areas. The worst-case signalized intersections and those selected for quantitative analysis are presented below. Additional discussion of the selection process is presented in **Appendix F**.

- West Lake Sammamish Parkway at SR-520 on-ramp and Leary Way

- 148th Avenue NE at NE 24 Street and SR-520 on/off ramps (due to their proximity to the primary intersection of interest)

- 148th Avenue NE at NE 51st Street

3.8.2 Existing Conditions

Washington State Department of Ecology (WDOE) and the Puget Sound Clean Air Agency (PSCAA) maintain a network of air quality monitoring stations throughout the Puget Sound area. In general, these stations are located where there may be air quality problems, and so are usually in or near urban areas or close to specific large air pollution sources. Other stations located in more remote areas provide indications of regional or background air pollution levels. Based on monitoring information for criteria air pollutants collected over a period of years, WDOE and EPA designate regions as being "attainment" or "non-attainment" areas for particular pollutants. Attainment status is therefore a measure of whether air quality in an area complies with the federal health-based ambient air quality standards for criteria pollutants.

Once a non-attainment area achieves compliance with the National Ambient Air Quality Standards (NAAQSs), the area is considered an air quality "maintenance" area. The Overlake Neighborhood is located in the central Puget Sound CO and ozone maintenance areas. There have been no measured violations of the CO standards in many years, and measured CO levels at all monitoring locations have shown a decreasing trend in CO concentrations since the early 1990's (EPA 2006a). These trends are the result of federal, state and local plans and vehicle emission control requirements designed to reduce vehicle emissions by implementing use of lower pollutant-emitting vehicles and cleaner fuels. Additional information regarding existing air quality with respect to other pollutants and detailed CO levels measured in Overlake is available in **Appendix F**. Modeled existing conditions near project-affected intersections are included in Section 3.8.4 Potential Air Quality Impacts from Operation discussion.

3.8.2.1 Air Quality Conformity

Because the project area is in a CO maintenance area, any major changes affecting the transportation system are subject to project-level review under the federal and state air quality conformity rules. These rules (40 CFR 93) are intended to ensure that projects and actions affecting air quality will conform to existing plans and time tables for attaining and maintaining federal health based air quality standards. These rules prohibit regionally significant transportation related projects in CO and ozone non-attainment and maintenance areas from causing or contributing to localized violations. The ONP study area is not in or near a particulate matter less than 10 micrometers (PM_{10}) non-attainment or maintenance area, so PM_{10} conformity is not applicable. Ozone is a regional pollutant and there are currently no means to assess potential impacts to ozone concentrations on a project level, so a conformity review is not required for ozone. There are, however, specific rules for analyzing potential CO impacts in relation to conformity issues for transportation plans and projects. In this instance, the proposed improvements include project-level data, and a transportation conformity review is possible. Results are discussed in Section 3.8.4 Potential Air Quality Impacts from Operation.

3.8.3 Potential Air Quality Impacts During Construction

Construction of any of the proposed transportation improvements included in the alternatives could result in temporary minor, localized impacts to air quality due to emissions from construction-related sources and activities. For example, dust from short-term construction activities would contribute to ambient concentrations of suspended particulate matter. Construction contractors would have to comply with PSCAA regulations requiring that all reasonable precautions be taken to minimize fugitive dust emissions.

Construction would require use of heavy trucks and smaller equipment such as generators and compressors. The engines on such equipment would emit air pollutants that would slightly degrade local air quality, but these emissions and the resulting concentrations would be far outweighed by emissions from existing traffic around the project area. Nonetheless, emissions from such sources, and especially from diesel-fueled engines, are coming under increasing scrutiny because of their suspected risk to human health. So, although there is little or no danger of such emissions resulting in pollutant concentrations that would exceed an applicable ambient air quality standard, pollution control agencies are now urging that emissions from diesel equipment be minimized to the extent practicable in order to reduce potential health risks.

Some phases of construction would cause odors detectable to some people in the area. This would be particularly true during paving operations using asphalt. Construction contractors would have to comply with PSCAA regulations when emitting odor bearing air contaminates. Such odors from paving operations would be short term.

Construction equipment and material hauling can affect traffic flow in a project area. Given that there is heavy traffic during some periods of the day, scheduling haul traffic during off peak times (e.g., between 9 AM and 4 PM) would have the least affect on other traffic and would minimize indirect increases in traffic related emissions.

In general, construction activities complying with applicable rules and regulations would not be expected to significantly affect air quality under either of the alternatives.

3.8.4 Potential Air Quality Impacts from Operation

3.8.4.1 No Action Alternative

With the No Action Alternative, model-calculated CO concentrations near the intersection of West Lake Sammamish Parkway with SR-520 and Leary Way, the study area's worst-case signalized intersection, are not predicted to exceed either the 1-hour (35 ppm) or 8-hour (9 ppm) ambient air quality standards in the existing, opening or design years. CO concentrations near modeled intersections that are also the worst-case locations in other geographic areas of the study area also remain less than the CO standards set to protect human health and welfare. In addition to complying with the ambient air quality standards, maximum model predicted concentrations decrease in future years from existing conditions. This decrease in CO levels is likely due to cleaner fuels and less-polluting engines as required by federal rules which have been expected to substantially decrease vehicle emission rates compared to current and previous analysis years. Maximum model-predicted PM peak-hour CO concentrations near selected intersections are presented in Table 3-24.

Table 3-24:
Calculated Maximum Peak-Hour Carbon Monoxide Concentrations (ppm)

Signalized Intersection	Averaging Time	2005 Existing	2012 No Action	2030 Alternatives	
				No Action	Action
West Lake Sammamish Pkwy with SR-520/Leary Way	1-hour	11.2	9.1	8.0	8.1
	8-hour	8.4	6.8	6.0	6.1
148th Ave NE with NE 24th S/SR-520 on-off ramps	1-hour	11.9	8.2	7.1	6.9
	8-hour	9.0	6.2	5.3	5.2
148th Ave NE with NE 51st St	1-hour	8.8	7.2	6.9	7.0
	8-hour	6.6	5.4	5.2	5.3

Note that the calculated 1-hour CO concentrations include a 4-ppm background level to account to CO from other sources in the vicinity. In this instance, this is a very conservative assumption.

Source: Modeling conducted by Geomatrix Consultants, Inc.

3.8.4.2 Action Alternative

With the proposed transportation system changes and improvements in the Action Alternative, model-predicted CO concentrations remain the same or increase slightly in 2030 near the modeled intersections compared to the No Action Alternative, but remain well below the respective 1-hour and 8-hour ambient air quality standards. Similar to the No Action Alternative, maximum concentrations decrease in 2030 compared to predicted concentrations in the existing and opening year scenarios despite increases in traffic volumes and higher delays. This decrease is due to cleaner fuels and less polluting vehicles.

3.8.4.3 Comparison of the Alternatives

Based on available traffic data, plan-level cumulative delay at signalized intersections under the No Action Alternative reaches 3,352 hours in 2030, compared with 2,655 hours of delay with the Action Alternative. Proposed improvements included would decrease delay throughout the transportation system by 697 hours, a 20% decrease from delay expected in 2030 with no additional improvements as would occur with the No Action Alternative. It is therefore likely that the Action Alternative would decrease overall delay and related vehicle emissions across the study area by 2030.

3.8.4.4 Summary of Conformity Determination

The conformity guidelines suggest that if a transportation project demonstrates in its opening and design years that ambient air quality standards will not be exceeded that consistency with existing air quality plans would met. For this project, with the No Action Alternative in its opening year (2012), the highest 8-hour CO concentration would be 6.8 ppm, which is less than the 9-ppm 8-hour standard. The highest 8-hour predicted CO concentration for the No Action or Action Alternatives in the design year (2030) is 6.1 ppm, which is also less than the ambient air quality standard. In the absence of traffic data for the Action Alternative in its opening year (2012), it is reasonable to conclude that improvements to the transportation system realized in the opening year would also likely decrease delays on transportation corridors in the study area. Similarly, ambient CO concentrations in 2012 under the Action Alternative would likely remain the same or change slightly with the traffic revisions, as demonstrated with the modeling effort.

In addition to improvements, vehicle emission rates are likely affecting recent decreasing CO concentration trends. It is therefore reasonable to assume that ambient air quality standards would also be met under the Action Alternative as is the case with the modeled No Action Alternative.

Based on a project-level review of the potential air quality implications of the ONP, the proposed Action Alternative likely conforms at a project level with the air quality conformity requirements under state and federal air quality laws. As such, the project would not cause a new violation of an air quality standard, nor would it prolong the time required to attain a standard.

3.8.4.5 Mobile Air Toxics

In addition to criteria air pollutants for which there are national ambient air quality standards, air toxic pollutants are also regulated by the EPA and WDOE. Mobile sources are one major source of toxic pollutants. Although air toxics have come under increasing scrutiny in recent years, there is currently no means to adequately assess the potential for impacts related to mobile toxic pollutants (MSATs) for this type of analysis. For example, the tools to predict how MSATs disperse are limited, and adequate, scientifically-vetted determinations regarding the relative safety and risks of specific concentrations have not yet been developed. In addition, at this point, EPA tools for estimating toxic emissions from motor vehicles are not sufficiently sensitive to transportation system variables to be useful in estimating emissions with enough precision to be useful in comparing alternative actions. Therefore, project-specific estimates of the potential impacts due to the alternatives are not possible at this time.

3.8.5 Mitigation

3.8.5.1 Construction Impact Mitigation for Both Alternatives

Although significant construction impacts are not anticipated, construction contractors would be required to comply with all relevant federal, state, and local air quality laws, and would be required to prepare a plan for minimizing dust and odors sufficiently to comply with PSCAA Regulation I, Sections 9.11 and 9.15. The Associated General Contractors of Washington's *Guide to Handling Fugitive Dust from Construction Projects* provides practical examples of suggested best management practices necessary to comply with air quality regulations involved in the construction process. The following is a list of possible mitigation measures specified in the guide that could be implemented to reduce potential temporary air quality impacts during construction of the project.

- Use only equipment and trucks that are maintained in optimal operational condition
- Require all off-road equipment to be retrofitted with emission reduction equipment (i.e., require participation in Puget Sound Region Diesel Solutions by project sponsors and contractors)
- Use bio-diesel or other lower-emission fuels for vehicles and equipment
- Use carpooling or other trip reduction strategies for construction workers

- Stage construction to minimize overall transportation system congestion and delays to reduce regional emissions of pollutants during construction

- Implement construction curbs on hot days when region is at risk for exceeding the ozone NAAQS, and work at night instead

- Implement restrictions on construction truck idling (e.g., limit idling to a maximum of 5 minutes)

- Locate construction equipment as far away as possible from sensitive receptors such as fresh air intakes to buildings, air conditioners, and sensitive populations

- Locate construction staging zones where diesel emissions won't be noticeable to the public or near sensitive populations such as the elderly and the young

- Spray exposed soil with water or other suppressant to reduce emissions of PM_{10} and deposition of particulate matter

- Pave or use gravel on staging areas and roads that would be exposed for long periods

- Cover all trucks transporting materials, wet materials in trucks, or provide adequate freeboard (space from the top of the material to the top of the truck bed), to reduce PM_{10} emissions and deposition during transport

- Provide wheel washers to remove particulate matter that would otherwise be carried off site by vehicles to decrease deposition of particulate matter on area roadways

- Remove particulate matter deposited on paved, public roads, sidewalks, and bicycle and pedestrian paths to reduce mud and dust; sweep and wash streets continuously to reduce emissions

- Cover dirt, gravel, and debris piles as needed to reduce dust and wind blown debris

- Route and schedule construction trucks to reduce delays to traffic during peak travel times to reduce air quality impacts caused by a reduction in traffic speeds

3.8.5.2 Operational Impact Mitigation for Both Alternatives

The air quality impact analysis indicates that neither alternative results in any significant adverse air quality impacts in the study area due to traffic. Consequently, no operational impact mitigation measures are warranted or proposed for project-related traffic.

3.8.6 Potential Unavoidable Adverse Impacts

No unavoidable adverse air quality impacts have been identified and none are anticipated.

3.9 Noise

The human ear responds to a very wide range of sound intensities. The decibel (dB) scale used to describe sound is a logarithmic rating system that accounts for the large differences in audible sound intensities. Using this scale, humans perceive a doubling of loudness as an increase of 10 dB. Therefore, a 70-dB noise source sounds twice as loud as a 60-dB source. Under ideal conditions, people generally cannot detect differences of 1 dB while differences of 2 or 3 dBs can be detected. In the outside environment such as near roads, a change of 2 or 3 dBs would not be noticeable to most people, while a 5 dB change would be expected to be perceived under normal listening conditions.

Because of the logarithmic scale used to describe noise, a doubling of the noise source strength (e.g., twice as much traffic on a road if other factors remain the same) produces a 3 dB increase in average roadway noise. Average sound levels due to sources such as traffic decrease with distance from the road at a rate of 3-4.5 dB per doubling of the distance. Peak sound levels from discrete events, such as from a single vehicle's brake screech or tire squeal, attenuate at 6-dB per doubling of the distance. Conversely, moving half the distance closer to a road increases sound levels by 3 dB and 6 dB for roadway and point sources, respectively.

When addressing the effects of noise on people, it is necessary to consider the frequency response of the human ear. Instruments that measure sounds are therefore designed to respond to, or ignore, certain frequencies. The frequency-weighting most often used to evaluate environmental noise is A-weighting, and measurements from instruments using this system are reported in "A-weighted decibels" or dBA.

Distance from the source, the frequency of the sound, the absorbency of the intervening ground, obstructions, and duration of the noise-producing event all affect the transmission and perception of noise. The degree of this effect also depends on who is listening and on existing sound levels. The variability in the way individuals react to noise makes it impossible to accurately predict how any one individual will respond to a given noise. However, when the community is considered as a whole, trends emerge which relate noise to annoyance.

Two main types of health effects may potentially occur from excessive noise: auditory and non-auditory. Auditory impacts are caused by high noise levels which can potentially damage hearing and produce either partial or total deafness. Non-auditory health impacts include sleep and speech disturbance and may also involve human physiological (other than hearing damage) or behavioral effects. Traffic noise is generally not loud enough over a long-enough time period to cause hearing impairment and is generally more of a factor in non-auditory health impacts. Typical sound levels from some familiar noise sources and activities are presented in Table 3-25.

Table 3-25:
Sound Levels Produced by Common Noise Sources

Thresholds/ Noise Sources	Sound Level (dBA)	Subjective Evaluations	Possible Effects on Humans
Human Threshold of Pain Carrier jet takeoff at 15 meters (50 ft)	140	Deafening	Continuous exposure to levels above 70 can cause hearing loss in majority of population
Siren at 30 meters (100 ft) Loud rock band	130		
Jet takeoff at 61 meters (200 ft) Auto horn at 0.9 meters (3 ft)	120		
Chain saw Noisy snowmobile	110		
Lawn mower at 0.9 meters (3 ft) Noisy motorcycle at 15 meters (50 ft)	100	Very loud	
Heavy truck at 15 meters (50 ft)	90		
Pneumatic drill at 15 meters (50 ft) Busy urban street, daytime	80	Loud	
Normal automobile at 80 kph (50 mph) Vacuum cleaner at 0.9 meters (3 ft)	70		Speech Interference
Air conditioning unit at 6 meters (20 ft) Conversation at 0.9 meters (3 ft)	60	Moderate	
Quiet residential area Light auto traffic at 30 meters (100 ft)	50		Sleep interference
Library Quiet home	40	Faint	
Soft whisper at 5 meters (15 ft)	30		
Slight rustling of leaves	20	Very Faint	
Broadcasting Studio	10		
Threshold of Human Hearing			

Note that both the subjective evaluations and the physiological responses are continuums without true threshold boundaries. Consequently, there are overlaps among categories of response that depend on the sensitivity of the noise receivers.
Source: EPA 1974

In 1998, long-term and short-term Sound Level Measurements (SLMs) were conducted at various locations throughout the BROTS Study Area. At all five locations where long-term (24-hour) SLMs were taken, traffic noise levels during peak traffic hours exceeded the maximum allowable level of 57-dBA specified by Bellevue. Four of the five locations experienced some off peak sound levels below this maximum. Peak hour sound levels at three locations exceeded Federal Highway Administration (FHWA) criterion of 67-dBA.

3.9.1 Construction Noise Impacts for Both Alternatives

During construction, there would be temporary increases in sound levels along the construction routes due to the use of heavy equipment and the hauling of construction materials. The increase in noise levels would depend on the type of equipment being used, and the amount of time it is in use.

Sound levels 15 meters (50 feet) from construction equipment exceed the levels recommended for residential land uses in Redmond's noise ordinance. Some of the proposed transportation network projects would require construction activities very close (less than 15 meters) to existing residences, so at times, sound levels would very likely exceed the maximum permissible levels allowed in the City. However, temporary construction noise affecting residential receivers is exempt from the maximum permissible sound levels specified in Redmond's noise ordinance between 7 AM and 7 PM, Monday through Friday, and Saturdays between 9 AM and 6 PM. Construction noise emanating from temporary construction sites and affecting Class B or C Environmental Designation for Noise Abatement (EDNAs) are exempt daily between 7 AM and 7 PM.

As there would be more projects under the Action Alternative than the No Action Alternative, more short-term impacts from construction would be anticipated under the Action Alternative.

3.9.2 Operational Noise Impacts for Both Alternatives

Under either the No Action or Action Alternative, traffic noise levels at all locations examined in 1998 are likely to continue to exceed the maximum allowable levels allowed by Redmond for commercial sources (i.e., traffic) affecting residential receptors. Sound levels in all of the subareas studied in 1998, though not all of the receptors in each subarea, would approach or exceed the FHWA criteria of 67-dBA for residences and other sensitive receptors.

In the Action Alternative, modeling shows that traffic conditions along some arterials are improved over the No Action Alternative making it possible that noise impacts for the Action Alternative will be somewhat less on these corridors.

The potential noise impacts of light rail in Overlake will be analyzed in Sound Transit's EIS for the East Link project.

3.9.3 Mitigation for Noise Impacts for Both Alternatives

Due to the limitations of the approach used in the 1998 analysis, more detailed analytical techniques would need to be employed on a project level basis to determine which transportation projects would actually cause significant noise impacts and require some form of noise mitigation.

The Redmond and Bellevue noise ordinances require consideration of potential noise mitigation from road improvement projects in residential areas when traffic noise from the project may exceed 67-dBA or if traffic noise could increase by 5 dBA or more. In such situations, project-specific noise impact evaluations must be performed, and noise mitigation measures may be required. Possible mitigation measures include noise barriers, speed reductions, truck routes, and building construction techniques and materials designed to reduce interior noise levels.

In addition, the Redmond noise ordinance includes provisions that apply to multi-family developments proposed within 100 feet of an arterial or state highway that has an existing or projected traffic volume of 20,000 or more average daily trips. Applicants are required to include sound attenuation measures in the site design and/or the design and construction plans of the structure(s).

3.9.4 Potential Unavoidable Adverse Impacts for Both Alternatives

In terms of the relative increase in traffic noise, the 1998 analysis predicted slight noise impacts (increases less than 5 dBA) at the majority of locations compared with existing sound levels for both alternatives considered then—the same is likely true for the No Action and Action Alternatives considered here. Even though existing sound levels in some parts of the study area are already beyond generally acceptable levels according to most criteria, the alternative future actions would have little effect on traffic noise levels near most arterials.

3.10 Water Quality: Streams

The Water Quality impact analysis is qualitative in nature because the specific project-level impacts of either the authorized development or transportation projects will be determined at the time of permit review.

3.10.1 Existing Conditions

Streams are critical areas because they provide important wildlife and fish habitat. Streams also need protection and management to provide adequate drainage without causing property damage due to erosion or flooding.

Redmond's critical areas regulations apply to any activity that has the potential to have a significantly adverse impact on a critical area. The Fish and Wildlife Habitat Conservation section of the regulations identifies four classes of protected streams (described below). The study area includes Class II, III and IV streams, primarily located in residential neighborhoods east and north of 156th Avenue NE and NE 40th Street.

- Class I streams are those streams identified as shorelines of the state by Redmond's Shoreline Master Program.

- Class II streams are natural streams that are not Class I streams and are either perennial or intermittent and have salmonid fish use or the potential for salmonid fish use.

- Class III streams are natural streams that are not Class I or II and are either perennial or intermittent and have one of the following characteristics:
    - Non-salmonid fish use or the potential for non-salmonid fish use; or
    - Headwater streams with a surface water connection to salmon bearing or potentially salmon bearing streams (Class 1 or II).

- Class IV streams are natural streams that are not Class I, II or III, are either perennial or intermittent, do not have fish or the potential for fish, and are non-headwater streams.

Overlake contains two primary drainage basins. The Overlake North Basin drains to the Sammamish River via an existing WSDOT storm drain that follows SR 520. There are documented conveyance problems upstream of the SR 520 storm drain on the Nintendo property. An existing pond near the SR 520 / West Lake Sammamish Parkway interchange was originally

constructed for flow control; however, current drainage requirements do not require flow control for discharges to the Sammamish River as long as adequate conveyance capacity exists. Additional flow control and water quality treatment facilities are located within existing site developments. These are assumed to meet requirements that were in place during original development, which is typically less stringent than current requirements. The Sammamish River is in the Shoreline Master Program for Redmond and is classified as a Class I stream.

The Overlake South Basin is a tributary to Kelsey Creek via a series of urban storm drain lines. There are no known conveyance problems identified in this basin. Flow control and water quality treatment facilities, where existent, are located within existing site developments and City right of way improvements. These are assumed to meet requirements that were in place during original development, which is typically less stringent than current requirements. Kelsey Creek originates at Larson Lake in Bellevue and drains into Mercer Slough which eventually drains into Lake Washington. It is a Class II (with salmonids) stream as defined by King County and a Type A stream as defined by the City of Bellevue.

3.10.2 Potential Construction and Operation Impacts

The No Action and Action Alternatives identify varying levels of redevelopment, primarily in Overlake Village and the Employment Area, and supporting transportation improvements. The City of Redmond has adopted stormwater runoff regulations that are consistent with the State of Washington Department of Ecology's 2005 *Stormwater Management Manual for Western Washington*. From a stormwater management perspective, redevelopment and transportation improvements under either alternative would be required to meet the criteria outlined in the *Clearing, Grading, and Stormwater Management Technical Notebook* (Issue No. 5, 1/1/2007) for the City of Redmond for water quality treatment and flow control.

Indirect impacts associated with increased impervious area from land use or transportation projects may include increased runoff. Aside from construction impacts, significant loads of heavy metals and petrochemicals typically are found in urban storm runoff from roads and parking areas. Impacts are somewhat related to the number of vehicles using roadways which is linked to total development allowed. Large areas of landscaping with lawns can generate nutrients, pesticides, and a variety of nuisance or accidental discharges. These impacts can be managed by installing detention and treatment facilities where sufficient facilities do not currently exist.

Direct impacts during construction may include temporary increases in turbidity due to erosion. This can be managed by the use of proper erosion control techniques.

A number of projects involve the addition of turn lanes. Assuming a turn lane area equal to 5,000 square feet of asphalt or greater (e.g., a length of 250 feet and width of 20 feet), each of these projects would require stormwater treatment and runoff control. In some areas, existing stormwater systems may be adequate to handle the additional runoff. These will need to be addressed on a project level basis. It is assumed that adequate detention facilities will be installed or adequate facilities exist, therefore upgrading of roadways and addition of turn lanes are assumed to have negligible post construction impacts.

Both alternatives maintain the current policy direction to retain the campus-like environment of the Employment Area and encourage redevelopment in Overlake Village. As a result, under either alternative, constructing additional developments and transportation improvements are not anticipated to significantly change the overall impervious footprint of either basin when compared to development permitted under existing zoning.

From a stormwater management perspective, the alternatives can be compared based on the approach for updating flow control and water quality treatment in accordance with the current regulations.

3.10.2.1 No Action Alternative

Under the No Action Alternative, flow control and water quality treatment facilities would be implemented on a project-by-project basis. Projects in the Overlake North Basin would likely require flow control due to the known conveyance problem at the Nintendo site south of NE 51st Street. Flow control and water quality treatment facilities would typically consist of a series of ponds and/or vaults to manage stormwater runoff on a site by site basis as redevelopment occurs.

Indirect impacts to streams in the form of erosion and sedimentation associated with developed runoff would be expected to improve over existing conditions as projects are completed and current stormwater management requirements are implemented.

Proper erosion control techniques during construction and compliance with existing ordinances and policies protecting streams and riparian areas will mitigate potential adverse impacts. However, existing regulations exempt projects that generate less than 5,000 square feet of new or replaced impervious surface. Therefore, there may be cumulative impacts from small developments that are exempted.

3.10.2.2 Action Alternative

The Action Alternative proposes to primarily address flow control and water quality treatment on a regional level for the Overlake North and South Basins rather than through installation of individual facilities to serve each development project. Some project specific water quality and detention facilities may also be required depending on the land area available for regional facilities.

In the Overlake South Basin, these regional facilities would be designed to meet current stormwater regulations for 100 percent of the public road right of way area and redevelopment of approximately 70 percent of the existing private land area consistent with redevelopment projections. The regional facility approach for each basin area is summarized below.

In the Overlake North Basin, flow control is not required by current codes for discharges to the Sammamish River unless a known conveyance capacity exists downstream. Preliminary hydraulic studies identify two conveyance constrictions between the Overlake North Basin and the Sammamish River. There is existing flooding in the parking lot on the Nintendo site south of NE 51st Street. Although this could be remedied by local conveyance upgrades, the SR 520 storm drain does not appear to have adequate capacity to accept the anticipated peak flows. As a result, the proposed regional improvements may include both local conveyance upgrades and a

regional pond immediately downstream of this Nintendo site to limit peak flows to the capacity of the downstream conveyance system in SR 520. An existing detention pond near the SR 520 / West Lake Sammamish Parkway interchange may be retrofitted to meet water quality treatment requirements for redevelopment in the Overlake North Basin to the extent practical. Additional on-site measures may be required on a project specific basis within the basin.

In the Overlake South Basin, flow control and water quality treatment facilities are proposed to be constructed to meet current stormwater treatment regulations for 100 percent of the public road right of way area and 70 percent of existing private land area. The area that is bounded by NE 20th Street, 148th Avenue NE, NE 31st Street, and 156th Avenue NE is generally suitable for large regional facilities due to the low gradient ground surface, depth of existing conveyance facilities, and location at the downstream end of the drainage basin. The exact location and configuration of regional facilities will be determined by detailed engineering design and land availability. For the purposes of verifying feasibility and budget level estimates for this alternative, the major components of the Overlake South Basin flow control and water quality treatment system include:

- A 2 to 4 acre regional detention and water quality facility adjacent to SR 520 on a portion of the PS Business Park property. This facility is anticipated to be an open pond with buffer plantings to provide visual screening between development and the highway. The lower portion of the pond would provide dead storage for water quality treatment.

- A 2 to 4 acre regional detention and water quality facility on a portion of the Sears/ Regency Center property. This facility could either be a pond, a vault system, or a combination of both. The vault option is more expensive, but would allow surface uses such as a public plaza or open space within the retail core of the neighborhood. A pond could serve as a green gateway to the area. Water quality treatment facilities would be dependent on the type of detention system installed. For a pond system, water quality would be provided in a permanent pool in the lower elevations of the pond. Stormwater treatment wetland facilities could be implemented in portions of the land area overlying a detention vault system.

- A series of bio-filtration swales / stormwater treatment wetlands along SR 520 and 148th Avenue NE. These facilities would be vegetated with native plants and would serve as a visual buffer between high traffic roadways and the retail core and provide water quality treatment for a portion of the basin.

- Conveyance upgrades for routing of stormwater to and from the various facilities. These upgrades are likely to include rerouting of storm drains, flow splitters, control structures, and possibly pump stations.

These are preliminary design concepts that would be further developed during detailed analysis and design for these facilities.

The Action Alternative includes a proposed incentive program to allow additional building height and development capacity for these properties as an incentive to dedicate the land needed

for the regional detention and water quality facilities. Based on an economic analysis, the increase in building height under consideration for providing regional stormwater facilities and other desired amenities on these properties is up to a total of 9 floors.

In addition to the regional facilities described above, redevelopment using Low Impact Development (LID) and other green building techniques is encouraged by proposed policy N-OV-17. LID techniques that rely on infiltration will not provide substantial reduction in flow control requirements due to the soil conditions within the Overlake South Basin. Most of the flow control requirements for the basin will need to be reached by use of detention ponds or vaults on a regional or site specific level.

LID applications would provide a greater benefit towards meeting water quality requirements than reducing flow control for large storms. These techniques could be implemented on many smaller sites within the basin. Many of these LID options provide aesthetic benefits for sites in addition to removing toxins from runoff.

The regional facilities would prioritize meeting target detention storage levels for the entire basin. Regional water quality facilities would be implemented to the extent practical, which is largely dependent on the area available for regional facilities. These regional facilities would eliminate the need for individual detention facilities at most redevelopment project sites and reduce the size of water quality facilities required.

Although flow control and water quality treatment regulations can be achieved by either on-site or regional methods, advantages of the regional approach include:

- Immediate benefit of flow control and water quality treatment for existing development within the service area. Implementation on a site by site basis only improves basin wide runoff incrementally as systems are constructed.

- Fewer systems to maintain.

- Regional facilities provide a backup system for site specific Best Management Practices (BMP) to reduce direct impacts associated with sediment transport during construction activities on redevelopment sites.

The primary disadvantages of regional stormwater facilities are the high initial cost of construction and large land requirements.

3.10.3 Mitigation

3.10.3.1 No Action Alternative

Stormwater facilities for flow control and water quality treatment meeting the specifications of the City of Redmond *2007 Clearing, Grading, and Stormwater Management Technical Notebook* will have to be installed on a project by project basis. Additional mitigation could consist of changing the regulations to not exempt projects under 5,000 square feet of impervious surface.

3.10.3.2 Action Alternative

Stormwater facilities for flow control and water quality treatment meeting the specifications of the City of Redmond *2007 Clearing, Grading, and Stormwater Management Technical Notebook* are proposed to be installed as regional facilities to serve 100 percent of the public right of way as well as 70 percent of private parcels in the Overlake South Basin, consistent with redevelopment goals. Additional mitigation would include the use of policies and development incentives for incorporating LID concepts for on site treatment of runoff and additional reduction in runoff volumes.

3.10.4 Potential Unavoidable Adverse Impacts for Both Alternatives

With the implementation of required stormwater facilities, no significant adverse impacts are expected. There could be some unavoidable impacts from projects that are exempted from the regulations. In the short term, there is likely to be an increase in erosion impacts due to the construction associated with redevelopment activities.

3.11 Water Quality: Lake Sammamish

This section evaluates potential water quality impacts from the alternatives on Lake Sammamish.

3.11.1 Existing Conditions

Lake Sammamish is a resource of state-wide significance under the Shoreline Management Act and provides migratory and rearing habitat for many salmonid species including state listed species such as Chinook salmon and Bull Trout, as well as habitat for many species of warm water fish and wildlife. The Lake Sammamish watershed has been transitioning from dominantly forested to single family residential over the past 30 years. This has increased the amount of nutrient input to the lake, which is the largest problem facing Lake Sammamish. Excessive nutrient concentrations result in undesirable levels of algal growth which deteriorate water quality.

The Lake Sammamish watershed is multi-jurisdictional (Cities of Bellevue, Issaquah, Redmond and Sammamish, and unincorporated King County). Historically poor water quality in Lake Sammamish has resulted in the diversion of wastewater discharge to the lake. King County has studied the lake for several decades; however, efforts in the 1980s and 1990s to improve water quality and prevent further degradation have required the cooperation of all jurisdictions. In 1989, a *Water Quality Management Plan* for Lake Sammamish was prepared. Since 1990, new developments have been required to provide some stormwater treatment for phosphorus removal using wet-ponds and bio-filtration swales. In 1996, the *Lake Sammamish Water Quality Management Plan* was adopted by the local jurisdictions.

The Lake Sammamish Initiative was started in August 1995 to evaluate long-term goals for the lake, to develop a management plan to achieve those goals and to recommend a financial strategy to pay for the plan. Partners for a Clean Lake Sammamish was a citizen task force which produced the *Lake Sammamish Initiative Report July 10, 1996*. The *Lake Sammamish Initiative*

Report evaluates known source control, forest management, retrofit, and regional treatment technologies for potential future implementation in the Lake Sammamish drainage basin.

Within Redmond, any development within the Lake Sammamish Basin must comply with the specific phosphorus controls described in the City's *2007 Clearing, Grading and Stormwater Management Technical Notebook*.

3.11.2 Potential Impacts

Existing conditions were compared to the proposed project list for each network and the proposed land use associated with the alternatives. It is assumed that projects occurring outside the Lake Sammamish drainage basin will have no impact on Lake Sammamish as stormwater runoff from projects in the Overlake North and South drainage basins drain to Downtown Redmond and City of Bellevue respectively. The *Comprehensive Plan* discusses surface water quality and fish and wildlife habitat in the Natural Environment Element (policies NE-61 through NE-101), and also in the Shoreline Master Program Element.

3.11.2.1 No Action Alternative

No additional development is projected in the portion of Overlake that is within the Lake Sammamish basin; therefore no potential significant adverse impacts are anticipated.

With respect to transportation improvement projects, none of the projects in the No Action Alternative occur within the drainage basin draining to Lake Sammamish. Therefore, there are no significant direct impacts anticipated with these projects. Existing ONP policy N-OV-2, regarding protection of the water quality of Lake Sammamish and streams and creeks in the area, would be maintained in addition to water quality policies in the Natural Environment Element of the Comprehensive Plan.

3.11.2.2 Action Alternative

Additional development is projected in TAZs 375 and 379, which drain to Lake Sammamish. The primary potential impacts on Lake Sammamish in an already urbanized area result from erosion during construction and phosphorus from fertilizers and eroded soil in stormwater runoff coming from developed areas. If not properly managed, land use development could adversely affect the Lake due to erosion during construction and polluted stormwater runoff.

Two transportation projects are identified within the portion of Overlake that drains to Lake Sammamish: the construction of bicycle lanes along a portion of Bellevue-Redmond Road and the construction or at a minimum identification of bicycle lanes through a portion of the Microsoft campus northeast of the intersection of Bellevue-Redmond Road and 156th Avenue NE. No significant direct impacts are anticipated with either of these projects.

The substance of the existing neighborhood policy concerning protection of streams and ravines and the water quality of Lake Sammamish would be retained in proposed policy N-OV-20.

3.11.3 Mitigation for Both Alternatives

No mitigation is required for either the No Action or Action Alternatives, as no adverse impacts are expected.

With respect to direct impacts from projected land use development, the City of Redmond closely manages the Lake Sammamish watershed for water quality. Development in the portion of TAZ 375 and 379 within the West Lake Sammamish Basin will be carefully managed in accordance with the *2007 Clearing, Grading, and Stormwater Management Technical Manual* to not increase the phosphorus load to Lake Sammamish.

3.11.4 Potential Unavoidable Adverse Impacts for Both Alternatives

Assuming water quality protection measures are implemented in accordance with the *2007 Clearing, Grading, and Stormwater Management Technical Manual* and ONP and *Comprehensive Plan* policies, no significant adverse impacts would be expected from future land use and transportation projects under either alternative.

3.12 Wetlands

3.12.1 Existing Conditions

This section discusses the impacts of the two alternatives on the wetland resources in the study area. The analysis is qualitative in nature and impacts from development and transportation projects will be evaluated in more detail during the permit review.

3.12.1.1 Documented Wetlands

The majority of the study area is developed and few larger areas of contiguous undeveloped land and open space occur; where they do occur, they are generally associated with steep slopes, Lake Sammamish, or streams. Few small undeveloped lands are interspersed throughout the study area. Much of the remaining natural vegetation within the study area is mature second growth though some areas of early successional shrub and forest vegetation are present. Most of the open space and undeveloped land within the study area has been disturbed to some degree.

The City of Redmond's critical areas maps are a guide for the location of wetlands and other environmentally sensitive areas. These maps indicate no documented wetlands within Overlake Village or the Employment Area; a number of wetlands have been documented in the Residential Area. Many of the documented wetlands within the study area have experienced some level of disturbance as a result of development and human activity. Significant alterations include excavation or impoundment, use of the wetland as a landscape amenity, and human intrusion from development adjacent to the wetland system.

Given the level of existing development within the study area, the documented wetland systems offer some of the last remaining pockets of habitat for urban wildlife and wetland dependent plant and animal species. Since many of these areas are associated with streams and are long linear features, they likely provide corridors that facilitate wildlife movement between undeveloped areas. Most wetlands have open water, scrub-shrub, forested, and emergent components. This complexity provides a level of diversity that is beneficial to many plant and wildlife species.

3.12.1.2 Undocumented Wetlands

There is a strong likelihood that numerous wetlands smaller than one-half acre exist throughout the study area. These areas may range from regularly mowed, low, wet areas in backyards and parks to relatively undisturbed seeps along the banks of the many small streams and drainages within the study area. While individually these areas may be small, their cumulative ability to provide wildlife habitat, stormwater and floodwater storage and alteration, and groundwater exchange should not be overlooked.

3.12.2 Potential Impacts

In general, most wetland impacts that are rated low to moderate are readily mitigated within the regulatory processes currently in place. Redmond's existing critical areas regulations prohibit modification of some wetlands and require avoidance of all wetland impacts if possible. Adopted City wetland policy targets no net loss of wetland acreage, function, or value. For details on the regulatory framework, please refer to the *Redmond Community Development Guide* section 20.D.143.30 Wetlands. In addition, wetland impacts are regulated by the U.S. Army Corps of Engineers (COE) and WDOE through the Section 404 and 401 process.

If all chapters of the existing regulatory framework are properly implemented, the current three-tier federal, state, and local system will serve to provide a significant level of mitigation for wetland impacts within Overlake.

Under both alternatives, the proposed land uses are not anticipated to result in significant adverse impacts to wetland resources assuming development occurs within the current regulatory framework using the best practical planning, design and construction practices. All development will be consistent with Redmond's *Critical Areas Ordinance*, updated in May 2005. This includes conducting a site specific review at development application since small wetlands may not be identified.

3.12.2.1 No Action Alternative

No transportation projects or land use actions included in the No Action Alternative are anticipated to result in significant negative impacts to wetland resources within the Overlake study area.

3.12.2.2 Action Alternative

There are two transportation projects in the Action Alternative with a potential to impact wetlands. Project RED-OV-21 is an extension of the existing westbound/southbound bicycle lane on Bellevue-Redmond Road north to the West Lake Sammamish Parkway intersection. Three wetlands are located near the project area, including two which are smaller riparian wetlands flowing from east of the roadway down toward the Sammamish River floodplain. Small areas of impact may occur to these wetlands.

Project RED-OV-040 is a widening of West Lake Sammamish Parkway from NE 51st Street to Bellevue-Redmond Road. Two wetlands are located near the project area, to the west of the roadway which flow east down toward the Sammamish River floodplain. Small areas of impact may occur to these wetlands.

These projects generally are planned in areas near smaller wetlands, wetlands of lower quality, or the anticipated impacts are indirect and short-term. Impacts associated with these projects can be mitigated by following existing design standards, employing Best Management Practices during construction, and providing compensatory mitigation for direct impacts within the current regulatory framework. Therefore, these projects are not likely to have a significant long term negative effect on the identified wetland resources.

3.12.3 Mitigation

3.12.3.1 No Action Alternative
No mitigation required.

3.12.3.2 Action Alternative
Special project-specific design consideration and construction techniques may be required. Each project or building proposal should include a site specific review. Projects must be in compliance with existing Redmond regulations, including the updated *Critical Areas Ordinance*.

3.12.4 Potential Unavoidable Adverse Impacts for Both Alternatives
Based on local, state, and federal requirements for mitigating impacts to wetlands, there will be little permanent, unavoidable adverse impacts to wetlands under either alternative.

3.13 Public Facilities

Development is supported by public facilities. In analyzing the impacts of development, the availability of public facilities and services must be considered. This section discusses several key public facilities that have the potential to affect development in Overlake. These public facilities include water supply, sewer capacity and electrical demand. In addition, ensuring adequate parks, recreation, and open space for the neighborhood is important. Further, with the existing residential capacity in Overlake, development in the neighborhood has the potential to have a significant effect on the demand for public schools in the area. The transportation facilities in Overlake are considered in Section 3.7. Other public facilities and services were considered as part of the ONP and are discussed in the *Redmond Overlake Mixed-Use Core and Surrounding Study Area Report on Existing Conditions and Opportunities and Challenges to Redevelopment* (April, 2006) and the *Overlake Existing Conditions Supplement* (February, 2007). These reports are available from the City of Redmond Department of Planning and Community Development.

3.13.1 Water Supply

3.13.1.1 Existing Conditions
A public water system has two main functions: to provide potable water and sufficient fire flows. The Redmond water system consists of water sources, transmission pipes, water storage and treatment facilities, and a water distribution system. Additional information regarding Redmond's water supply system relative to Overlake can be found in the *Redmond Overlake*

Mixed-Use Core and Surrounding Study Area Report on Existing Conditions and Opportunities and Challenges to Redevelopment (April, 2006).

Water is supplied to a majority of Overlake through the Overlake/Viewpoint water service area; a small portion (between NE 51st and NE 60th Streets) is served by the Rose Hill service area. Both areas are supplied primarily through Bellevue's four metered connections to the Tolt Eastside Supply Pipeline (TESSL), one of which is the NE 40th Street connection. The TESSL connection at NE 40th Street also directly feeds the Bellevue/Redmond Reservoir, or NE 40th Street Reservoir.

The NE 40th Street Reservoir is governed by an interlocal agreement between the cities of Redmond and Bellevue, which details responsibility for maintenance and operation of the reservoir and pump station. The tank has a total storage volume of 6.0 MG (million gallons), and Redmond's allocated storage volume is 44 percent, or 2.64 MG. The amount of storage available in this tank may be a factor in determining the amount and type of development allowed in Overlake.

The Overlake/Viewpoint service area overall currently has a storage shortfall. However, the existing transmission and distribution system is designed to allow water to be transferred between the City's in-city service areas, so excess storage capacity in the Well service area can be used in this service area. Future additional storage will be needed in the Overlake/Viewpoint service area and this issue will be further examined in future water system plans. Additional analysis by the Cities of Redmond and Bellevue must be done to determine whether sections of the 14" water pipes running down 148th Avenue NE and NE 40th Street need to be replaced with larger pipes.

Redmond is committed to providing the public facilities and services needed to accommodate planned future development and policies in the *Comprehensive Plan* support distributing the cost of new capital facilities to those who generate the growth and stand to benefit most directly. Redmond reviews proposed developments to ensure that the water supply and distribution facilities are adequate.

3.13.1.2 Potential Impacts for Both Alternatives

Redmond's 1998 Water System Plan update determined that additional water storage capacity is needed in the neighborhood. Under either alternative, significant impacts on the water system could result unless this need is addressed.

3.13.1.3 Mitigation for Both Alternatives

The construction of additional water storage capacity within the Overlake/Viewpoint water service area is likely to be necessary under either alternative. A water storage tank is ideally located at the highest elevation in its service area in order to use gravity for distribution; the area in the vicinity of 156th Avenue NE and NE 28th Street is the highest elevation in the Overlake Neighborhood. A tank would be approximately 130 feet in height and would need a site of approximately 1.4 acres in size. An update to the Water System Plan will evaluate this need in more detail.

3.13.1.4 Potential Unavoidable Adverse Impacts for Both Alternatives

There are no unavoidable adverse impacts stemming from either alternative.

3.13.2 Sewer Facilities

3.13.2.1 Existing Conditions

Overlake encompasses eight sewer basins, including Overlake North, Overlake South, Westside Park, Marymoor Hill, 156th Avenue NE, NE 51st Street, NE 48th Street, and Bel-Red Road. Surcharging currently occurs, or is expected to occur, in five of these basins: Overlake South, Overlake North, Bel-Red Road, NE 51st Street, and 156th Avenue NE.

Sewage from the Overlake South basin flows to Bellevue through a trunk line extending from Bel-Red Road built in the 1960s. An interlocal agreement was formed between Bellevue and Redmond in 1971 allowing Redmond 1.2 million gallons per day (mgd) of Bellevue's Bel-Red trunk capacity; this is not enough to handle the ultimate flow predicted from the Overlake South Basin. The agreement requires that when discharge from Redmond exceeds the capacity of the Bel-Red trunk, Redmond will reconstruct the trunk or build a separate pipe to accommodate ultimate flows from this basin—this project is under construction and is described below.

In spring 2007, the City completed construction of phases 2 and 3 of a 3-phased sewer trunk replacement in the Overlake South basin. The improvements increased the capacity to meet future flows in the basin and became operational shortly after construction. If additional capacity is needed in the future, the flows could be split through the Overlake South basin with the construction of a parallel pipe.

The land use throughout the Overlake South basin overall has stressed the system capacity and physical condition. In the early 1990s, several industrial complexes discharged industrial waste that dissolved some sections of concrete pipe and damaged others. Since 1992, a large section of pipe in the middle reach of the trunk sewer has been replaced due to this pipe failure. The replacement pipe was selected and constructed to maximize the capacity through the middle reach of the trunk sewer.

Redmond's sewage flows are ultimately conveyed to the King County Department of Natural Resources Wastewater Treatment Department interceptor system for treatment and disposal. The sewage from the Overlake South Basin is conveyed to King County's South Treatment Plant in Renton. The sewage from the remaining basins in Overlake is sent either to the South or West Point Treatment Plants, depending on flows. No King County Wastewater Treatment facilities exist within Overlake; the nearest facilities of this sort can be found in the Viewpoint Neighborhood. It is estimated that the King County Lake Hills Trunk and Northwest Lake Sammamish Interceptor, to which Overlake's sewage flows, reached capacity in 2000.

3.13.2.2 Potential Impacts for Both Alternatives

Potential impacts on sewer system capacity from development would be less under the No Action Alternative compared to the Action Alternative. As noted in the Existing Conditions section, the trunk replacement project for the Overlake South Basin became operational in 2007

and is able to accommodate No Action projected development. While the Bel-Red Basin will need further study, no additional development is projected for TAZs 375 and 379 under the No Action Alternative so it is likely that no additional improvements will be needed. The Overlake North Basin is approaching capacity and with the projected development in TAZs 381 and 385, it is likely that some pipes will need to be replaced.

Preliminary analysis of the development projected in the Action Alternative suggests that pipes in the Bel-Red Basin will need to be replaced, construction of a parallel route in the Overlake South Basin may be necessary, and the same improvements to the Overlake North Basin will be needed as in the No Action Alternative.

Any growth in Overlake, whether that projected in No Action or Action Alternative, could impact or exacerbate the improvements needed to the King County Lake Hills Trunk and Northwest Lake Sammamish Interceptors.

3.13.2.3 Mitigation for Both Alternatives

For all sewer basin collection systems, the recommended actions for the No Action Alternative are monitoring flow or surcharge to evaluate conditions. An increase in demands in these basins will likely require earlier replacement of any lines which have reached capacity.

An update of the General Sewer Plan is scheduled for 2007. This update will incorporate and analyze the impacts of development in Overlake at the level of intensity proposed in the Action Alternative and identify any necessary improvements to sewer facilities.

3.13.2.4 Potential Unavoidable Adverse Impacts for Both Alternatives

There are no unavoidable adverse impacts to sewer facilities caused by either alternative.

3.13.3 Parks, Recreation, and Open Space

3.13.3.1 Existing Conditions

A majority of Overlake lacks public parks, open space, and trails, however, a number of these facilities are located near the northern boundary of the neighborhood. Nearby facilities include the Grass Lawn Community Park, Spiritbrook Neighborhood Park, Redmond Town Center Open Space, the Sammamish River Trail, and Marymoor Park, a facility owned by King County. All existing public and private parks, open spaces and trails are shown on Figure 3-22.

Three parks exist within the Overlake Neighborhood boundaries: Redmond West Wetlands Park, and Westside and Cascade View Neighborhood Parks. Both neighborhood parks are located within the Residential Area in the neighborhood, while Redmond West Wetlands Park is located in the Employment Area. The Redmond West Wetlands Park is considered a developed special use park. The site is adjacent to the Bridle Crest Trail and includes an interpretive trail and highly stratified wetlands.

Westside and Cascade View parks are both developed neighborhood parks. Westside Neighborhood Park includes a children's play area, practice softball field, basketball half-court,

pickleball court, picnic tables, and open space. Cascade View Neighborhood Park includes a children's play area, tot lot, two basketball half-courts and a practice softball field. Improvements will be made to this park in 2007, including the addition of tennis courts, a pickleball court, and a "bang" wall.

The Bridle Crest Trail Site near Westside Neighborhood Park is also located in Overlake. This site is considered a resource park open space and is undeveloped. A number of private open spaces are shown on Figure 3-22. The majority of these spaces are located on Microsoft properties, just south of NE 40th Street. Additional private open spaces include some sites in the Residential Area of the neighborhood.

Two trails run through the Overlake Neighborhood: the SR 520 Trail which runs north-south, and the Bridle Crest Trail which runs east-west. The SR 520 Trail, a Class I Bicycle Trail, extends 4.2 miles from Leary Way in Downtown Redmond along the west side of SR 520 to 124th Avenue NE in Bellevue; 2.6 miles of this trail are within City of Redmond boundaries. The trail is adjacent to the freeway, but is not grade-separated from the NE 51st Street, NE 40th Street, or 148th Avenue NE interchanges; it will be grade-separated from the NE 36th Street Bridge that is currently under design.

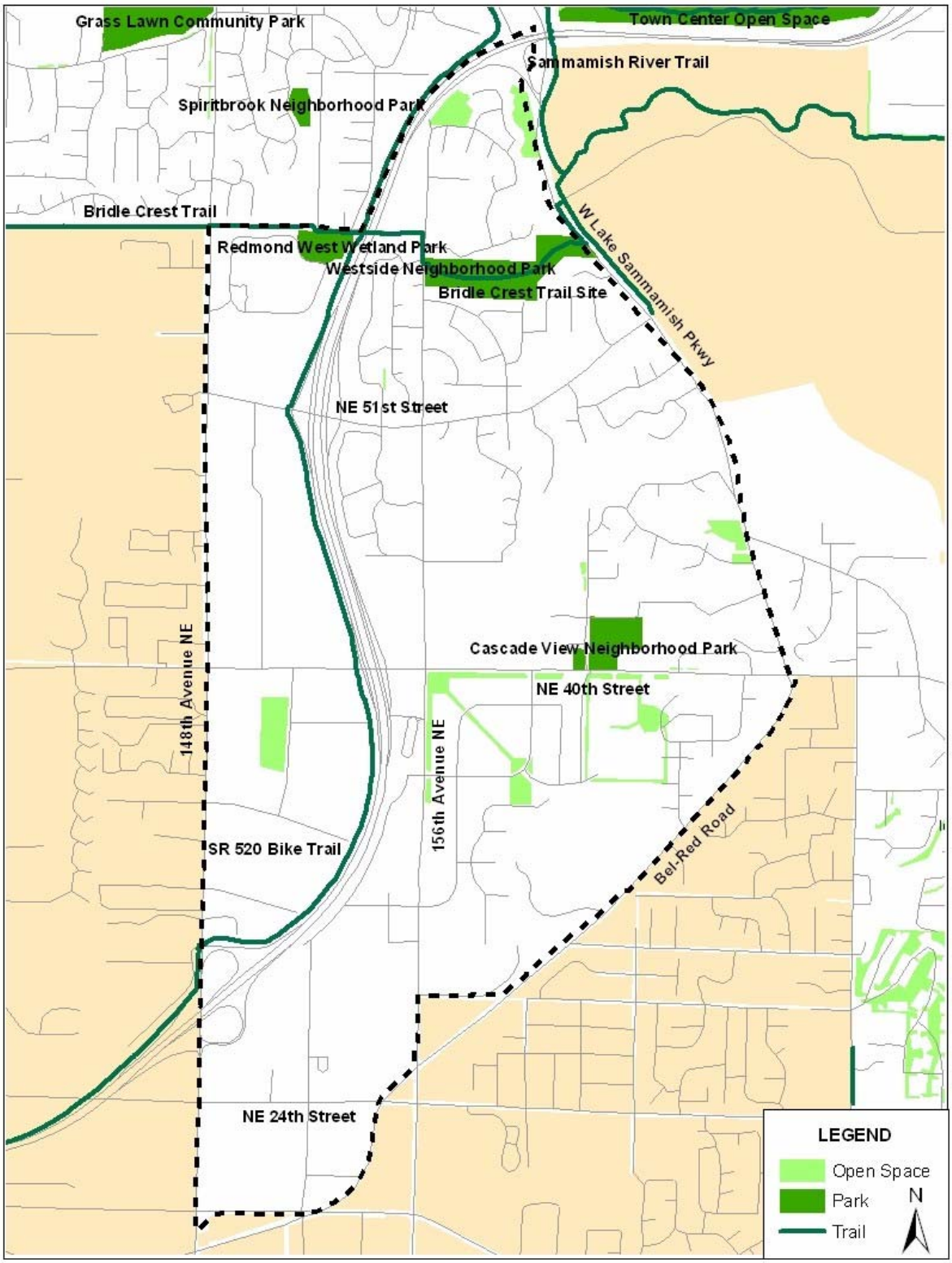
The Bridle Crest Trail is a soft-surface multi-use trail for horseback riding, mountain biking and hiking. It connects Bridle Trails State Park to Marymoor Park and the Sammamish River Trail in Redmond. The City of Redmond owns and maintains 1.1 miles of the trail, while King County owns and maintains 1 mile in Kirkland. The Bridle Crest Trail connects with trails within Marymoor Park, as well as the Sammamish River Trail.

The Redmond City Council has adopted the following level of service standards for parks:

- Neighborhood Parks 1.00 acre per 1,000 population
- Community Parks 3.00 acres per 1,000 population
- Resource Parks 2.50 acres per 1,000 population
- Trails 0.25 miles per 1,000 population

These standards apply on a city-wide basis, rather than neighborhood by neighborhood. This means that the parks needs of current and future Overlake residents can be met by parks and recreation facilities, including neighborhood parks, located anywhere within the City of Redmond, not just within the Overlake neighborhood.

Figure 3-22:
Existing Parks, Recreation and Open Spaces in Overlake (2006)



3.13.3.2 Potential Impacts

3.13.3.2.1 No Action Alternative

The No Action Alternative would rely on the existing Overlake policies pertaining to parks and recreation, including policies N-OV-37, N-OV-38, and N-OV-42. Policies N-OV-37 and N-OV-38 speak to providing a parks and recreation system in Overlake Village but do not identify specifically what facilities to provide, how to provide them, or where to provide them. Policy N-OV-42 references two special use parks identified in the Parks, Recreation and Open Space (PRO) Plan for the Employment Area, but does not specify a size for either.

Under the No Action Alternative, parks and recreation facilities could develop in Overlake Village in conjunction with the redevelopment of large sites such as Group Health or the Overlake Business Center. Although the existing ONP gives general direction on creating a parks and recreation system in Overlake Village, such a system may be created in an uncoordinated fashion, as no specific implementation methods are identified in the existing plan.

The two special use parks identified in the PRO Plan would likely be provided for in future development agreements with companies located in the Employment Area. Special use parks can take a variety of forms including special use areas, local parks, natural open space, and beautification sites.

Citywide, the No Action Alternative could exacerbate any deficiencies in achieving the park and recreation facilities level of service standards. This would result due to the increase in residential and daytime population projected with the growth that would occur in Overlake combined with the lack of certainty that appropriate parks and recreation facilities would be provided along with that growth.

3.13.3.2.2 Action Alternative

The Action Alternative, proposed updates to the ONP, proposed Overlake Master Plan and Implementation Strategy, and proposed development regulations provide significantly more direction related to parks, recreation, open space and the arts. At a policy level, this direction includes N-OV-60 which advocates the establishment of a park plan specific to Overlake Village. This plan includes traditional parks and open spaces, as well as other urban public amenities, such as plazas and pathways and is shown in Figure 3-23 below.

A true park and open space system would develop based on this plan, with trails linking up to seven different sites. The anchor of this system would be a larger urban park developed in the vicinity of the Group Health property which would provide significant opportunities for community gathering. Four smaller plazas or open spaces would provide opportunities for residents, employees, and visitors a chance to recreate, including a retail plaza in the vicinity of the Sears property which would provide an active public space near shopping. Also in the vicinity of the Sears site, a regional stormwater management facility integrated into open space would provide a green space for visitors. The final site within this system would be a more traditional regional stormwater management pond in the vicinity of SR 520, north of Safeway.

Policies N-OV-22 through N-OV-25 specifically promote the creation of parks, trails, open spaces, public places and public art throughout the neighborhood; policy N-OV-23 identifies Overlake Village as the portion of the neighborhood with the highest priority park and recreation need. Policies N-OV-60 through N-OV-64 provide policy direction on the parks and open space system in Overlake Village. Parks identified in the PRO Plan for the Employment Area are provided for in policy N-OV-75. Policy N-OV-76 encourages continued public programming of the large private open spaces in the Employment Area.

The proposed updates to policies and regulations also support public-private partnerships as part of the strategy for providing parks and plazas, and would establish incentives related to building height, floor area and allowed nonresidential uses for Overlake Village to encourage provision of parks and plazas.

The Action Alternative would not exacerbate any deficiencies in achieving the citywide parks and recreation level of service standards because the provision of parks and plazas is specifically promoted in the plan.

Figure 3-23:
Action Alternative Overlake Village Park Plan

3.13.3.3 Mitigation for Both Alternatives

Under the No Action Alternative, the lack of park space would likely be a deterrent to implementing the existing vision for the area to evolve to a more urban, residential/mixed use neighborhood. Mitigation to remedy the lack of neighborhood park space would be available only through an update to the PRO Plan.

No mitigation for policies contained in the Action Alternative is required as the updated ONP would not create significant adverse impacts and would directly support achieving the vision for the area.

3.13.3.4 Potential Unavoidable Adverse Impacts for Both Alternatives

No unavoidable adverse impacts are anticipated under either alternative.

3.13.4 Electrical Facilities

3.13.4.1 Existing Conditions

The Redmond Overlake area is provided electrical service by Puget Sound Energy (PSE), an investor owned utility.

The electrical supply system consists of three components:

- Generation which provides electrical energy and is not addressed in this analysis.

- The transmission system which moves electric energy from generating plants to substations. In the PSE system there are two types of transmission lines: higher capacity 230 kilovolt (kV) transmission lines which move electricity to larger regional substations such as the Sammamish and Lakeside substations and smaller local transmission lines, usually 115 kV, which distribute to smaller local distribution substations.

- The distribution system which takes power from the distribution substations where it is stepped down to 12.5 kV and carried by distribution feeder lines to customers.

This analysis focuses on local transmission and distribution.

The Overlake area is provided electrical service from 115 kV transmission lines which originate at the Sammamish Substation in Redmond at 136th Avenue NE and NE 94th Street and at the Lakeside Substation in Bellevue at Kamber Road and 136th Avenue SE. The transmission system serving the area includes “radial” elements where transmission lines from the two regional substations (Sammamish and Lakeside) are linked to one another through a “normally open” switch. The transmission system is configured so that all of the distribution substations can be served from either of the transmission substations. This transmission system configuration is based on an operating criterion known as “N minus 1” (N-1). This means that if the total number of facilities in a power system is referred to as “N,” the system would be able to serve the entire customer load even with the loss of one of the facilities.

The Overlake area is served by two local transmission lines:

- The Sammamish-Kenilworth-Lakeside line (comprised of the radial Sammamish-Kenilworth and Lakeside-Kenilworth line segments) which provides service to the Spiritbrook, Evergreen, Kenilworth and Interlaken substations; and,

- The Sammamish-North Bellevue-Lakeside line which provides service to the Bridle Trails and Northrup substations.

These transmission lines also provide service to other portions of Redmond and Bellevue and therefore the capacity available to Overlake is affected by power demands from development outside of the neighborhood. Especially significant is the projected increase in demand created by future development in Downtown Bellevue on the Sammamish-North Bellevue-Lakeside transmission line.

The current rated capacity of each of these transmission lines is 201 Megavolt-ampers (MVA) in summer and 239 MVA in winter. The summer capacity is limited by transmission line conductor heating resulting in reduced ground clearance due to higher ambient temperature. For a commercial and office area such as Overlake, the summer is also the peak demand period due to air-conditioning loads. Residential areas in this area typically have peak demand in winter due to space heating. As presently configured, total load on each transmission line cannot exceed the 201 MVA rated capacity for the entire line between Sammamish and Lakeside substations without exceeding the N-1 standard.

PSE long term plans for the transmission system include a change in the operating configuration of the system from a "radial" system to a "grid" system. This will be accomplished by linking existing transmission lines together through circuit breakers at major substations and switching stations and installation of new transmission line segments. This allows breaking the system into smaller sections of transmission lines and also allows a larger number of backup facilities all of which accommodates N-1 reliability more readily.

3.13.4.2 Potential Impacts

PSE developed projected electrical load increases based on growth projections by TAZ for the Action Alternative as indicated in Table 3-26. (Also included are increases in load for Downtown Bellevue which is also served by the Sammamish-North Bellevue-Lakeside transmission line.) These electrical projections are also based on currently observed average loading levels per square foot. However, loads in Overlake currently exceed these averages and are likely to continue to exceed averages because of the high energy demands of high-technology uses.

Table 3-26:
Action Alternative Projected Electrical Load Increases by TAZ

TAZ	Commercial Growth		Dwellings Growth			
	(1,000 Sq. Ft.)	Load Increase (MVA)	(Dwelling units)	Load Increase (MVA)	Total Increase (MVA)	Substation
371	35	0.2	296	1.2	1.4	Interlaken
372	135	0.9	629	2.5	3.4	Interlaken
373	110	0.7	1,767	2.5	3.2	Interlaken
374	265	1.9	2,296	9.2	11.1	Interlaken, Kenilworth
375	321	2.3	0	0	2.3	Interlaken
376	402	2.8	0	0	2.8	Bridle Trails
377	738	5.1	0	0	5.1	Bridle Trails, Evergreen
378	0	0	316	1.3	1.3	Evergreen
379	2,665	18.7	0	0	18.7	Evergreen, Kenilworth
380	0	0	26	0.1	0.1	Evergreen
381	1,197	8.3	330	1.3	9.6	Bridle Trails, Evergreen
382	480	3.4	0	0	3.4	Evergreen, Bridle Trails, Spiritbrook
383	0	0	29	0.1	0.1	Evergreen, Spiritbrook
385	1,110	7.8	331	1.3	9.1	Spiritbrook
Downtown Bellevue	10,465	44	7,500	22	66	Allocation by Substation: 9 MVA N Bellevue (13%) 28 MVA Center (44%) 22 MVA Lochleven (35%) 5 MVA Clyde Hill (8%)

Tables 3-27 and 3-28 show the 2006 Summer Loads and 2030 Action Alternative load projections by specific substation for each of the Transmission Lines serving the area. This information also reflects increased loads from known projects in Bellevue and Redmond and projected increases in development in Downtown Bellevue.

Table 3-27:
Summer Loads for Sammamish-Kenilworth-Lakeside Transmission Line

Substation	2006 Summer Load (MVA)	2030 Load (MVA)
Spiritbrook	19	32
Evergreen	42	65
Kenilworth	20	25
Midlakes	14	25
Interlake	22	35
Lake Hills	11	15
Total MVA Load for Line	128	197

Table 3-28:
Summer Loads for Sammamish-North Bellevue-Lakeside Transmission Line

Substation	2006 Summer Load (MVA)	2030 Load (MVA)
Northrup	21	35
North Bellevue	38	48
Bridle Trails	20	35
Center	26	60
Total MVA Load for Line	105	178

The loads above approach the 201 MVA summer capacity of both transmission lines, even with currently planned system improvements. PSE will need to make additional system enhancements to adequately meet projected load growth.

On the distribution substation side, PSE plans to add a second transformer at Bridle Trails Substation in 2008. Additional substation capacity will be needed in the future at locations that would address actual growth, either by installing additional transformers at existing substations ("double banking") or by building new substations, such as the proposed Ardmore substation. (Typical PSE single transformer distribution substations have a rated electrical load capacity of 25 MVA each. Adding a second transformer at such substations would typically double substation capacity to 50 MVA.) There would also be a number of distribution line additions to connect the new loads to the distribution system and to shift loads between substations. For example, additional feeders to transfer loads to Kenilworth, Midlakes, Bridle Trails, Interlaken, and Northrup Substations would be expected.

On the transmission side, PSE could pursue several alternatives, either separately or in conjunction:

- Construction of the additional transmission line link between the Phantom Lake and Lake Hills substations with switching capacity at the proposed Ardmore substation would allow the sectioning of lines between Sammamish and Ardmore and Lakeside and Ardmore so that each line could carry up to 201 MVA of load. This would provide sufficient additional capacity to serve the projected future loads.

- Elements of the future grid system utilizing existing transmission lines could be constructed. The most likely immediate element would be construction of the Westminster Switching Station and construction of a new transmission line segment between the proposed Ardmore Substation and Westminster Switching Station.

The combination of improvements best suited to serve load growth and their timing cannot be determined at this time. Each has a different effect on transmission system grid capacity and reliability. PSE will coordinate with the affected jurisdictions as additional load materializes and as the specific location and characteristics of the load demand is better known.

3.13.5 Public Schools

3.13.5.1 Existing Conditions

Schools are an important and vital part of the public services and facilities that support growth in any area. The Overlake Neighborhood is contained within the boundaries of the Lake Washington School District (LWSD). No public schools exist within the Overlake Neighborhood itself; the nearest LWSD school is Benjamin Rush Elementary just north of the Overlake boundary on NE 60th Street in the Grass Lawn Neighborhood. Public school students within Overlake are served by a number of schools within the City of Redmond, including:

- Audubon Elementary (Viewpoint Neighborhood),
- Redmond Elementary (Downtown Neighborhood),
- Benjamin Rush Elementary (Grass Lawn Neighborhood),
- Rose Hill Junior High (Grass Lawn Neighborhood),
- Redmond Junior High (Education Hill Neighborhood), and
- Redmond High School (Education Hill Neighborhood).

The current capacities and enrollments of the schools listed above are noted in Table 3-20 below.

Table 3-29:
Capacity and Enrollment of Public Schools serving Overlake (2007)

School	Permanent Capacity	Current Enrollment	Available Capacity/Deficiency
Audubon Elementary	391	436	(45)
Redmond Elementary	391	383	8
Rush Elementary	368	404	(36)
Rose Hill Junior High	504	520	(16)
Redmond Junior High	896	840	56
Redmond High School	1,419	1,494	(75)

Source: Lake Washington School District

As Table 3-20 above demonstrates, a majority of the schools serving Overlake students are over capacity (four of the six), while the remaining two are approaching capacity.

3.13.5.2 Potential Impacts

The LWSD provided information on current student generation rates, which reflect the average number of students expected to be generated by dwelling type. The generation rates for single- and multi-family housing developments are shown in Table 3-21 below. Applying the LWSD student generation rates to projected single- and multi-family build-out under each alternative results in estimated new students in 2030 as shown in Table 3-22 below.

Table 3-30:
Lake Washington School District Student Generation Rates (2007)

	Elementary	Middle	High
Single Family	0.422	0.124	0.870
Multi-Family	0.077	0.022	0.022

Source: Lake Washington School District

Table 3-31:
Estimated New Students Generated under Each Alternative in 2030

	Elementary	Middle	High	Total
Single-Family (Both Alternatives)	576	169	119	**864**
Multi-Family (No Action Alternative)	300	86	86	**472**
Multi-Family (Action Alternative)	569	162	162	**893**
Total – No Action Alternative	**876**	**255**	**205**	**1,336**
Total – Action Alternative	**1,145**	**331**	**281**	**1,757**

Source: Lake Washington School District

As the table above shows, both alternatives are expected to generate significant demand for LWSD public schools given current student generation rates. At build-out, the Action Alternative is expected to generate approximately 420 more students than the No Action Alternative.

3.13.5.3 Mitigation for Both Alternatives

In August 2006, the City of Redmond established by City ordinance required school impact fees for residential development. These fees became effective for development applications submitted after September 25, 2006 and would apply to any residential development in the Overlake Neighborhood. These fees are utilized by LWSD to offset costs associated with a growing student population, including providing capacity improvements at schools. This ordinance would not be affected by either the No Action or Action Alternatives.

3.13.5.4 Potential Unavoidable Adverse Impacts for Both Alternatives

No unavoidable adverse impacts are anticipated under either alternative.

4. Comments and Responses

The Draft SEIS was published on March 23, 2007. Public comments were accepted during the comment period, which closed April 23, 2007; however, two letters were received after this date. An open house for the Draft SEIS was held on March 29, 2007 at the North Bellevue Community Center.

The City received a total of five comment letters on the Draft SEIS, including letters from Lake Washington School District No. 414, Sound Transit, PS Business Parks, City of Bellevue, and Microsoft Corporation. Two additional emails were received on the Draft SEIS by individuals. All of the comments are reproduced in this chapter, along with written responses by the City which reference changes made to this document in response to specific comments.

In addition to changes made based on public comment, the transportation analysis (Section 3.6.3 through 3.6.6) was also updated with additional transportation modeling to reflect three changes to the Action Alternative:

- The addition of the SR 520 Eastbound slip ramp to 152nd Avenue NE in Overlake Village;
- A site-specific proposal for a hotel in Overlake Village; and,
- Additional development on the Group Health site, including a hotel and approximately 300,000 square feet more retail and office space than analyzed in the Draft SEIS.

The updated modeling also included analysis of the traffic effects at three intersections in or near the Viewpoint Neighborhood in response to public comment given during the Public Hearing held by the Redmond Planning Commission on the ONP update and Group Health proposed amendment.

Lake Washington School District No. 414

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April 23, 2007

Ms. Lori Peckol
City of Redmond Planning Department
P.O. Box 97010, MS: 4SPL
Redmond, WA 98073-9710

Re: Overlake Neighborhood Sub-Area Plan Update - Supplemental Environmental Impact Statement

Dear Ms. Peckol:

On behalf of the Lake Washington School District (the "District"), thank you for the opportunity to comment on the Supplemental Environmental Impact Statement ("SEIS") for the Overlake Neighborhood Sub-Area Plan Update ("ONP") proposed by the City of Redmond.

As you know, a significant portion of the Overlake Neighborhood sits within the District's service area. However, while the SEIS notes that "[d]evelopment is supported by public facilities" and that "[i]n analyzing the impacts of development, the availability of public facilities and services must be considered", the SEIS omits schools from the list of public facilities included in the SEIS analysis. SEIS, p. 139. The SEIS does reference that "other public facilities and services" were considered as a part of the ONP and are discussed in the *Redmond Overlake Mixed-Use Core and Surrounding Study Area Report on Existing Conditions and Opportunities and Challenges to Redevelopment* (April 2006) and the *Overlake Existing Conditions Supplement* (February 2007). It is unclear whether these documents analyze the impacts of the ONP on school facilities. As such, the District provides the following information to the City of Redmond.

We understand that, under the Action Alternative, the ONP would add 7,383 multi-family units and 1,365 single family units by 2030. (Under the No Action Alternative, the ONP would include 3,890 multi-family units and 1,365 single family units by 2030.) From the map included on page 3 of the SEIS, it appears that the majority of the residential area is located within the District's boundaries.

The following District schools currently serve the Overlake Neighborhood: Audubon Elementary, Redmond Elementary, Rush Elementary, Redmond Junior High, Rose Hill Junior, and Redmond High School. The current capacities and enrollments of these schools are noted below:

School	Permanent Capacity	Current Enrollment	Available Capacity/Deficiency
Audubon Elementary	391	436	(45)
Redmond Elementary	391	383	8
Rush Elementary	368	404	(36)
Redmond Junior High	896	840	56
Rose Hill Junior High	504	520	(16)
Redmond High School	1,419	1,494	(75)

As demonstrated above, the schools serving the Overlake Neighborhood are all currently over or near capacity. As such, any new residential development in this area will impact school facilities.

Applying the District's current student generation rates, which reflect the average number of students generated by dwelling type, to each alternative will generate new students as follows:

	Elementary	Middle	High
Single Family	.422	.124	.087
Expected Students (1,365 SF units)	576	169	119
	Elementary	**Middle**	**High**
Multi-Family	.077	.022	.022
Expected Students (3,890 MF units)	300	86	86
Expected Students (7,383 MF units)	569	162	162
Total – No Action Alternative	**876**	**255**	**205**
Total – Action Alternative	**1,145**	**331**	**281**

Using this data, the Action Alternative would generate 1,757 new students at full build out in 2030 and the No Action Alternative would generate 1,336 new students at full build out.

Regardless of the chosen alternative, development in the Overlake Neighborhood will impact the District's capacity. As noted above, the schools serving this planning area are all currently over capacity. Students generated from residential development in the Overlake Neighborhood will only exacerbate the capacity deficiencies. The impacts at the elementary school level are particularly significant. The payment of school impact fees pursuant to City ordinance will offset some, but certainly not all, of the costs associated with providing capacity improvements necessary to serve new development. Furthermore, the SEIS should provide for a mitigation alternative in the event that the City of Redmond were to repeal its existing school impact fee ordinance.

Please add this information to the SEIS if it is not already included in the existing environmental documents.

If you should have any questions concerning the District's comments on the SEIS, please call.

Sincerely,

Dr. Don Saul
Superintendent

CityofRedmond
WASHINGTON

July 30, 2007

Dr. Don Saul, Superintendent
Lake Washington School District No. 414
PO Box 97039
Redmond, WA 98073

Dear Dr. Saul,

Thank you for your comments on the Overlake Neighborhood Plan (ONP) Draft Supplemental Environmental Impact Statement (SEIS). We appreciate your comments as well as the information you provided on school demand.

Schools are an important and vital part of the public services and facilities that support growth in any area. In response to your comments, we've added a subsection to the Public Facilities and Services discussion in the ONP Final SEIS (Section 3.13.5). The information you provided on school demand expected to be generated by projected residential growth under the No Action and Action Alternatives, as well as the capacities and enrollments of schools that serve the Overlake Neighborhood was added to this subsection.

The recent establishment by City ordinance of required school impact fees is a positive step towards offsetting many of the costs associated with providing capacity improvements at Lake Washington schools. The City will implement this new ordinance under either the No Action or Action Alternative.

If you have any further questions regarding the ONP project or the Final SEIS, please contact Lori Peckol at 425.556.2411 or lpeckol@redmond.gov.

Sincerely,

Rob Odle
Planning Director

Lori Peckol
Policy Planning Manager

N:\Bel-Red Planning\Correspondence\Letter to LWSD - RE DSEIS Comments.doc

City Hall • 15670 NE 85th Street • PO Box 97010 • Redmond, WA • 98073-9710

To: Mr. Robert G. Odle, Responsible Official
City of Redmond Planning Department
P.O. Box 97010
MS: 4SPL
Redmond, WA 98073-9710
Overlake@redmond.gov

From: PS Business Parks, L.P.
701 Western Avenue
Glendale, CA 91201

Date: April 23, 2007

Subject: Overlake Neighborhood Plan ("ONP") Draft Environmental Impact Statement ("DEIS') Comments

Thank you for the opportunity to comment on the ONP DEIS. As the recent purchaser of the Overlake Business Center ("OBC"), PS Business Parks ("PSB") now owns and manages two of the larger parcels in the study area. PSB acquired OBC with the intent to operate the property as a business park in its current configuration for the foreseeable future.

Summary and Proposed Next Steps:

PSB has carefully reviewed the DEIS in the context of its role as one of the larger propertyowners in the DEIS study area. We believe the DEIS could do a far better job in recognizing the important role currently played by business parks in the area such as OBC, a role that: 1) provides important products and services to companies in Redmond and surrounding area; and 2) provides significant revenue to the City to provide public services. We also believe that the Action Alternative outlined in the DEIS is unlikely to actually occur in specific developments for many years, for the reasons set forth below. Given all this, we urge the City to: 1) correct the DEIS deficiencies identified below in the FEIS; and 2) provide through legislative amendments increased flexibility to business parks in the area for a number of years, so that they can continue to meet the needs of businesses and citizens in the area, and provide the City with a steady source of revenue. Otherwise the City faces the prospect of unintentionally driving out of Redmond many small and medium size businesses, leading to decreased public revenues and the spectre of deteriorating properties due to the slow strangulation of uses now underway.

Specifically, we request the following actions related to Permitted Uses in the OBC's zoning district:

1. Retain all currently permitted uses

2. Restore all uses permitted under the previous zoning that represent business types that represent viable market demand.
3. Allow new types of businesses as Permitted Uses (see highlighted chart attached).

Background on PSB-

PSB currently owns and operates approximately 20 million square feet of commercial real estate in strategic markets throughout the U.S. As a publicly traded real estate investment trust ("REIT") we are committed to shareholder returns. Our business strategy is to acquire and manage multi-tenant commercial real estate in high growth U.S. markets. OBC, in its current form, fits this strategy perfectly.

PSB is somewhat unique in that we focus on business parks that cater to small business. At OBC, we have approximately 493,000 square feet and 175 customers. That makes our average customer less than 3,000 square feet. Assuming 250 square feet per employee, our average customer employs approximately 11 people. PSB is dedicated to operate OBC in the most professional manner, as we do with all our real estate across the U.S. When PSB acquires a property like OBC, our strategy is to own and manage the property indefinitely. As a result, every decision we make is with this in mind. This benefits the property, customers and community.

Properties like OBC are increasingly rare and in demand. With the shrinking supply of well located business parks, the City of Redmond will find it difficult to attract small business that both support the local economy and large employers in the area. We estimate that 50% of the existing businesses at OBC provide convenient products and services to the local community and the other 50% offers critical support to larger companies in the area. It is an important to recognize that approximately 75% of prospective customers choose OBC because of its proximity to larger companies in the area. The vast majority of these prospects are not currently allowed by the RC zone. There is clearly high demand for the OBC in its current configuration.

Across the country, PSB has a front-row seat to witness the growth of small business in America. We see small companies grow and prosper every year. We not only enjoy the success of our well executed business strategy, but also knowing that we partner with thousands of small businesses that provide essential jobs and economic vitality to local communities.

The OBC Neighborhood Plan Update provides the opportunity to add more flexibility to the zoning that applies to the OBC. This increased flexibility would make the zoning more consistent with the Redmond Comprehensive Plan's Economic Vitality element (please see attached).

We appreciate The City of Redmond's planning efforts to date. The EIS does a good job in articulating the City's long-term vision for the Redmond OBC area. The EIS could be improved in the FEIS, however, to better evaluate the No Action alternative and state more clearly the many interim implementation steps and phases which must take place before the long-term vision is likely to actually be built. The long-range goal of creating

the regulatory framework and public infrastructure necessary for the Overlake Neighborhood to ultimately transform into a more urban area is one we share. We look forward to working with Redmond to refine the Neighborhood's future vision as this process continues. Having said that, it is equally important, from a policy, financial and functional viewpoint, to allow existing uses and businesses to prosper and evolve in the intervening years, and ensure that none of the sub-area policies ultimately adopted inadvertently drive these services and businesses out of Redmond. Striking the right balance between allowing existing uses and businesses to prosper and providing a long-term framework and incentives to move to the City's vision, is a delicate balancing exercise, one which we ask the City staff and Council to be mindful of as it proceeds. The FEIS presents an opportunity to inform this discussion and discussion, and we set forth below our specific suggestions for the FEIS contents.

Most importantly, it is clear the area's transformation will take a very long time to occur. Therefore, we also look forward to a cooperative approach from the City to protect and enhance the economic viability of existing land uses. This is consistent with Economic Vitality policy EV-16, which reads:

D. Partnerships
EV-16

Recognize that economic vitality requires the City to enter into a number of partnerships with other agencies, businesses, non-profits, and other organizations and participate in partnerships, which are of value and further the City's economic vitality goals.

General Comments on the DEIS Action Alternative and Suggestions for the FEIS Evaluation:

The DEIS describes the Action Alternative at Section 1.6.2 and Table 1-1. In terms of development beyond that contemplated by the No Action alternative, the DEIS contemplates: 1) development of two light rail stations and build-out of an entire East Link system which does not presently exist and is not at this time funded or authorized; 2) an additional 3,493 multi-family dwellings; 3) an added 3.56 Million square feet of office, retail and industrial development; 4) funding and construction of a total of 90 transportation projects and actions to support the planned land uses, improve local and regional transit service, and completion of roadways to improve local access and improve regional transportation facilities; and 5) dedication of 2-4 acres of land for a major park or regional storm water management facilities. The DEIS evaluates the long-term envisioned development and its impacts in certain areas. It does not spell out, however, the costs required to actually fund and build the public infrastructure (parks, storm water facilities, new or expanded roadways, regional investments , etc.), or when and how these would be funded. To the extent any of these investments are expected in the next six years, the City is required, under the requirements of the Growth Management Act, to state clearly, what the capital facility improvements are, and specifically how they will be funded. RCW 36.70A.070(3).

To the extent the public investments required for the City's long-term vision to be implemented are not contemplated in the next six years, the FEIS should talk in greater detail about the timing of subsequent phases of public investments. Absent this information, it is difficult both for policymakers and property holders such as PSB to reasonably plan for the intervening years. This action would create greater consistency with Economic Policy EV-12, which states:

C. Infrastructure and Financing
EV-12

Identify, construct, and maintain, to meet the needs of the Land Use Plan, City-owned infrastructure systems and facilities that support and maintain economic vitality and encourage private utilities to provide needed infrastructure.

The ONP and DEIS evaluation of the Action Alternative assume three significant, expensive and time-consuming public actions, which must take place for the vision of a higher density residential and commercial urban neighborhood to become a reality. These actions will take many years to come to fruition. These three steps are necessary for the urbanization envisioned in the ONP. This extensive time frame makes apparent the need for the City to allow and enhance the viability of existing businesses and land uses in the Neighborhood for the foreseeable future. This is because neither public planning efforts and infrastructure investments, nor the market economics for redevelopment, are in place.

The first assumed action, Sound Transit's proposed Phase 2 (ST2) LINK light rail extension to Overlake, is uncertain. The voters have neither approved the plan or funding for this transit proposal. In addition, the DEIS for ST2 will not be available until fall 2008. Only at this time will the proposed project's specific impacts and benefits become better known. Considering the initial phase of Sound Transit's LINK light rail is not expected to become operational approximately fourteen years after it was approved by public vote, it is reasonable to assume light rail service to Overlake is at the very least fifteen years away. Unless it is the City's position that the development contemplated under the Action Alternative does not depend on the availability of the capacity created by the proposed East Link light rail system and two stations in the Overlake area, along with other significant transportation capacity increases, the City must acknowledge in the FEIS that it will be at least 15 years until the bulk of the additional development contemplated in the Action Alternative is likely to actually go forward. If it is the City's position that some of the additional development in the Action Alternative is not dependent on the light rail system, it should clearly state: 1) what level of development; 2) what other transportation improvements will be required; 3) when they will be constructed and in place; 4) at what cost; and 5) how they will be funded. This type of analysis in the FEIS will then adequately meet the procedural requirements of SEPA for a reasonably thorough evaluation and, equally important, adequately inform and guide City

Council members and the Mayor on how to support existing development and uses, and ensure they can remain vibrant and in place until such realistic time that new development is likely to take place.

The second assumed action In the DEIS evaluation of the Action Alternative, updating the joint agreements between the Cities of Redmond and Bellevue for phasing growth and investments in Overlake and the Bel-Red Corridor ("BROTS process"), is also likely to take many years. In commenting recently on the City of Bellevue's Draft EIS on the nearby *Bel-Red Corridor Project*, the City of Redmond noted in its March 12, 2007 letter to the City of Bellevue Planning Department: "As part of our scoping letter in December 2005, we requested that the City of Bellevue coordinate with surrounding jurisdictions, including the City of Redmond, regarding transportation network assumptions for local and regional improvements. This did not occur, and we understand from Bellevue staff that the draft EIS assumes construction of the SR 520 slip ramp at 148th Avenue NE and other transportation network improvements that are not reflected in current City of Redmond plans." At Page 57 of the Redmond OBC DEIS, it notes that the 15.4 million square feet of commercial development in Overlake allowed in the BROTS area has "largely been reached", and looks to future BROTS discussions to address the infrastructure planning for the next two decades. In short, it is not at all clear if, when, or how, the BROTS process will get to closure in its future phases. As most development under the Action Alternative would be subject to BROTS, Redmond City staff and elected officials must recognize the substantial delays possible in implementing the long-term vision, and, taking this into account, be sure and treat existing businesses and uses, such as those at the OBC, in a manner that is flexible and allows their continued existence and reasonable growth for a number of years.

The current limitations on Permitted Uses pose a significant risk to the economic vitality, and physical quality, of properties such as the OBC. Disallowing many business types that would otherwise lease space in this area has several negative consequences. First, businesses that would like to locate in vacant spaces in the area are not allowed to. Second, the job creation and economic contribution of these banned businesses does not occur. Third, the values of the properties are lowered because their net operating income is reduced. This leads to a reduction in the capital available to maintain and enhance a property, and thus limit the likelihood of any improvements to it. All of these possible negative consequences of existing zoning and regulations run counter to the City's existing comprehensive plan policies and its stated goals of improving the quality of this sub area. The discussion of land use impacts in the DEIS, such as pp. 53-4 on Comprehensive Plan Policy EV-2, does not adequately evaluate these adverse impacts. The FEIS should correct this omission, and not simply rely on the summary statements in this comment letter, if it is to meet SEPA's procedural requirements.

The third assumed action in the DEIS discussion of the Action Alternative is the actual funding required to address existing traffic congestion in the OBC and abutting areas, not to mention the additional roadway needs required to accommodate the estimated 9 million square feet of anticipated development (above and beyond the No Action) in both Bel-Red Corridor and the City of Redmond. As noted above, the DEIS fails to include

the cost of these roadways or state how they are to be funded. As an amendment to the City of Redmond's comprehensive plan, the City is required to identify a forecast of future needs for capital facilities and contain at least a six-year plan that will fund such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes. RCW 36.70A.070(3)

The very long-term nature of infrastructure planning and development, coupled with uncertainty of the planning processes outcome and funding for this infrastructure, necessitates the City to address more near-term land use issues in the ONP area as a significant part of the Plan's update. The DEIS fails to clearly identify the time period required to make the Action Alternative a reality, or establish what phases of development in the years between 2007 and 2030 can be reasonably anticipated. At a minimum, a qualitative analysis of what these interim milestones might be is required under SEPA and essential to guide both City decision-makers and property owners such as PSB in their planning and investment decisions.

Near-Term Land Use Comments:

The DEIS notes at Section 3.5.1.2 at P. 44 that Business Parks, such as PSB's OBC, "make up the largest single land use in Overlake." 480 acres of Overlake are dedicated to this use. The DEIS does not adequately describe the types of businesses which make up the 480 acres, the revenue and uses these businesses currently bring to the City and other businesses in the City, and how they would be impacted by adoption of the Action Alternative.

PSB intends to operate the OBC as a business park, the function for which the property was originally developed. Both the property's structures and market demand support the OBC's continued functionality as a business park as the most economically viable land use. This is likely true for many, if not all, of the other business parks in OBC.

However, the functionality of business park properties such as the OBC has been undermined by zoning changes and restrictive interpretations of Permitted uses. These actions have created many unfortunate situations that degrade the economic performance of the OBC, and the OBC's contribution to the City's tax base and economic vitality.

For example, one situation is that a limited number of existing businesses are at risk of being evicted from the OBC by the City of Redmond, due to their non-conforming status. Another is where successful businesses that would like to expand within the Center are not allowed to do so. A third situation is where many businesses that would like to locate in a vacant space in the OBC, are turned away, and the spaces remain vacant. In the first two months of PSB's ownership of the OBC, four out of five tenant prospects were turned away because they did not conform to Redmond's definition of Permitted uses.

Given the many years before the final Action Alternative adopted by the City is likely to actually materialize, for reasons set forth above, and given the adverse effect of recent and proposed zoning changes on property owners such as PSB, outlined above, additional mitigation of the land use impacts of the adoption of the Action Alternative should be identified in the FEIS and adopted by the City. The DEIS statement at Section 3.5.3.1 and 3.2 that "No mitigation measures are proposed" does not reflect an accurate evaluation of the impacts on property owners such as PSB and must be revised in the FEIS to contain the reasonable mitigation measures outlined below.

These examples indicate the current zoning needs to be revised to be more consistent with Redmond's Comprehensive Plan's Economic Element. These revisions are supported by the following Economic Vitality policies:

E. Actions to Be Taken
While the policies listed above guide and describe the City's overall support of economic vitality within Redmond; the following policies identify specific actions that the City will undertake. By taking these actions or by incorporating their direction in ongoing processes, the City demonstrates the importance of sustainable economic vitality in Redmond to the community and the region.

EV-17

Prepare, support and implement, in conjunction with the community, Chamber of Commerce and other partners, an economic vitality strategy which will:

- Recognize that a successful community requires a strong local and regional economy;

- Identify actions to take to develop a sustainable local economy;

- Identify strategies to retain existing businesses and help them succeed; (emphasis added)

- Include a City marketing plan which focuses on the assets of the City, the types of businesses to market to, and the marketing strategies to utilize;

- Identify the types of businesses to be encouraged to locate in the City and strategies to attract them; (emphasis added)

- Identify needed partnerships, the members of the partnerships, and outcomes for the partnerships;

- Identify methods to attract additional knowledge based businesses; (emphasis added)

Inconsistency with Redmond Comprehensive Plan Economic Vitality Element:

The current zoning adopted in 1999, which restricts the types of businesses that are permitted to occupy space in Retail Commercial (RC) zones, is inconsistent with Redmond's adopted ECONOMIC VITALITY policies.

For example, the overarching policy reads:

"Redmond has maintained a strong economy and a diverse job base. The City is the home to many small, medium-size and locally owned businesses and services, as well as nationally and internationally recognized corporations. Redmond is widely recognized as a community that is inviting for advanced technology, and businesses are proud to be partners in the community. The City provides a business climate that attracts sustainable development to the community and retains existing businesses (emphasis added). Likewise, the successful companies return benefits directly and indirectly to the community. A prime example of this is the support that both the residents and the business community have given to the school system to create an excellent educational system that serves the needs of citizens of all ages".

The DEIS needs to analyze how to correct the contradictions existing zoning and regulatory practices have with the ECONOMIC VITALITY polices. In the case of the OBC, advanced technology companies are prohibited from leasing vacant spaces. Those that are current tenants are prohibited from expanding. In addition, the OBC is experiencing a business climate that forces existing business to be devalued by due to their non-conforming status. Worse, some existing businesses are not being allowed to obtain a business license, and are threatened with eviction from their place of business by the City of Redmond. This is not a climate that "retains existing businesses and helps them succeed".

Therefore, PSB requests that the City of Redmond amend its Comprehensive Plan, and related codes, to allow additional commercial uses in the OBC. These actions would help mitigate both the adverse impacts of existing zoning and, of equal import, the future impacts should the City adopt the Action Alternative. They should be discussed and identified as reasonable mitigation measures for land use impacts of the Action Alternative in the FEIS at Section 3.5.3.2 and elsewhere.

Specifically, we request the following actions related to Permitted Uses in the OBC's zoning district:

1. Retain all currently permitted uses
2. Restore all uses permitted under the previous zoning that represent business types that represent viable market demand.
3. Allow new types of businesses as Permitted Uses (see attached chart)

The Comprehensive Plan Update process creates the opportunity for the City to greatly both preserve and enhance the economic vitality of the area. PSB encourages Redmond to take advantage of this opportunity by implementing the above actions. The FEIS must do a better job under SEPA of evaluating the land use and other impacts on existing

businesses both under the No Action and Action Alternatives, must acknowledge the fact that major development under the Action Alternative is years away, and identify the steps outlined above as possible reasonable mitigation measures.

In conjunction with these actions, we encourage Redmond to add Flexible Use Zoning to its Permitted Use style zoning code. Specifically, the new code would list Permitted Uses and add the criteria used to determine why they are allowed. For businesses not specifically listed, an administrative process would allow other business types that are not listed as "Permitted" the opportunity to demonstrate they also meet the performance criteria the City requires. If successful in proving their performance is consistent with Redmond's criteria, these additional businesses would be allowed. This innovative tool would assist the City, businesses and property owners by articulating performance criteria for allowable uses that haven't been specifically listed in the permitted use charts, in addition to clearly identifying permitted uses. A process for administrative approval of additional business types that meet these performance standards should be identified as part of a Flexible Use Zoning Code. We would be glad to provide specific examples to City staff for consideration by the City Council and public of what form this proposed flexibility would look like and how it would be applied.

We recognize the challenges associated with evaluating in a SEPA document the range of major proposals such as the Action Alternative. The DEIS in many areas reflects hard work and evaluation. We have tried to assist City Staff and decision-makers by suggesting areas that the FEIS might focus on in order to make the EIS adequate under SEPA and, more importantly, a reliable and complete document for the public and decision-makers as we move forward. Given the major activity in the Redmond OBC area by owners and tenants of business parks such as the OBC, it is very important that the FEIS do a thorough and balanced job in evaluating the existing conditions, impacts of the two alternatives on these property owners and businesses, and reasonable mitigation measures. Thank you for your consideration. PSB looks forward to participating actively in the public process as the City moves to a final decision.

Cc:

[Copy Mayor, each Councilmember, and each member of Planning Commission]

ECONOMIC VITALITY
Future Vision for **Redmond: Economic Vitality**

Redmond has maintained a strong economy and a diverse job base. The City is the home to many small, medium-size and locally owned businesses and services, as well as nationally and internationally recognized corporations. Redmond is widely recognized as a community that is inviting for advanced technology, and businesses are proud to be partners in the community. The City provides a business climate that attracts sustainable

development to the community and retains existing businesses. Likewise, the successful companies return benefits directly and indirectly to the community. A prime example of this is the support that both the residents and the business community have given to the school system to create an excellent educational system that serves the needs of citizens of all ages.

Organization of This Element

Introduction

A. Land Use Plan and Regulation

B. Education

C. Infrastructure and Financing

D. Partnerships

E. Actions to Be Taken

Introduction

Economic vitality is essential to the success of a community such as Redmond, which strives to provide a range of employment, retailing, service, and recreational opportunities for its residents. Further, economic vitality is important to Redmond as it will provide for a successful and sustainable community and help achieve the overall goals of the Land Use Plan.

In 1993 the employment within the City was 39,000 but by 2004 employment had doubled to 79,500. This significant growth in jobs places Redmond as the fourth largest employment center within the four-county central Puget Sound areas. While much of this growth has been in software and businesses services, there has also been significant growth in the communications and retailing. Redmond has shown a net job increase almost every year since 1993. However, traditional manufacturing has during this same period (1993 – 2004) shown a decline.

In addition to its central geographic location in King County, the City has many demographic characteristics which support its continued economic vitality. For example, 60 percent of Redmond's 2000 population is between the ages of 25 and 64 which are considered prime earning years by economists and is significantly above the national and regional percentages. Another significant factor is educational attainment and within Redmond 56 percent of women and 65 percent of the men over the age of 25 has either a college degree or professional certificate.

The Puget Sound Regional Council has forecasted that jobs could increase within Redmond to 100,000 in 2020 and 111,000 by 2030. The City plans to accommodate up to a total of 106,000 jobs by the year 2022, which is consistent with the region's 20-year employment target, for the period 2002 to 2022, for Redmond.

While over the last 10 years Redmond's economic role in the region has changed significantly, past performance does not guarantee future success. The policies of this element help direct the actions of the City in the future in support of a sustainable and successful economy.

Economic vitality cannot be successfully achieved by the City of Redmond acting alone. More than most elements within the Comprehensive Plan, the successful implementation of the economic vitality policies relies upon the City engaging in a variety of partnerships. In many cases Redmond may be the catalyst for the partnership to be formed and the role of the City from that point may diminish. In other cases, the City may have a permanent leadership role. In each case, the following policies will guide Redmond in selecting the appropriate partnerships as well as the role for the City within each of those partnerships to achieve a successful and sustainable economy.

Sustainable in the case of economic vitality has a two-fold meaning. Within the context of land use planning, it supports the concept that employment activities will be encouraged which can be perpetuated in the future without diminishing irreplaceable resources and doing permanent harm to the environment. The City's desire is that jobs in businesses that exist today will exist in the future and that by emphasizing renewable resources or reduced consumption of irreplaceable resources both the economy and environment of our community will be protected and sustained.

Microsoft building – LEED certified

Sustainability in the broader context also recognizes the convergence of economic, environmental, and social needs so that while the community is continually changing, the community seeks to maintain and improve its economic, environmental, and social characteristics so that members of the community can continue to lead healthy, productive, and enjoyable lives. This does not imply that everything continues to increase in size and intensity. However, it does imply that things continue to get better for the community. Implicit in such a concept is the development of a measurement system where a baseline for sustainability is established as well as future goals. Annual achievement through the use of benchmarks and monitoring are developed so that new actions or initiatives are continually evaluated to identify whether new initiatives support the adopted goals.

To be successful in the future, the City of Redmond must be aware of the future. This requires continuous monitoring of local, national, and international trends which may have effects on the City. Analysis of these trends may then indicate actions the City may chose to pursue in order to favorably respond to these trends.

In addition to an active monitoring of future trends and activities on a local, regional, and national scale, Redmond as a whole should have an economic vitality strategy that identifies how to retain successful businesses and how to evaluate and pursue future opportunities. Imbedded in such a strategy are the roles and responsibilities of the various community members and organizations.

While the City may have a major role in developing the strategy, it can only be successfully implemented through the cooperation and involvement of the entire community. Economic vitality is not solely or predominantly the role of City government but a series of interwoven partnerships that function to create and perpetuate the sustainable economic development that is preferred.

Even though much of the work to enhance economic vitality will be done in partnerships, the City has a number of specific economic vitality roles and responsibilities including:

♦ providing a supportive Land Use Plan and development regulations;

♦ Encouraging the continued provision and enhancement of the public and private education systems for all ages;

♦ providing necessary infrastructure to meet the needs of the Land Use Plan;

♦ Ensuring the adequacy of the infrastructure, where provided by other agencies or private utilities, to meet the needs of the Land Use Plan;

♦ providing or coordinating the provision of an adequate transportation system that successfully moves people, goods and information;

♦ providing coordination or seeking investments in infrastructure and other public enterprises;

♦ Acting as a catalyst, partner, convener, or coordinator for the development and provision of programs consistent with the economic vitality strategy; and

♦ encouraging the development of sustainable economic vitality strategies, investment by others in the community and acting as a catalyst for the development of other programs in support of economic vitality.

Listed below by category are the policies which direct these roles and responsibilities which have been adopted to recognize and promote Redmond as a major economic center within Puget Sound and to identify ways to maintain and enhance the sustainable economy of Redmond.

A. Land Use Plan and Regulations

EV-1

Provide a mix of uses in a range of zones that allow for the daily needs of residents to be met within Redmond and support the expansion of existing Redmond businesses and the attraction of regional, national, and international businesses.

EV-2

Preserve and expand the current economic base and employment levels and wisely use the finite supply of urban land and the existing infrastructure in Redmond by supporting economic development to occur within existing retail, office, manufacturing, and mixed-use areas.
EV-3

Recognize that a healthy natural environment is a significant community amenity that attracts people and investments, and contributes to Redmond's economic vitality.
EV-4

Support the retention and attraction of land uses which complement the Comprehensive Plan using the following siting criteria:

- Focus major employment, retail, office, entertainment, and residential uses within the Downtown and focus the OBC Center on high technology, retail, and residential uses;

- Focus additional employment in the Willows/Rose Hill, Bear Creek, and SE Redmond Neighborhoods;

Redmond East Business Campus in SE Redmond

- Maintain properties currently developed with manufacturing uses for manufacturing and other uses permitted within the zone;

- Allow manufacturing uses, where compatible with adjacent uses and their impacts mitigated, to locate in the Downtown and OBC Urban Centers; and
- Concentrate businesses where uses are complementary and can make efficient use of the existing infrastructure.

EV-5

Encourage businesses to expand or locate in Redmond which:

- Are already in the City of Redmond and are consistent with the Comprehensive Plan;

- Support existing businesses and industries;

- Fill existing or future gaps in the goods or services available within the City and provide jobs to local residents;

- Provide family or high level wages; and

- Minimize negative impacts to the community.

Nintendo and DigiPen in OBC
EV-6

Recognize and support the preservation and creation of incubator space for existing and future small businesses.
EV-7

Allow, as permitted accessory uses, support uses, such as childcare, workout facilities, or restaurants in office and other commercial buildings.
EV-8

Provide the land use capacity and development regulations that support the accommodation of a variety of housing styles, densities, sizes, and prices so those employed within Redmond may have the opportunity to live in Redmond as well as to increase the attractiveness of Redmond to those being sought to work in the City.
EV-9

Evaluate periodically the Community Development Guide to:

- Ensure that uses not previously contemplated and that are consistent with the intent of the Comprehensive Plan can locate within the City; and

- Review development standards and timelines to ensure predictability and consistency.

EV-10

Encourage opportunities for home-based businesses that are compatible with residential neighborhoods. Limit signs, parking, and truck deliveries and manage other potential adverse impacts in order to minimize the negative impacts and maintain the appearance residential neighborhoods.
B. Education
EV-11

Support and work with educational institutions such as the Lake Washington School District, local community colleges, the University of Washington and Lake Washington Technical College and other public and private institutions to:

- Maintain and enhance the quality of education at all grade levels;

- Encourage the location of higher education institutions within Redmond;

- Encourage the development of programs that meet the changing needs of employers and employees as well as those seeking employment; and

- Encourage educational institutions, government, and businesses to provide opportunities for youth to see and experience a wide variety of employment and business opportunities.

Lake Washington Technical College
C. Infrastructure and Financing

EV-12

Identify, construct, and maintain, to meet the needs of the Land Use Plan, City-owned infrastructure systems and facilities that support and maintain economic vitality and encourage private utilities to provide needed infrastructure.
EV-13

Use innovative finance methods and seek regional investments in Redmond's infrastructure to support the City's continued economic vitality.
EV-14

Utilize tax and fee systems that are fair and equitable, stable, and not penalizing to specific businesses and that provide sufficiently predictable funds to provide for local services to protect and enhance the community.
EV-15

Support the economic vitality of the City by encouraging investments in the arts and cultural activities, and through the use of superior urban design.
D. Partnerships
EV-16

Recognize that economic vitality requires the City to enter into a number of partnerships with other agencies, businesses, non-profits, and other organizations and participate in partnerships, which are of value and further the City's economic vitality goals.
E. Actions to Be Taken
While the policies listed above guide and describe the City's overall support of economic vitality within Redmond; the following policies identify specific actions that the City will undertake. By taking these actions or by incorporating their direction in ongoing processes, the City demonstrates the importance of sustainable economic vitality in Redmond to the community and the region.
EV-17

Prepare, support and implement, in conjunction with the community, Chamber of Commerce and other partners, an economic vitality strategy which will:

- Recognize that a successful community requires a strong local and regional economy;

- Identify actions to take to develop a sustainable local economy;

- Identify strategies to retain existing businesses and help them succeed;

- Include a City marketing plan which focuses on the assets of the City, the types of businesses to market to, and the marketing strategies to utilize;

- Identify the types of businesses to be encouraged to locate in the City and strategies to attract them;

- Identify needed partnerships, the members of the partnerships, and outcomes for the partnerships;

- Identify methods to attract additional knowledge based businesses;

- Identify, preserve, promote, and enhance educational, environmental, cultural, and social qualities within Redmond that will be attractive to the future workforce; and

- Identify regional and national economic development programs and the means to access their resources for the City.

EV-18

Initiate or participate in the following activities in support of economic vitality:

- Monitor future trends and economic conditions;

- Prepare information for businesses on available public sector financing;

- Support federal and State funding of cost-effective business financing programs; and
- Consider and use where appropriate community redevelopment financing and other innovative economic vitality and financing programs, which enhance the business climate in Redmond.

EV-19

As part of the City's decision-making, consider the economic impacts of new policies, regulations, or programs.

EV-20

Focus efforts on business retention and expansion.

EV-21

Support the development of an Eastside Economic Development Committee.

Ord. 2224

20C.60.20 Permitted Uses.

20C.60.20-010 Purpose.

RCDG 20C.60.20-030, Permitted Land Uses in Business, Manufacturing and Industry Zones, lists the land uses permitted within each of the business, manufacturing park and industry zones. Uses requiring General and Special Development approvals are indicated. Footnotes at the end of the Chart provide further clarification. (Ord. 2027)

20C.60.20-020 Allowed Uses.

(1) The symbols used in the chart represent the following:

P Permitted Use.

G Allowed conditional use requiring General Development (GDP) approval.

S Allowed conditional use requiring special development (SDP) approval.

(2) Procedural requirements related to the general and special development permit processes are described in RCDG Title 20F.

(3) Uses similar to those listed may be established as permitted or conditionally allowed through the interpretation procedure in RCDG Title 20F, Administration and Procedures. In determining whether a use should be permitted, the Administrator shall refer to the purpose statements found in RCDG 20C.60.10, Purpose, RCDG 20C.60.15, Business, Manufacturing and Industrial Zones, and the latest issued version of the Standard Industrial Classification Manual. (Ord. 2027)

20C.60.20-030 Permitted Land Uses in Business, Manufacturing and Industry Zones.

Business, Manufacturing and Industry Zones Permitted Land Use Chart

Land Use	Zoning Districts			
	BP	OV	MP	I
Housing				
Residential Mixed Use	P[1]	P		
Secure Community Transition Facility	C[21]		C[21]	C[21]
Recreation and Entertainment				
Adult Entertainment Facilities[2]	S	S	S	S
Indoor Public Assembly: Arenas, Auditoriums, Conference Facilities		P		
Corporate Conference Centers accessory to primary business activity	P	P		
Libraries and Museums		C		
Athletic Clubs and Fitness Centers	P	P	P	
Public and Private Parks and Open Space	P	P	P	P
Wholesale and Retail Trade				
Wholesale Trade and Assembly	P	P	P	P
Eating and Drinking Establishments (Sit-down/Carry-out) in multi-tenant buildings[3]	P	P	P	C
Eating and Drinking Establishments (Sit down/Carry-out) in a convenience commercial cluster or accessory to a Transit Center[4]		P		
Convenience retail commercial uses[4, 20]	P	P		
Retail Vehicle Fuel Sales (with or without Mini-marts)[6]	C	C	C	
Manufacturing and Assembly Uses[5]				
Food and Kindred Products		C	P	P

Factory Outlets[6]		P	P	
Apparel and other Textile Products		C	P	P
Building Materials, including wood products, stone, glass and concrete products			P	P
Asphalt and Concrete Batch Plants and other outdoor processing operations[7,8]			S	S
Mining, Quarrying and other Extractive operations[8]				C
Furniture and Fixtures	C		P	P
Paperboard Containers and Boxes	C	C	P	P
Printing, Publishing, and Allied Products	P	P	P	P
Pharmaceuticals, Biotechnology Products and Medical Equipment and Software provided large quantities of toxic materials are not used in the manufacturing process	P	P	P	P
Perfumes, Cosmetics and Similar Preparations		C	P	P
Fabricated Metal Products			C	P
Industrial and Commercial Machinery			C	P
Computer and Office Equipment	P	P	P	P
Advanced Technology: Computer Hardware and Software	P	P	P	
Electrical and Electronic Equipment and Components	P	P	P	P
Aircraft Parts, Aerospace and Space Vehicles and Parts	P	P	P	P
Measuring, Analyzing and Controlling Instruments, Photographic, Medical, Optical, Watches and Clocks	P	P	P	P
Miscellaneous Manufacturing Industries			P	P
Incidental Hazardous Waste Treatment and Storage[9]	S	S	S	
Primary Hazardous Waste Treatment and Storage[9]			C	
Services				
Research and Development Facilities	P	P	P	P
Corporate Headquarters and Regional Offices associated with other Permitted Uses	P			
Corporate Headquarters and Regional Offices (Includes all uses allowed in the above category without the requirement to be associated with a permitted use)		P		
Construction/Contractors: Offices and Storage of Materials and Equipment			P	P
Construction/Contractors: Offices only	P	P		
Commercial/Industrial Photography, Cinematography, Video Production	P	P	P	
Convenience Service, Personal Service, and Professional Service uses[4, 20]	P	P		
Business Services: Technology Service and Support, Copy and Connectivity Centers, Consultants who directly support surrounding businesses, Telework Centers	P	P	P	
Day Care Centers[10]	S	S	S	
Rental Storage and Mini Warehouses[11]			P	
Warehousing and Distribution	P	P	P	P[12]
Rental Services: Furniture, Tools, and Equipment with Exterior Storage	P		P	
Vehicle Rentals: Autos, Trucks, Trailers, Recreational Vehicles, Construction and Heavy Hauling Equipment[13]			S	S
Auto and Boat Repair[13]			S	S
Hospitals, Clinics, Long-Term Care Facilities, Residential Care Facilities		C		
Education: Colleges, Universities, Public and Private Schools, Vocational and Trade Schools with the capacity for up to 150 total students[22]	C	P	S[23]	
Education: Colleges, Universities, Public and Private Schools, Vocational and Trade Schools with the capacity for more than 150 students[22]	C	C	C[23]	
Churches, Synagogues, Temples, (1-750 seats); and Related Activities[14]		S	S	
Churches, Synagogues, Temples, (>750 seats), and Related Activities[14]		C	C	
Charitable, Social, Professional & Labor Organizations	P	P		
Transportation, Communication and Utilities				
Railroad Facilities (Excluding Yards, Shops and Maintenance Facilities)	P	C	P	P

Transit Facilities, including Transit Centers, Rail and Park-and-Ride Lots	P	P[15]	P	P
Motor Vehicle Maintenance Garage, Motor Freight Services and Terminals		C[16]	P	P
Heliports and Helicopter Landing and Storage (excluding medivac)	C	C	C	C
Commercial Parking Lots & Parking Garages	P[17]	P[18]		
Film, Video, TV, and Radio Broadcasting or Production Studios	P	P		
Towing Operators and Auto Impoundment Yards			P	P
Large Satellite Dishes/Amateur Radio Antenna[19]	S	S	S	S
Broadcast and Relay Towers[19]	C	C	S	S
Wireless Communication Facilities[19]	S	S	S	S
Local Utilities	P	P	P	P
Regional Utilities	P	P	P	P
Solid Waste Transfer Stations			P	
P = Permitted Use; S = Special Use; C = Conditional Use				

Notes:

[1] Limited to upper stories in mixed use structures. See RCDG 20C.60.25-020(4) regarding maximum number of dwelling units and maximum building height provisions.

[2] See adult entertainment regulations in Chapter 20D.20 RCDG, Adult Entertainment.

[3] When located in a multi-tenant building. Limited to a maximum seating capacity of 50-person capacity. Hours of operation only allowed between 6am to 10pm; on-site parking to be provided for each employee.

[4] See RCDG 20C.60.30-070, Convenience Commercial Clusters, and 20C.60.30-080, Convenience Uses Allowed as an Accessory Use to a Transit Center.

[5] Subject to aquifer protection and sensitive areas regulations in Chapter 20D.140 RCDG. Not allowed in Willows Corridor Business Park zone. See RCDG 20C.70.50-070.

[6] Provided retail sales are manufactured goods produced on the premises and accessory or secondary to the primary manufacturing or wholesaling activity. The outlet area shall not exceed 10 percent of the user's share of the gross floor area or 1,000 square feet.

[7] Rock crushing equipment, asphalt, and concrete batch plants, silos and other related equipment may extend to a maximum height of 90 feet.

[8] Subject to Special Use Criteria, RCDG 20D.170.30, Batch Plants and Extractive Operations.

[9] Subject to Special Use Criteria, RCDG 20D.170.60, Hazardous Waste Facilities.

[10] Subject to Special Use Criteria, RCDG 20D.170.50, Day Care.

[11] No business activities are allowed to operate from storage spaces.

[12] When associated with a permitted manufacturing use.

[13] Subject to Special Use Criteria, RCDG 20D.170.20, Auto, RV, Boat Uses.

[14] Subject to Special Use Criteria, RCDG 20D.170.40, Churches, Synagogues and Temples.

[15] Park and ride lots shall obtain a Special Development Permit before being authorized in the OV zone.

[16] Only motor vehicle maintenance facilities for public transit agencies or company-owned vehicles are allowed in the OV zone. In the OV zone, motor vehicle maintenance facilities for company-owned vehicles shall be accessory to another allowed use. In the OV zone, a special development permit shall be required even though the use is accessory to another use. Motor vehicle maintenance facilities shall not be allowed within a Transition Overlay.

[17] Commercial parking lots, commercial parking garages and commercial parking structures are prohibited from storing impounded, abandoned, or damaged vehicles.

[18] Commercial parking lots not accessory to another use shall obtain a Special Development Permit before being authorized in the OV zone.

[19] Subject to Special Use Criteria, RCDG 20D.170.45, Telecommunication Facilities.

[20] When located in the Willows/Rose Hill Neighborhood. See RCDG 20C.70.50-070, Convenience Retail and Services.

[21] Subject to secure community transition facility criteria, RCDG 20D.170.55, essential public facility criteria, RCDG 20F.40.80, and RCDG 20F.30.40 for a Type III permit.

[22] Full-time equivalencies, where one full-time equivalent shall equal 15 credits in a given quarter, shall establish the capacity of the number of students for vocational, trade, and technical schools in the MP zoning district.

[23] Vocational, trade, and technical schools only. Other educational uses are prohibited.

(Ord. 2159; Ord. 2152; Ord. 2129; Ord. 2102)

CityofRedmond
WASHINGTON

August 20, 2007

Coby Holley
PS Business Parks, L.P.
701 Western Avenue
Glendale, CA 91201

Dear Mr. Holley,

Thank you for your letter dated April 23, 2007 commenting on the Overlake Neighborhood Plan (ONP) Draft Supplemental Environmental Impact Statement (SEIS). We appreciate your comments and believe that we can address some of your questions and concerns.

We appreciate your general support of the overall long-term vision for the Overlake Village area, where the Overlake Business Center (south) is located. We also recognize that the vision will take many years to fully achieve and will be met through coordinated actions by both public and private entities. Your letter discusses three items you identify as critical steps in achieving the vision:

- Bel-Red Overlake Transportation Study (BROTS) Agreement update: Your letter states that most development under the Action Alternative would potentially be delayed in implementation because it is subject to BROTS. That is not accurate. Residential development is not limited by the BROTS agreement. In addition, any redevelopment that does not increase the amount of non-residential floor area is not limited.

  With regard to timing of the BROTS update, the planning and transportation analysis that Redmond and Bellevue have undertaken for Overlake and the Bel-Red Corridor provides a significant portion of the technical work needed for an update to the BROTS Agreement. Completing this update is a high priority for both cities and we anticipate that the work will be completed in 2008.

- East Link light rail: The City has been coordinating with Sound Transit on this portion of the ST2 package from the very beginning and will continue to coordinate as the process continues. In addition to light rail, another form of high capacity transit will be serving Overlake in the nearer future: King County Metro's arterial bus rapid transit (BRT) route connecting Downtown Redmond and Downtown Bellevue via Overlake and Crossroads. Funding for this route was approved in the November 2006 election; the route will be operational by 2011.

  One of the key reasons Redmond undertook the ONP update and SEIS is to begin the process, in coordination with the City of Bellevue, of extending the planning horizon year for Overlake to 2030. This analysis has included evaluating a potential increase in the allowed floor area ratio (FAR) that applies to the Employment Area in Overlake, where Microsoft and other

companies are located. The SEIS fully acknowledges that the City proposes to act on proposed ONP updates in phases including any increases in potential zoning capacity in the Employment Area. Analysis of appropriate growth phases and associated facility and service improvements will be part of updating the BROTS Agreement, and will be accompanied by Redmond's update to the existing Overlake SEPA Planned Action. It will also include updates to functional plans, including transportation, parks and utilities. Our first phase of proposed updates will not change the allowed FAR in the Employment Area, maintains the City's commitment to the BROTS cap on commercial development, does not contemplate more residential dwellings through 2030 under the Action Alternative than are allowed under current zoning, and is not dependent on extension of light rail.

- Additional transportation improvements: The Action Alternative identifies a number of transportation improvements to mitigate the impacts associated with additional growth in Overlake. Nearly half of the proposed projects are included in existing plans, are funded, or would be funded by private development. Approximately an additional 20 percent are regional in nature. The remaining one-third of the proposed projects would be added to existing plans as part of Phase II of the Overlake project.

  Increases in employment and housing over the 24-year planning horizon will create related demands for transportation and other public facilities and services and utilities. However, development will occur over time and demand will increase incrementally through 2030. Although the City identifies future infrastructure needs associated with future growth, we are not required to build infrastructure in advance of potential development; in other words, development of public infrastructure is required to be concurrent with development.

As part of your due diligence period prior to purchase of the Overlake Business Center (OBC), representatives of PS Business Parks and City staff met in person and by conference call several times to review a number of features relevant to the property. This included but was not limited to the adopted neighborhood plan, permitted uses, other aspects of existing zoning, Redmond's building code, concepts under consideration for the proposed neighborhood plan update, and light rail transit alignments under consideration by Sound Transit.

Your letter comments that the SEIS should analyze the current permitted uses and any impacts. The structure of permitted uses in the existing Retail Commercial (RC) was last updated in 1999. The City's Comprehensive Plan and zoning reflect the City's responsibility to plan for our 20-year employment and housing targets. The permitted uses that exist for Overlake are consistent with the City's Comprehensive Plan and growth targets. For this reason, a significant change to permitted uses was not proposed in the Action Alternative nor analyzed in the DSEIS.

Your letter also requests an expansion of the permitted uses in the RC zone to include a variety of uses typical of Redmond's Business Park and Manufacturing Park zones. Many of the permitted uses in the RC zone support the vision of Overlake Village as evolving into a true, urban residential/mixed-use place. The uses are largely pedestrian-generating or -oriented in nature to help increase the vibrancy and economic vitality of the area and include a variety of retail, service and entertainment uses, as well as multi-family residential. These uses also include a wide variety of businesses or other organizations that serve the general public, such as personal, financial, legal, medical and minor repair services.

Advanced technology and business park uses are currently permitted in three zones in the City—Business Park (BP), Manufacturing Park (MP), and Overlake Business and Advanced Technology (OBAT)—as well as within the Downtown Districts, which together account for 86 percent of the commercial or mixed-use zones in the City. Allowing these uses in Overlake Village would add pressure to one of the few areas that does not allow advanced technology, research and development, and similar business consulting services. Maintaining locations in which businesses that serve the general public can locate is consistent with adopted policy and the community's vision. During the past few months, several businesses consistent with the existing zoning have leased space in Overlake Business Center.

Expanding the allowed uses in Overlake Village to permit the types of businesses you requested could further delay redevelopment of the area and achievement of the vision. Allowing such uses to locate in this area as of right would create "going concerns" in the long-term and further delay the addition of residential uses, a key concept in the long-term vision for Overlake. These uses were intentionally included in the OBAT zone to focus them in this location and not permitted in the RC zone.

We recognize that over the years, a number of businesses have located in the OBC without seeking business licenses from the City of Redmond. During the past several months, our joint efforts have resulted in licensing of nearly all of businesses at OBC. As of this date, we understand that less than 5 businesses have not responded. We also recognize that a number of these businesses are business park uses that do not comply with the zoning. In response to your letter and other public comment on this subject, staff is recommending a revision to the nonconforming use provisions to allow all existing, licensed businesses in Overlake, regardless of the type of use, to continue as long as they wish. Once these current uses vacate the space, the space would need to be occupied by a use that conforms to the zoning. Staff is not proposing that businesses that do not comply with the zoning have the ability to expand in terms of floor area.

You also propose that Redmond add "Flexible Use Zoning" to its zoning code. You describe this as establishing performance criteria for allowed uses and allowing case by case decision making through an administrative process. We believe that the community and applicants are better served by providing predictability and clarity in our zoning code rather than business by business decisions. Further, we are very concerned about the impact of this approach in terms of staff time and diminished staff availability for key tasks such as development review.

The Comprehensive Plan that guides Redmond's neighborhood planning efforts contains a variety of goals and objectives which must be carefully balanced in planning for the future. Your letter cites a number of Economic Vitality goals contained in the Comprehensive Plan. However, those goals must be balanced with other goals, including those related to providing housing opportunities. Over the past 15 years, job opportunities in Redmond have grown significantly but housing opportunities have not kept pace. In addition, as Redmond's supply of vacant and redevelopable land in the single-family zones decreases, Overlake and Downtown will become increasingly important in helping to meet the City's future housing needs.

We believe that the economic vitality of the Overlake Village area will ultimately be strengthened through the addition of a greater intensity and variety of uses than exists today. Redevelopments that are consistent with the mixed-use vision will create economic activity during all hours of the day, rather than just in the afternoon or early evening hours during which many Overlake Village area businesses are successful now.

If you have any further questions regarding the ONP project or the Final SEIS, please contact Lori Peckol at 425.556.2411 or lpeckol@redmond.gov.

Sincerely,

Rob Odle
Planning Director

SOUNDTRANSIT

April 23, 2007

Rob Odle
Responsible Official
City of Redmond Planning Department
P.O. Box 97010, MS: 4SPL
Redmond, WA 98073-9710

Dear Rob:

Thank you for the opportunity to review the City of Redmond Overlake Neighborhood Plan Update and Implementation Project Draft Supplemental Environment Impact Statement (DSEIS). We applaud the City's effort to review its Comprehensive Plan policies and implementation strategies that plan and provide support for high capacity transit. We are particularly encouraged by the proposed changes and strategies that may increase East Link ridership, and that over time creates a more livable and sustainable community for the Overlake Village area of Redmond.

Attached are our comments which mostly seeks clarification on how the East Link Project is represented and which jurisdictions have certain authority of implementing actions identified in the DSEIS. In particular we would like to call your attention to several instances where the DSEIS intimates that the East Link Project is predicated on the "Action Alternative." That may not be the intent. However, we have pointed that out on your figures and text that the East Link Project should be assumed as serving the Overlake Neighborhood: Employment Area and Village in both the No Action and Action Alternatives.

Again, thanks for the opportunity to comment on the DSEIS. Let me know if you have questions.

Sincerely,

Leonard McGhee
Segment Manager
East Link Project

LM:ab East Link Jurisdiction Comments/Redmond Overlake

Attachments: DSEIS Comments

c: Lori Peckol, Planning Manager, City of Redmond
Terry Marpert, Principal Planner, City of Redmond
Don Billen, East Corridor Project Manager, Sound Transit

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499 • www.soundtransit.org

City of Redmond
Overlake Neighborhood Plan Update and Implementation Project
Draft Supplemental Environment Impact Statement
Sound Transit Review Comments
April 23, 2007

General

1. As presented in the Draft SEIS, the East Link Project is presented as if it is predicated on the Action Alternative. Subject to the approval of a financing plan by the voters in November 2007 the East Link Project will happen with or without changes to the current Overlake Neighborhood Plan. The East Link Project should be included in all actions (build and no-build) contemplated in this update.

2. In several instances descriptions of actions to be taken to implement specific elements of the plan, a reader may assume the City of Redmond is responsible for certain actions where in fact they are the actions of other agencies such as Sound Transit and Metro King County. While the correct jurisdiction may be implied it may be confusing for the uninformed reader.

Specific

3. P.i - **Fact Sheet** – Description of Proposal, 3rd paragraph – The Statement "This alternative envisions the extension of Sound Transit light rail transit from Bellevue through the study area to Downtown Redmond." For the purposes of this Overlake Neighborhood Plan Update (March 2007) we feel it would be more appropriate to rephrase that statement as follows: "This alternative envisions the extension of Sound Transit light rail transit from ~~Bellevue~~ Downtown Seattle ~~through the study area~~ to the Overlake Transit Center in the study area ~~to Downtown Redmond~~.

4. P.5 Project Background, 3rd bullet: In the statement "…plan effectively for extension of light rail transit and other facility improvements…" what other facilities are contemplated here?

5. P.8 Section 1.6.2 – May be more appropriate to refer to the second station in the planning area as "in the vicinity of" or "near" NE 40th.

6. P.23 Figure 2-1: No Action Alternative – Overlake Village. This figure should show, in a generic fashion, that the East Link Light Rail Project is assumed to serve the Overlake Neighborhood in the No Action Alternative map.

7. P.26 Figure 2-4: No Action Alternative Transportation Projects. This figure should show in a generic fashion that the East Link Light Rail Project is assumed to serve the Overlake Neighborhood in the No Action Alternative Transportation Projects map.

8. P.29 Transit projects, 1st bullet: This bullet should indicate that the development of light rail transit service and stations is a Sound Transit project and include a statement that the light rail project is in the early stages of design and environmental review by Sound Transit.

9. p.29 Transit Projects: Is the BRT and peak period commuter bus mentioned in the second bullet and on Figure 2-9 part of King County Metro's "Transit Now" or Sound Transit service? The service provider and status of the planning should be made clear.

10. P.31 Figure 2-5: Action Alternative – Overlake Village – shows one of the potential stations (behind Safeway) on a curve. Stations would be on a straight section only. It also shows Bel-Red Road as a potential light rail alignment. Please delete as that alignment is no longer being considered.

11. P.50 Table 3-8, 1st row/2nd column: states that no light rail is assumed as part of the East Link project for the No Action Alternative. This is not accurate as the East Link project is not dependent on the Overlake Neighborhood Plan Update. Further, the representative alignment for ST2 financial planning purposes assumed a station in the Overlake Village Area.

12. p.50 Table 3-8, 2nd row/2nd column Under "Achieve a target housing density and mixed of use" the No Action alternative states "moderate support for extension of light rail transit" which seems inconsistent with the statement in Row 1 of the table and/or is contradicted by the statement on p.52, in the 1st paragraph which suggests light rail would occur without the plan change.

13. p.90 2nd sentence: The Sound Transit Board will identify a package of projects to present to voters in 2007. Add "November 2007."

14. p.90 1st paragraph/last sentence: "A project-level EIS is currently underway for the East Link Project and is expected to be released in early 2008. Change to "…and a draft report is expected to be released in ~~early~~ Fall 2008."

15. p.91 Table 3-16: Under the transit facility actions there are facilities, services and improvements that can be provided within the jurisdiction of the City of Redmond and those that are provide by other jurisdictions including Metro and Sound Transit. Suggest changing "Provide" to "Provide for" or "Work with" those agencies that provide those services and facilities as appropriate.

16. P.101 3.6.4.2.1: How did Redmond arrive at an assumption of 15.3% transit mode share for the Action Alternative?

17. P.101 3.6.4.2.1: The city made assumptions regarding transit mode share for the No-Action and Action Alternatives. For East Link analysis, Sound Transit will

forecast ridership using its own transit forecasting model and the results will likely be different.

Appendix A

18. p.A9 Appendix A: Draft Policies: N-OV-28 on page A9 refers to a mode-split goal and includes as a way of reaching it as providing expanded transit options including light rail and BRT…. This makes it sound like the City would be providing these services. It may be more appropriate for the City to provide a transit supportive environment as mentioned previously in the policy and to include language regarding working with transit providers to provide these services.

19. P.A10 N-OV-35 specifically identifies 3 options for a preferred light rail alignment through Overlake Village. These are consistent with what is to be studied in the EIS at this time, but it may be more appropriate to include flexibility in this policy to allow for modifications to the station location that still address the community vision.

20. P.A13 N-OV-54, 4th bullet, see comment on p.91 above

21. P.A15 N-OV-66 "Prepare a station area plan for a light rail station area once a light rail alignment is identified…" Change to "…once a light rail alignment is ~~identified~~ selected by the Sound Transit Board of Directors…"

Appendix B

22. P.B5 Overlake Village Map – Delete light rail alternative alignment on Bel-Red Road. Also revise per comment 19

23. P.B37 RCDG 20C.45.40-130: Revised Draft Overlake Arterial Streets Cross Sections – In order to provide for a light rail corridor on 152nd Ave NE removal of the median and on-street parking would provide only 28 feet for the light rail guideway. Sound Transit light rail design assumes 30 feet.

Appendix C

24. P.4 While part of the Link Light Rail system, the Tacoma Link vehicle will not be used on the East Link Project. Suggest replacing with an image of Central Link vehicle.

25. C - P.11 - Overlake Village Actions Revise per comment 9 and 19

26. P.27 T-4 (sidebar) In the statement " In planning for transit services, Redmond will strive to achieve…• Timely identification of preferred light rail route to

support redevelopment decisions in the next three years." Please explain what is meant by or what actions Redmond contemplates to "to achieve…timely identification of a preferred light rail route."

27. P.37 Implementation: 3 – The statement "Identify what can be done before a preferred light rail alignment is selected." What is meant by "what can be done?"

Appendix E

28. P.E1: **Transit**: Please change the following statements "As part of its recently adopted *ST2 Plan*, Sound Transit is proposing to build an LRT line from through the Bel-Red Corridor in the Bellevue and Overlake Area to Downtown Redmond- known as the East Link Project" to "As part of its recently adopted *ST2 ~~Plan~~ Draft Package*" Sound Transit is proposing to ~~build an LRT line from through the Bel-Red Corridor in the Bellevue and Overlake Area to Downtown Redmond~~ extend the Central Link Light Rail Transit project from Seattle to Bellevue and Redmond via I-90 and Mercer Island - known as the East Link Project.

    In the same paragraph it states "Therefore, the LRT line is not assumed in the No Action Alternative, but is included in the Action Alternative." This should be stricken. See comment 1.

29. P.4 of 10 Transportation Action Alternative RED-OV-035a and RED-OV-035b: Mid-Block Crossings – These two projects would provide mid-block crossings on 152nd Ave NE between NE 20th Street and NE 24th Street, and NE 24th Street and NE 31st Street respectively. The East Link Project D3 Alternative does not assume these crossings and may not be possible due to system design or have operational impacts.

30. P.9 of 10 Transportation Action Alternative RED-OV-071 and RED-OV-085 – Change "NE 40th Street Transit Center" to "Overlake Transit Center" .

CityofRedmond
WASHINGTON

August 21, 2007

Leonard McGhee, Segment Manager East Link Light Rail
Sound Transit
Union Station
401 S Jackson Street
Seattle, WA 98104-2826

Dear Leonard,

Thank you for your comments on the Overlake Neighborhood Plan (ONP) Draft Supplemental Environmental Impact Statement (SEIS). We appreciate your comments, both general and specific, and believe that we can address some of your questions and concerns.

It was not our intention for any portions of the Draft SEIS to imply that the East Link Project is predicated on the Action Alternative; these instances will be revised for the Final SEIS. We will also clarify in the Final SEIS when an agency other than the City of Redmond will be responsible for implementing specific elements of the plan, such as light rail or other transit service.

While we recognize that the East Link Project is subject to the approval of a financing plan by the voters in November 2007 and could serve the Overlake Village and Employment Areas under either the No Action or Action Alternative, we felt it important to analyze the transportation system both with and without the presence of light rail. The absence of the East Link Project in the No Action Alternative was intentional as a means of responding to citizen comment and providing a baseline analysis of the transportation system and traffic conditions in the future. In addition, we believe that not including light rail in the No Action Alternative expands the range of alternatives considered and is therefore more consistent with SEPA requirements. For these reasons, we believe it is important to analyze one alternative without light rail. The Final SEIS will better clarify this rationale.

Attached you will find responses to your more specific comments on the Draft SEIS.

If you have any further questions regarding the ONP project or the Final SEIS, please contact Lori Peckol at 425.556.2411 or lpeckol@redmond.gov.

Sincerely,

Rob Odle
Planning Director

City of Redmond
Overlake Neighborhood Plan Update and Implementation Project
Draft Supplemental Environmental Impact Statement
Response to Sound Transit Review Comments
August 21, 2007

Specific

3. P.i. – Fact Sheet – Description of Proposal, 3rd paragraph was revised per Sound Transit's suggestion but retains a reference to Downtown Redmond, as our modeling included that location as the system's ultimate terminus.

4. P.5 – Project Background, 3rd bullet: Other facility improvements could include those associated with Metro's Rapid Ride bus rapid transit system, stormwater management facilities, and roadway improvements within the neighborhood boundaries.

5. P.8 – Section 1.6.2: The second station location is now referred to as "in the vicinity of" or "near" NE 40th Street.

6. P.23 – Figure 2-1: No Action Alternative – Overlake Village: The East Link Light Rail Project has not been added to the No Action Alternative per comments in letter above.

7. P.26 – Figure 2-4: No Action Alternative Transportation Projects: The East Link Light Rail Project has not been added to the No Action Alternative per comments in letter above.

8. P.29 – Transit projects, 1st bullet now indicates that the development of light rail transit service and stations is a Sound Transit project and includes a statement that the light rail project is in the early stages of design and environmental review by Sound Transit.

9. P.29 – Transit projects: The BRT service mentioned in the second bullet and on Figure 2-9 is part of King County Metro's "Transit Now" service (RapidRide). The peak period commuter bus mentioned in the second bullet and on Figure 2-9 is likely to be part of Sound Transit's future service. The service provider and status of planning has been clarified.

10. P.31 – Figure 2-5: Action Alternative – Overlake Village: The Bel-Red Road alignment was removed from this graphic as the alignment is no longer being considered. The potential station behind Safeway was shifted so that it is not depicted as being on a curve.

11. P.50 – Table 3-8, 1st row/2nd column: The statement that no light rail is assumed as part of the East Link project has been clarified, but the East Link Light Rail Project has not been added to the No Action Alternative per comments in letter above.

12. P.50 – Table 3-8, 2nd row/2nd column: The statement was revised to suggest that the target housing density and mix of uses would provide moderate support for transit.

13. P.90 – 2nd sentence was revised to reflect more specific timing of vote in November 2007.

14. P.90 – 1st paragraph, last sentence was revised to reflect Sound Transit's anticipated timing for release of a draft EIS.

15. P.91 – Table 3-16: Revisions were made to suggest that Redmond will work with Metro or Sound Transit to provide transit services and facilities as appropriate.

16. P.101 – 3.6.4.2.1: The transit mode share assumption used in transportation modeling is based on a review of existing conditions and mode splits from regional models. The BKR model projected that 15.1 percent of the PM peak hour trips in Overlake would use transit.

17. P.101 – 3.6.4.2.1: A note has been made to clarify that Sound Transit will forecast ridership using its own transit forecasting model and that the results will likely be different.

Appendix A

18. P.A9 – Policy N-OV-28 was revised to suggest that the City will provide a transit supportive environment and work with transit providers to provide services such as light rail and bus rapid transit.

19. P.A10 – Policy N-OV-35 was revised to allow for more flexibility for the possible light rail alignments through Overlake Village and to allow for modifications to the station location that still address the community vision.

20. P.A13 – Policy N-OV-54, 4th bullet was revised to suggest that Redmond will work with Metro or Sound Transit to provide effective transit facilities and routes.

21. P.A15 – Policy N-OV-66 was revised to clarify that the light rail alignment will be selected by the Sound Transit Board of Directors.

Appendix B

22. P.B5 – Overlake Village Map: The Bel-Red Road alignment was removed.

23. P.B37 – RCDG 20C.45.40-130, Revised Draft Overlake Arterial Streets Cross Sections: The cross-section for 152nd Avenue NE has been revised to accommodate light rail in 30 feet of right-of-way. We have added an additional 2 feet to the median, which, along with on-street parking, could be removed to accommodate light rail.

Appendix C

24. P.4 – Redmond will contact Sound Transit for a photo of a Central Link vehicle to replace the image of a Tacoma Link vehicle.

25. P.11 – Overlake Village Actions: The Bel-Red Road alignment was removed from the map. Service providers will be added to the legend for both bus rapid transit and light rail.

26. P.27 – T-4 sidebar: We have revised the second bullet in this sidebar to read: "Timely identification of a preferred light rail route through continued collaboration with Sound Transit…" This is intended to reflect our commitment to coordination with Sound Transit on planning for the East Link line.

27. P.37 – Implementation, bullet 3 refers to supportive planning actions Redmond can take to help Sound Transit in the selection of a preferred light rail alignment, such as aiding with public outreach and evaluation of potential ridership, among other issues.

Appendix E

28. P.E1 – Transit: The identified statements regarding the background on the East Link Project have been revised per Sound Transit's suggestions.

29. P.4 of 10 – Transportation Action Alternative, RED-OV-035a and RED-OV-035b, Mid-Block Crossings: The mid-block crossings on 152nd Avenue NE identified on the proposed project list are meant as interim projects until new street connections at NE 28th and NE 23rd Streets are improved.

30. P.9 of 10 – Transportation Action Alternative, RED-OV-071 and RED-OV-085: NE 40th Street Transit Center will be changed to Overlake Transit Center.

City of Bellevue
Post Office Box 90012 ▪ Bellevue, Washington ▪ 98009 9012

May 4, 2007

Rob Odle, Planning Director and Responsible Official
City of Redmond
P.O. Box 97010
Redmond, WA 98073-9710

RE: Comments on Overlake Neighborhood Plan Draft Supplemental Environmental Impact Statement

Dear Mr. Odle:

Thank you for the opportunity to review and comment on the Draft Supplemental Environmental Impact Statement (SEIS) which has been prepared for the update of the Overlake Neighborhood Plan. We appreciate the on-going efforts regarding collaboration on both cities' respective planning efforts in Overlake and Bel-Red. Staff from each city have met on a regular basis with each other, and participated at public events being held by the other city. We look forward to continued collaboration as both cities continue our respective planning efforts, and coordinate on implementation work. The planning that is underway in the Overlake area of Redmond and the Bel-Red area of Bellevue provide exciting opportunities for each respective city and the greater Eastside. However, each city must also be diligent about ensuring that the impacts of this growth does not adversely impact surrounding neighborhoods and the overall transportation system.

We have the following comments on the SEIS for your consideration:

1. Alternatives: We understand that the preferred alternative being analyzed in the SEIS assumes both a greater amount of growth than the "No Action" alternative, and also assumes a greater amount of public investment necessary to support it. We appreciate the acknowledgement of the connection between growth and infrastructure to support it, and agree that this will be a critical element in ensuring that the assumed land use can be accommodated. As both Redmond and Bellevue work to implement our respective plans in the coming years, we believe that phasing growth in over time according to the infrastructure will be a critical element in being able to allow growth without impacting surrounding neighborhoods. In particular, this critical phasing of land use and infrastructure should include transportation capacity, within both the host city and the neighboring jurisdiction. Both cities should look at the phasing of growth both independently and collectively in the update to the current BROTS agreement.

2. Land Use: The action alternative contemplates a greater amount of future commercial and housing development than does the No Action alternative. The action alternative also appears to contemplate allowing greater residential heights (up to 10 stories) than the "base" height of 5 stories in the Overlake Village area, to be reached through incentives. Allowing greater building heights in exchange for incentives is something that Bellevue is analyzing in the Bel Red corridor as well. However, our steering committee has directed city staff to provide a view analysis, looking at potential impacts of greater building heights on surrounding neighborhoods, and we plan to incorporate that into our Final EIS for the Bel Red project. Given the proximity of surrounding residential neighborhoods to Overlake, we believe that any additional height contemplated in Overlake (even if achieved through incentives) should be evaluated through a similar view analysis to ensure that there are no adverse impacts from light, glare, etc. This view analysis should include

perspectives from surrounding Bellevue neighborhoods, and should be conducted prior to any decision on additional building heights.

3. Transportation: As you are aware, Bellevue is contemplating changing the vision for the Bel-Red Corridor to allow new land uses and additional growth in the area, particularly office and residential growth. We have attempted to identify multi-modal transportation solutions to mitigate these impacts, including improving the regional system consistent with adopted plans, improving connections to the regional system, increasing general purpose road capacity, creating more arterial connections, and improving transit. Additional growth in Redmond Overlake (particularly as contemplated in the current "ambitious" alternative) will clearly require additional improvements to the transportation system serving the Overlake area, including in parts of Bellevue. We are encouraged that the SEIS seems to indicate some improvements in Overlake in the action alternative, in part through the use of aggressive transportation demand management (TDM) measures, especially parking management, and greater transit use. We hope that Redmond is strongly committed to implementing those measures (particularly TDM measures), as they will be critical to mitigating traffic impacts from the employment area of Overlake. Along that line, given that most available transit will have to operate in mixed flow on arterial streets, it will be important to minimize congestion related delays wherever possible.

   We are concerned that some of the specific transportation assumptions understate the impacts of the land use change on our shared local transportation system. More specifically, the inclusion of added capacity on SR 520 only in the Action Alternative directly reduces forecast volumes on arterial streets like 148th Avenue (masking the result of the land use growth). The mode choice assumptions for all trips generated in the Overlake area (20% HOV and 15% transit) may be overly aggressive. Even with these assumptions, the SDEIS identifies (on page 111) at least two intersections of particular concern for LOS at 140th/Bel Red and 140th/NE 20th, to which we would add 156th/Bel-Red and Bel-Red/NE 24th, which show a decline from LOS D to E with the Action Alternative.

   It is also important to formally reiterate our concern about a project that we expected to be included in your future network, the eastbound SR 520 slip ramp, crossing under 148th Avenue to NE 24th Street. Our previous joint analysis as part of the BROTS N-S study recommended this linkage, and subsequent analysis for the Bel-Red Corridor indicates it would attract significant volume, primarily destined for the Microsoft campus, and provide substantial relief to the very congested intersection of 148th/NE 24th. The impacts of the land use intensification on north-south streets in East Bellevue is a continuing concern of course, and the SEIS acknowledges on page 109 that 60% of the southbound vehicle trips on 148th Avenue (south of Bel-Red Road) in 2030 will have origins in the Overlake area, and another 14% will come from the rest of Redmond. This points out the need for continuing cooperation between our two jurisdictions to jointly identify mitigation for travel impacts.

   As we stated in our scoping letter, we are disappointed that Redmond has embarked on a course of transportation modeling that will not allow direct comparison of the transportation impacts of Redmond Overlake land use changes and Bellevue's Bel-Red Corridor work. Bellevue has been continuously improving the BKR model since it was used for the technical analysis a decade ago that supported the current BROTS agreement. As we work in the coming months to reconcile the transportation impacts and mitigation measures for the Bel Red and Overlake plans, a shared technical approach will again be critical to establishing 1) what the necessary changes to transportation facilities and services are, 2) when they will be needed, 3) how the travel demand and improvement costs ought to be allocated given the planned growth by community, and 4) who will be responsible for leading project implementation. As you know, Bellevue staff has already begun embarking on a sensitivity analysis modeling the transportation impacts of the two plans, using the

BKR model as a base. We hope that this work can lead to agreement on the technical basis for upcoming work on the overall update of the BROTS agreement..

4. Timing of Plan Approval: We appreciate you including appendices in the SEIS outlining proposed Comprehensive Plan updates and proposed updates to Redmond's Community Development Guide to begin implementing the neighborhood plan recommendations. We understand that Redmond plans to adopt the Overlake neighborhood plan update in phases. Given the strong interconnection between future planning for Overlake and Bel-Red, and given that the two cities must work together to jointly identify transportation mitigation strategies, we believe that both cities should adopt our respective plans in the same general timeframe, and make sure that we are well on the way to having an updated BROTS agreement before adoption of either plan. While we appreciate the work that has taken place so far between staff from both cities on working on framing this work, we still have much more to do before we can be assured that the transportation impacts of the two plans combined can be mitigated. We strongly urge that Redmond not adopt any plan or regulatory updates that enable greater amounts of land use development than are already allowed in the BROTS interlocal, in advance of both cities' agreement on the update of BROTS.

We look forward to continuing to work with Redmond as we work towards jointly analyzing transportation projects and other implementation measures that will support these two important planning efforts. Thank you again for the opportunity to comment on the Draft SEIS.

Sincerely,

Matthew Terry
Director
Planning & Community Development Department

Goran Sparrman
Director
Transportation Department

cc: Steve Sarkozy, City Manager
Dan Stroh, Planning Director
Kris Liljeblad, Assistant Director, Transportation

CityofRedmond
WASHINGTON

August 20, 2007

Matthew Terry, Planning and Community Development Department Director
Goran Sparrman, Transportation Department Director
City of Bellevue
PO Box 90012
Bellevue, WA 98009-9012

Dear Matthew and Goran,

Thank you for your comments on the Overlake Neighborhood Plan (ONP) Draft Supplemental Environmental Impact Statement (SEIS). We appreciate and support the on-going collaboration between the cities' respective planning efforts in the Overlake and Bel-Red planning areas. We believe this letter will address some of your questions and concerns.

1. Alternatives: The Action Alternative analyzed in the SEIS assumes both a greater amount of growth through 2030 than the "No Action" alternative, and a greater amount of public investment to support it. We agree that phasing growth over time will be a critical element in allowing additional development capacity while minimizing impacts to surrounding neighborhoods. The proposed policies under review by the Planning Commission include support for considering phased increases in the zoning capacity in the Employment Area. The proposed policies also support linking those increases to additional housing development in the neighborhood, improvements in transportation and/or transit facilities or services, achievement of goals related to mode splits, and the adequacy of parks or emergency services. We will examine this issue in more depth as part of our collective work with Bellevue on updating the BROTS agreement

2. Land Use: The Action Alternative allows for greater heights beyond the "base" height of 5 stories in the Overlake Village portion of the neighborhood through a proposed bonus incentive program. For the majority of sites, a maximum height of 8 stories could be achieved through this program; on the two sites identified for regional stormwater management facilities, a maximum height of 9 stories could be achieved. Group Health has included a similar bonus incentive program as part of their proposed amendment which would allow residential and hotel buildings to achieve a maximum height of 12 stories.

   Your letter requests that the Final EIS include a view analysis to ensure there are no adverse impacts from light or glare on surrounding residential neighborhoods. Redmond's Community Development Guide includes regulations for exterior lighting to protect residential neighborhoods from light trespass. Proposed design standards for Overlake would strengthen existing design standards by calling for use of building materials that minimize light and glare.

City Hall • 15670 NE 85th Street • PO Box 97010 • Redmond, WA • 98073-9710

A small portion of the Overlake Village District borders a residential zone that is located on the west side of 148th Avenue NE, north of SR 520. The height in this location is proposed to be limited to 6 stories. Single family neighborhoods to the south and east are separated from the Overlake Village by commercial zones in Bellevue.

Finally, neither Redmond nor Bellevue has identified public view corridors in this area. In the absence of established public views to be protected, we are unclear on the purpose and need for view analysis through the Final EIS for the Overlake project.

Redmond staff has worked with Bellevue staff to provide information on potential building heights and locations within Overlake Village for the view analysis conducted for the Bel-Red Corridor. Further, we will continue to work with Bellevue staff to identify those locations of specific interest within Bellevue regarding this topic.

3. Transportation: The proposed transportation actions associated with the Action Alternative include a number of multi-modal projects and programs. These improvements include new pedestrian and bicycle networks, greater efficiency of the existing roadway network, new local street connections, and transit facilities. Redmond is also committed to the transportation demand and parking management program actions that are contained in the proposal, as these will play an important role in helping Overlake achieve the proposed 40 percent non-single-occupancy-vehicle mode share target for 2030. In response to your comments, we are including an eastbound SR 520 slip ramp in the Final SEIS. We recognize the concerns regarding north-south streets in East Bellevue, and are committed to jointly identify transportation needs and solutions in this area. Further, we agree that a shared technical approach will be critical to identification of that mitigation.

   Regarding SR 520, both alternatives include the assumption of a six-lane, tolled facility across Lake Washington between I-5 and Bellevue Way (four general purpose lanes and two HOV lanes). The Action Alternative also includes an assumption for transportation improvements east of 108th Avenue NE to add freeway capacity by adding general purpose lanes and making interchange improvements at key locations.

   The mode share assumption for the 2030 Action Alternative is roughly the same as the mode share assumed for the BKR model that was provided by Bellevue as the No Action Alternative.

4. Timing of Plan Approval: Consistent with the timeline we established and have communicated since the beginning of this project, we are seeking approval of the proposed updates to the Redmond Comprehensive Plan policies and Redmond Community Development Guide regulations contained in Phase 1 of the Overlake project by the end of 2007. The proposal began review with Planning Commission on May 23, 2007 and will likely finish review with that body by the end of August. The proposed Phase 1 updates set the framework for our continued coordination with Bellevue through joint work on an updated BROTS Agreement and consideration of Phase 2 amendments next year. However, this first phase of proposed updates maintains the City's commitment to the BROTS cap on commercial development and does not contemplate more residential dwellings through 2030 under the Action Alternative than are allowed under current zoning.

If you have any further questions regarding the ONP project or the Final SEIS, please contact Lori Peckol at 425.556.2411 or lpeckol@redmond.gov.

Sincerely,

Rob Odle

Rob Odle
Planning Director

Microsoft Corporation
One Microsoft Way
Redmond, WA 98052-6399

Tel 425 882 8080
Fax 425 936 7329
http://www.microsoft.com/

Microsoft

May 17, 2007

Jayme Jonas, Assistant Planner
City of Redmond Planning Department
15670 NE 85th Avenue NE
Redmond, WA 98052

SUBJECT: Overlake Neighborhood Plan Comments

Dear Jayme;

Thanks for taking the time with us to review pending revisions to policy and site requirements on the Overlake neighborhood. As we discussed, Microsoft believes that there are opportunities to further improve the proposed regulations in the following areas:

1. 20C.45.40-050 (3)(a); Building Height – We recommend that the regulations be modified to allow an addition floor v. specifying 15 feet in the code. This would allow greater flexibility in floor-to-floor design in the future while maintaining the intent of the policy.
2. 20C.45.30.40, Permitted Land Uses – Convenience service and retail uses should be allowed to have sufficient signage and seating capacity to make them viable while maintaining the intent of not drawing numbers of customers from outside the district.
3. Policy N-OV-36, Transit – Microsoft believes that we should leave open the possibility of an additional light rail station at NE 51st/SR520 given the amount of commercial and residential (current and future) within walking distance of this location. With Microsoft's purchase and expansion of the former Safeco campus, and the potential that a developer could expand on the currently vacant Nintendo property, there is sufficient critical mass to support a station at this location.
4. Policy N-OV-41, Parking – Microsoft believes that reducing parking around transit stations may be the wrong solution. In many other light/heavy rail systems around the US transit agencies are adding parking given

additional user demand. In addition, if East Link terminates in Overlake, even for a short term period, traffic and parking will be drawn to this location, requiring additional parking in an area already under parked.

5. Policy N-OV-43, Parking – Microsoft does not believe a residential parking permit system is necessary given that even with current parking pressures on our campus we have never had a complaint from the Grass Lawn, Bridle Trails or Sherwood Forest neighborhoods on this issue
6. Policy N-OV-33 , Pedestrian & Bicycle Environment - Microsoft believes that in some cases this requirement may be redundant. For example, on 156th Avenue NE and NE 40th Street adjacent to our main campus sidewalks are sufficiently wide to allow multiple modes. Adding a foot or two to the sidewalks in these locations would not be as effective as using this funding for other locations where sidewalks are currently not available.
7. Policy N-OV-67, Employment Area - What is "moderate intensity"?
8. Policy N-OV-68, Employment Area - What is "higher intensity"?
9. Policy N-OV-75, Employment Area - Where exactly are the two parks proposed to be located in the Employment Area?

Thank you for the opportunity to provide input into the planning process for Overlake. Please contact me at 425-707-5076 if you need further clarification.

Sincerely,

Jim Stanton, Sr. Community Affairs Manager
Microsoft Real Estate & Facilities

Cc: - Don Marcy – Cairncross & Hemplemann

Jayme Jonas

From: Jayme Jonas
Sent: Wednesday, June 06, 2007 3:28 PM
To: 'Jim Stanton'
Cc: Lori Peckol
Subject: Overlake Neighborhood Plan comments

Jim,
Thank you for your letter dated May 17, 2007 with comments on the Overlake Neighborhood Plan proposed policies and regulations. We wanted to get back to you regarding how we've responded to your comments in the proposals that are under review by the Planning Commission. Planning Commission began review of both the Overlake Neighborhood Plan amendment and the Group Health requested amendment on May 23. The public hearing began on May 30 and will remain open through at least June 20.

1. Building height: The regulations were modified to allow an additional floor, rather than specifying 15 feet. This is consistent with other places in the code that allow for a similar provision.

2. Convenience uses: The regulations related to signage for convenience service and retail uses were revised to allow for limited signage so that employees are aware of such businesses. The seating capacity for restaurants fitting this type of land use category was maintained so as to be consistent with similar seating capacity limitations for restaurants that serve primarily employees in other city zones. Restaurants that are solely for employee use do not have seating capacity limits.

3. Light rail stations: No revisions were made to Policy N-OV-36 discussing light rail stations. I believe that a follow up meeting was scheduled with you on this issue.

4. Parking near transit stations: No revisions were made to Policy N-OV-41 which suggests considering reducing or eliminating parking minimums for developments near transit stations. In this case, a maximum parking standard would still apply, but developers would be enabled to provide as much (up to the maximum) or as little parking as the market demands. Lessons may be learned related to this issue from the parking study currently underway for Downtown Redmond that could apply to Overlake.

5. Parking: No revisions were made to Policy N-OV-43 which, in part, calls for monitoring the need for a residential parking permit system in the residential neighborhoods surrounding the Employment Area. We appreciate that Microsoft has never received a complaint from residents in these areas regarding parking, but recognize that some parking impacts could occur in these neighborhoods over time. This policy does not require such a parking permit program be established, but simply provides guidance to the City that this situation be monitored periodically in the future.

6. Multi-use trails: In response to this comment, staff revised the Administrative Design Flexibility (ADF) provision in the proposed regulations to apply to the Employment Area also. This allows for flexibility on sidewalks provided the request meets ADF criteria.

7. Intensity: "Moderate intensity" is generally described by regulations contained in the site requirements chart, such as allowed FAR, allowed height, building set-backs, etc.

8. Intensity: While "higher intensity" uses are not generally described in the site requirements chart or in other places in the Overlake regulations, this policy provides guidance for supporting and encouraging development that can support the existing transit station at NE 40th Street.

9. Employment Area parks: The 2 parks identified in the existing Parks, Recreation and Open Space (PRO) Plan are generally described as: one on the West side of SR 520, and one on the east side of SR 520 south of NE 40th Street.

Please let me know if you have any additional questions or comments.

Thanks,
Jayme

Jayme Jonas, Assistant Planner
Redmond Planning Department
15670 NE 85th Street, MS 4SPL
Redmond, WA 98073-9710
Phone: (425) 556-2496
Email: jjonas@redmond.gov

Lori Peckol

From: Hank Myers [hank@hankm.com]
Sent: Thursday, April 19, 2007 8:46 PM
To: Lori Peckol
Subject: Overlake Neighborhood web feedback

Hi Lori:

I just took the Overlake neighborhood survey as you suggested. Problems: single line comments boxes had limits on response length so that cogent and reflective comments could not be made; there was no general comment box, only the questions that the survey wanted addressed were available; when I submitted the survey I got a broken link. I am happy to respond to the question, but after filling everything out carefully I don't know if my comments were even transmitted. Whoever did the survey for you, exclude them in the future and tell them why.

Getting back to the issue I raised directly about transportation.

While improvements (not reductions in capacity) along 148th would be nice, improvement in flow speed and capacity along NE 24th is vital before any increases in density are allowed.

Second, going from four traffic lanes on 152nd to two is bad planning. The rationalizations you made for having fewer than three lanes were actually contradictory. The plan that was presented to the panel was for a three lane traffic pattern with bike lanes on each side of the street. The new rationale doesn't address bike lanes but provides parking (I'm assuming parallel parking) next to the single traffic lane in each direction. Parked cars really slow down traffic, just look at Main Street in Bellevue between Bellevue Way and 100th NE. Having drivers exit their cars into the single (and assumedly congested) lane of traffic is a safety problem, and a traffic distraction. You said that the parking would provide a buffer for pedestrians, but the original plan had bike lanes serving that purpose and helping traffic flow. Redmond has used trees, raised planters and other much more attractive and non-invasive. Providing safe and attractive sidewalks is not inconsistent with accommodating vehicle traffic flow on the street. Get the cars off the street and use the space to encourage all forms of transportation.

I guess that is direct as I can be, and look forward to a direct response.

Best wishes and thanks for your ear.

Hank Myers
MTC

CityofRedmond
WASHINGTON

August 28, 2007

Hank Myers
17409 NE 22nd Street
Redmond, WA 98052

Dear Mr. Myers,

Earlier this year you participated in the on-line survey for the Overlake Neighborhood Plan update. You also provided comments about transportation planning for the area and while I'm not sure whether you intended those comments in response to the Draft Supplemental Environmental Impact Statement (SEIS) we had released, I wanted to respond within that context as part of completion of the Final SEIS.

Regarding NE 24th Street, the Final SEIS includes a proposed eastbound SR 520 slip ramp at 148th Avenue NE and NE 24th Street. The intent of this project is to reduce the potential for increased traffic impacts at the 148th Avenue NE/NE 24th Street intersection by providing an alternative route through the area. The proposed transportation improvements also include the construction of additional local streets in the Overlake Village District to alleviate pressure on the arterials.

Under the Action Alternative, the proposed cross-section for 152nd Avenue NE does include bike lanes as well as two general purpose lanes and on-street parking. Since each of the proposed light rail transit (LRT) alignments under consideration by Sound Transit include a portion of 152nd Avenue NE, we anticipate that this cross-section would need to be transitioned in the future to accommodate light rail transit (LRT), which will require 30 feet of the right-of-way. This could be accomplished in at least two ways. One option is to remove the median and on-street parking in locations where additional space is needed for LRT. Another option is to remove the median, bike lanes, and one side of the on-street parking where space is needed. Consideration of these and other alternatives would occur as part of final design of the alignment.

The 152nd Avenue NE/NE 24th Street intersection is currently operating at a level of service C during the PM peak hour. Transportation analysis conducted as part of the proposed neighborhood plan update indicates that under the No Action Alternative, the PM peak hour level of service at this intersection is anticipated to worsen to LOS E. However, under the Action Alternative, the level of service at the intersection is expected to remain at C. We anticipate that these results are due to the proposed transportation improvements together with other strategies in the Action Alternative.

We appreciate your comments and your participation in the planning efforts for Overlake. I hope this response addresses some of your concerns. If there is anything else we can provide at this point, please contact me at 425.556.2411 or lpeckol@redmond.gov.

Sincerely,

Lori Peckol
Policy Planning Manager

Lori Peckol

From: Ken Schiring [kschiring@westernintech.com]
Sent: Monday, April 23, 2007 8:29 AM
To: Rob Odle
Cc: Lori Peckol
Subject: Overlake Neighborhood SEIS

Good morning Understandably I haven't been able to do justice to this statement. But in the review I have done in both this SEIS and
Supplemental hand-outs one statement caught my eye. On a fly sheet headed Existing Patterns, in the "City Actions" at the bottom
was a statement proposing allowing BROTS to expire in 2012. If I'm not reading this out of context this is certainly a "red flag".
The combined growth of the adjacent Overlake areas will demand, more than ever, the cooperative guidance that BROTS provided.
The "caps" will have to be revised to allow both cities to develop these vital areas. Rather than "allowed to expire", as soon as both
Cities approve their future growth plans, BROTZ should be reconvened and up-dated. New "cap" will have to be agreed upon and then
address the transportation challenges this expansion will bring to both cities.
I have been disturbed through the entire process of planning for Bel-Red and Overlake that we have not had a more direct inter-face
to compare plans and impacts. This really should not be looked as a Bellevue project and a Redmond project. Streets, traffic and the
light rail tie these vital areas together as one. We need the cooperative agreements that have been representative of our relationship through
the '80's and 90's.
Having been a Bellevue representative, along with Bob Steed, on the Redmond Overlake CAC in 1996-97 I've experienced the joint concern
and cooperation of development through the years of this area.
Thank you for the opportunity to comment

Ken Schiring - Purchasing
Western Integrated Technologies
Bellevue WA
(425) 747-0927

CityofRedmond
WASHINGTON

August 28, 2007

Ken Schiring
16223 NE 28th Street
Bellevue, WA 98008

Dear Mr. Schiring,

Thank you for your comments on the Overlake Neighborhood Plan (ONP) Draft Supplemental Environmental Impact Statement (SEIS). We appreciate your comments and your long standing participation in planning for the future of the Bel-Red and Overlake areas.

We agree that the cities of Redmond and Bellevue have a long and valuable history of collaborative planning in the area that has served both communities well. Updating the Bellevue Redmond Overlake Transportation Study (BROTS) Agreement, including phasing for commercial development and transportation projects and strategies, is a high priority for both cities and we anticipate that the update will be completed in 2008.

The "Existing Patterns" alternative is Redmond's "No Action" alternative for purposes of environmental analysis. This alternative does not assume a new BROTS agreement because it is intended to reflect a true no action scenario. In contrast, the Action Alternative does assume an updated BROTS agreement and the proposed Overlake Master Plan includes this step as one of the implementation actions.

While the Overlake and Bel-Red Corridor projects have not been undertaken as one joint effort, the cities of Redmond and Bellevue have updated each other on the planning work and coordinated throughout the process. This has included meetings on topics such as modeling and transportation assumptions, staff participation at neighborhood meetings, joint City Council meetings, and other coordination efforts.

We agree that Overlake and the Bel-Red Corridor are two vital areas within the greater Bellevue-Redmond corridor, and we look forward to continued collaboration in the planning and implementation of plans for these areas.

If there is anything else we can provide at this point, please contact me at 425.556.2411 or lpeckol@redmond.gov.

Sincerely,

Lori Peckol
Policy Planning Manager

5. Distribution List

5.1 Federal Agencies

US Environmental Protection Agency (USEPA), Region X
US Army Corps of Engineers
Department of Housing and Urban Development, Washington State Regional Office
Federal Highway Administration

5.2 State Agencies

Commission to Washington State Utilities and Transportation
Washington State Department of Trade and Economic Development
Washington State Department of Ecology and GMA Coordinator, Environmental Review Section
Puget Sound Water Quality Action Team
Washington State Ecological Commission
Washington State Parks and Recreation Commission
Washington State Department of Fish and Wildlife
Washington State Department of Natural Resources, SEPA Center
Washington State Department of Community Development, Growth Management Program
Washington State Department of Financial Management
Washington State Department of Transportation
Washington State Department of Transportation Office of Urban Mobility
Washington State Department of Social and Health Services
Washington State Department of Corrections
Washington State Interagency Committee on Outdoor Recreation
Washington State Department of Health
Washington State Superintendent of Public Instruction
Washington State Office of Archaeology and Historic Preservation

5.3 Regional Agencies

Puget Sound Clean Air Agency
Seattle-King County Economic Development Council
Puget Sound Regional council
Bellevue School District
Lake Washington School District
Sound Transit

5.4 King County Agencies and Office

King County Department of Natural Resources and Parks
King County Department of Natural Resources, Water Pollution Control Division
King County Department of Development and Environmental Services
King County Department of Transportation
King County Metro Transit Environmental Planning
King County Historic Preservation Program

Office of the King County Executive

5.5 Neighboring Cities

Bellevue
Kirkland
Issaquah
Woodinville
Sammamish

5.6 Utilities and Services

Puget Sound Energy

5.7 General Interest Groups

Eastlake Washington Audubon Society
Greater Redmond Chamber of Commerce
Bellevue Chamber of Commerce
Bellevue Downtown Association
League of Women Voters
Muckleshoot Indian Tribe
Snoqualmie Tribal Council
Tulalip Tribes of Washington
East Bellevue Community Council
Bridal Trails Community Club

5.8 Libraries

Municipal Research Center Library
King County Library System
Redmond Regional Library
University of Washington Library
Bellevue Public Library
Kirkland Library

5.9 Newspapers

Seattle Times
Seattle Post-Intelligence
Kirkland Courier Review
Redmond Reporter
Daily Journal of Commerce

6. List of Acronyms

AWDT	Average Weekday Daily Traffic
BKR Model	Bellevue-Kirkland-Redmond Model
BLOS	Bicycle Level of Service
BMP	Best Management Practice
BROTS	Bellevue-Redmond Overlake Transportation Study
BRT	Bus Rapid Transit
CAO	Critical Areas Ordinance
CIP	Capital Improvement Plan
CO	Carbon Monoxide
COE	US Army Corps of Engineers
CPP	Countywide Planning Policies
dB	Decibel
dBA	A-weighted Decibel
EDNA	Environmental Designation for Noise Abatement
EPA	Environmental Protection Agency
FAR	Floor Area Ratio
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
GMA	Growth Management Act
kV	Kilovolt
LID	Low Impact Development
LRT	Light Rail Transit
LOS	Level of Service
MG	Million Gallons
mgd	Million Gallons per Day
MPH	Miles per Hour
MSAT	Mobile Toxic Pollutants
MVA	Megavolt-Ampers
NAAQS	National Ambient Air Quality Standards
ONP	Overlake Neighborhood Plan
PM10	Particulate Matter less than 10 micrometers in diameter
ppm	Parts per Million
PRO Plan	Parks, Recreation and Open Space Plan
PSCAA	Puget Sound Clean Air Agency
PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council
RCDG	Redmond Community Development Guide
RCTV	Redmond Community Television
SEPA	State Environmental Policy Act
SEIS	Supplemental Environmental Impact Statement
SLM	Sound Level Measurement
ST2	Sound Transit 2

TAZ	Transportation Analysis Zone
TDM	Transportation Demand Management
TESSL	Tolt Eastside Supply Pipeline
TMD	Transportation Management District
TMP	Transportation Master Plan
V/C	Volume to Capacity
VMT	Vehicle Miles Traveled
WDOE	Washington Department of Ecology
WSDOT	Washington State Department of Transportation

Appendix A

Redmond Comprehensive Plan
Draft Revised Proposed Updates for Overlake

G. Overlake Neighborhood Policies

The Overlake Neighborhood, with its mixed-use and commercial areas, corporate campuses, and residential neighborhoods, is located in the southwest corner of Redmond. The neighborhood is bounded on the west by 148th Avenue NE, on the north by NE 60th Street and State Route (SR) 520 and on the east by West Lake Sammamish Parkway and Bellevue-Redmond Road, which also forms the southern boundary with NE 20th Street. 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 they were considered in preparing policies for Overlake.

A. Public Participation in the Neighborhood Plan Update

The Overlake Neighborhood Plan was developed in partnership and close coordination with the area's business and property owners, people who live or work in the area, interested community members, Redmond elected officials and members of several boards and commissions. The work of the 1999 Citizens Advisory Committee was supplemented with input and comments from three neighborhood events, several focus group and stakeholder meetings, and through the Redmond website.

B. Neighborhood Vision

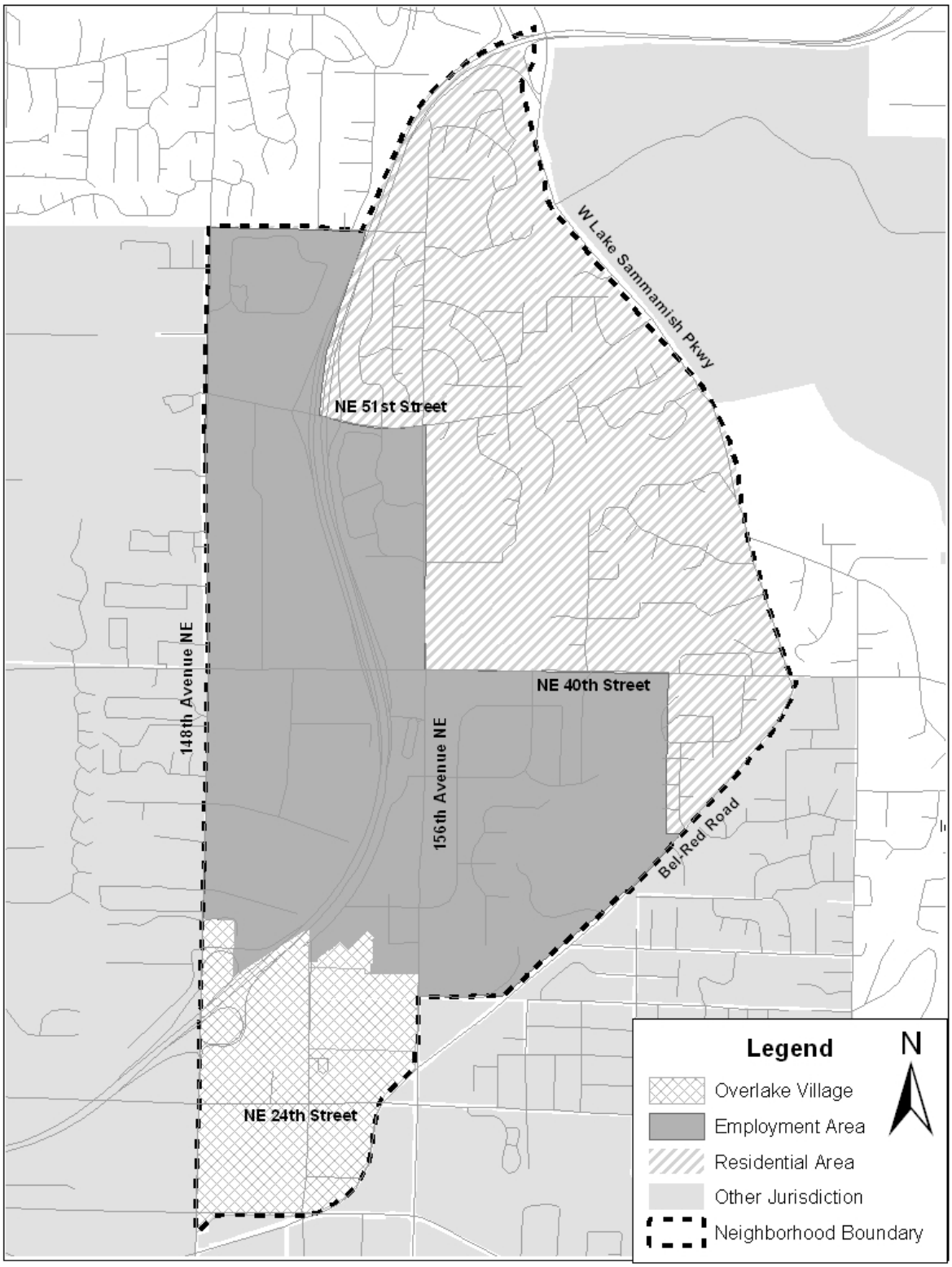
The vision statement below is a word picture of the Overlake Neighborhood in the year 2030. It is intended to describe what the neighborhood will look and feel like when the plan is implemented.

The Overlake Neighborhood provides excellent opportunities to live, raise a family, work, develop a business, shop, and recreate. Overall, it is a place that:

- ❖ Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, and plazas and parks;
- ❖ Meets community needs for employment, shopping, recreation, and other uses in the morning, afternoon, and evening;
- ❖ Is oriented toward pedestrians and bicyclists, well served by local and regional transit, and offers strong multimodal connections within its boundaries, and to nearby areas;
- ❖ Is an urban environment enhanced by abundant landscaping, parks, plazas and open spaces, and preservation of natural features; and
- ❖ Is a place that people want to be, with a unique character that is still distinctly Redmond.

Within the neighborhood are three subareas, shown in Map N-OV-1: Overlake Village, the Employment Area, and the Residential Area.

Map N-OV-1


W Lake Sammamish Pkwy
NE 51st Street
148th Avenue NE
NE 40th Street
156th Avenue NE
Bel-Red Road
NE 24th Street
Legend
N
Overlake Village
Employment Area
Residential Area
Other Jurisdiction
Neighborhood Boundary

Overlake Village
This area has become a true urban, mixed-use neighborhood with a sense of place and activity that makes it attractive for living. It is part of a larger, vibrant commercial area that extends west into Bellevue with a mix of activities and uses, and is a destination for many in Redmond and in the region.

- ❖ Residences have been added near stores and services and many more people live in the area. Housing choices include residences attractive and affordable to a wide range of household sizes and income levels.

- ❖ Redevelopment has brought retail storefronts closer to the street, making the area more hospitable to transit, pedestrians, and bicycling. The neighborhood's core, 152nd Avenue NE, is a pleasant place to walk or sit, and people stroll on the street during the day and evening.

- ❖ Small and international businesses have been retained while others have arrived. It offers a mix of retail commercial opportunities that meet a range of needs, from daily goods and services, to niche and boutique retailers, to restaurants and entertainment.

- ❖ A system of plazas, parks and open spaces has developed providing residents, employees, and visitors with opportunities to gather, recreate, or enjoy the natural environment and abundant landscaping. A network of walkways and trails provide connections among these spaces and to others within the Overlake neighborhood and in nearby areas.

Employment Area
The Employment Area is home to major corporations, advanced technology, and research and development businesses. Over time, it has maintained a campus-like environment with attractive landscaping and the protection of important natural features while developing intensively yet efficiently.

- ❖ Improved connections between this area and Overlake Village allow employees greater pedestrian, bicycle and transit access to the shops, entertainment, recreation, and residences.

- ❖ Smaller scale mixed-use developments offer employees convenient shopping and services and the opportunity to live close to work.

- ❖ Together with Overlake Village, the area helps meet City and regional economic development goals by providing for economic diversity and high-wage employment. These core activity areas function and are recognized as a regional Urban Center, demonstrating that high technology uses can thrive in a balanced urban setting that offers opportunities to live, work, shop and recreate to an increasingly diverse workforce.

Residential Areas
The residential areas, generally located in the northeastern portion of the neighborhood, are attractive and well maintained. Neighborhood parks and other amenities serve these areas.

- ❖ The single-family neighborhoods in the northeast command an east-facing slope with spectacular views of the Cascades, Marymoor Park and Lake Sammamish. An easy walk from Overlake's employment area and adjacent to Downtown, they are in high demand.

- ❖ The multi-family areas provide housing close to employment. This convenient housing is well maintained and much in demand.

- ❖ Residential streets have little cut-through traffic, and cars travel at safe speeds.

The policies in this plan are designed to help the community achieve the above vision. Fulfilling the future vision requires both private and public actions. Private actions are needed to provide desired developments and high quality design, while public investments and programs are necessary to draw people to this area and encourage private investment.

C. General Policies

The neighborhood planning process provided several opportunities to involve the public and improve communication between city government and the people who live, work or own property in the Overlake Neighborhood. Based on input received during the planning process, the City's neighborhood team will continue to work to develop strong connections with the neighborhood and to enhance delivery of City services through a coordinated effort.

N-OV-1: Convene neighborhood residents, property owners, area employees and the broader community periodically to reevaluate the vision for the neighborhood, progress made towards achieving the vision, urban design, and proposed public improvements in Overlake to ensure community objectives are being met.

N-OV-2: Initiate and encourage community involvement to foster a positive civic and neighborhood image by establishing programs to physically enhance neighborhoods.

Land Use

Overlake is one of Redmond's primary centers of activity, and through 2030 will attract greater growth in housing and continue to attract employment growth. The neighborhood allows for a wide range of uses and activities now and the intent is to maintain and enhance this variety and intensity. The land use policies guide development in a manner that will serve the needs and desires of existing and future residents, businesses, and visitors while ensuring that changes enhance its character.

N-OV-3: Designate the following subareas within the Overlake Neighborhood:

- o Overlake Village: A vibrant mixed-use, pedestrian-oriented area with opportunities to live, work, shop and recreate.
- o Employment Area: A regional employment center with a campus-like environment that also offers employees opportunities to live near work.
- o Residential Area: Established single- and multi-family neighborhoods.

N-OV-4: Support Overlake as one of Redmond's primary locations for residential development to help create an economically healthy and vibrant neighborhood in the morning, daytime, and evening. Promote the Overlake Village area as the primary location for mixed-use residential development within the neighborhood.

N-OV-5: Recognize and maintain Overlake's important regional employment role. Encourage businesses that provide family wage jobs, export services or goods, or help diversify the regional economy, to remain or locate in the area and grow consistent with adopted City policies.

N-OV-6: Support creation of an economic development and marketing strategy to carry out the Overlake vision and policies.

N-OV-7: Promote mixes of residential and commercial uses located either in a mixed-use building or among single-use buildings on a mixed-use site where appropriate.

N-OV-8: Protect neighborhoods in Redmond and Bellevue from potentially adverse impacts of uses and activities in Overlake Village and the Employment Area through such methods as:

- Locating uses with impacts such as noise and glare on a site in a manner to minimize such conflicts; and
- Scheduling and conducting construction, operations, maintenance, service activities, and other disruptive actions to minimize resulting impacts.

Overlake is located in a unique portion of Redmond that is bordered by the City of Bellevue on three sides. Redmond and Bellevue both emphasize the need for growth in the neighborhood to be well-balanced with available and planned public facilities, including transportation facilities and services. The policies below provide direction for achieving that balance.

N-OV-9: Consider allowing a total development capacity of up to 19.9 million square feet of retail, office, research and development, and manufacturing uses within the Overlake Neighborhood through the year 2030. Phase increases in non-residential development capacity in the Overlake Business and Advanced Technology zone over time by linking increases to improvements to transportation facilities or services, increased residential development in Overlake, and the adequacy of parks, emergency services and other services needed for a daytime population.

N-OV-10: Continue to collaboratively plan with Bellevue to address common challenges and capitalize on common opportunities. Work together to implement jointly agreed to plans and strategies. Consult on significant development approvals, plan amendments and development regulations and address mitigation of potential adverse impacts through consultation. Systematically coordinate on transportation and other public facilities, such as regional stormwater treatment facilities that impact both cities.

Residential

As Redmond seeks to increase its supply and diversity of housing available to residents of various income levels and family types and sizes, a number of opportunities exist to provide for the housing needs of the community. In Overlake, providing more affordable home options could allow more employees in the area to live near work.

N-OV-11: Require a minimum of 10 percent of the units in all new housing developments of 10 units or greater in the Overlake Neighborhood to be affordable. Minimize development costs associated with this requirement by providing incentives and bonuses.

While the mixed-use areas of Overlake provide significant opportunities for future housing development, it is equally important to maintain and protect the existing residential areas and their character. The policy below provides direction on how to maintain and protect these areas.

N-OV-12: Provide for transitional uses and transitional building and site design to protect nearby residential neighborhoods. Include such techniques as:

- Maintaining the existing multi-family residential designations that act as transitional zones;
- Maintaining the current boundaries of the Employment Area by not extending into areas designated primarily for residential uses;
- Providing for transitional regulations, including a greenbelt and buffer along the west side of Bel-Red Road between NE 28th and 40th Streets; and
- Maintaining regulations on building bulk, building placement, site and building lighting, landscaping, noise control, and other appropriate measures.

Character and Design

Developing a distinct neighborhood character and sense of place depends on and in turn will ensure that Overlake remains a place where people want to live, conduct business, visit, and spend time. This character reflects Overlake's diverse economy, unique natural features, and high quality environment.

N-OV-13: Enhance the character and environment of the Overlake Neighborhood to achieve the vision. Encourage developments that create a character for Overlake that is distinct from the Downtown.

N-OV-14: Apply flexible regulations that encourage creative proposals for sites within Overlake Village and the Employment Area that are consistent with Overlake policies. Ensure that:

- Building height respects views of treelines;
- Developments contribute to the creation of an urban place that feels comfortable for pedestrians;
- Facades in the public view are varied and articulated; and
- Buildings do not appear bulky or massive.

N-OV-15: Enhance the appearance of Overlake's built environment through superior design and use of high quality and durable building materials. Soften the appearance of buildings, service areas, and parking facilities through landscaping, use of architectural screens, and retention of healthy trees.

Gateways that define the entry points of the City, Overlake Neighborhood or its subareas help people orient themselves and identify their location. Gateways also provide opportunities to display an image unique to the area through symbolic markers, landscaping, or monuments.

N-OV-16: Create gateways to the Overlake Neighborhood that convey the neighborhood's identity and that are integrated with the transportation system, including bicycle and pedestrian connections, using features such as artwork, signage, landscape features and

structures. Work with property owners to help create gateway design features. Gateway locations include:

- 148th Avenue NE at NE 20th Street;
- NE 24th Street at Bel-Red Road;
- NE 40th Street at Bel-Red Road; and,
- NE 40th Street at 148th Avenue NE.

N-OV-17: Create gateways at the City border that welcome residents, employees and visitors to Redmond. Consider the NE 31st/36th Street Bridge across SR 520 as a gateway. Consider the creation of a regional stormwater facility at the corner of 148th Avenue NE and NE 20th Street as a "green gateway."

Protecting and enhancing the green and natural environment has long been a cornerstone of Redmond's identity. Green building techniques can be used to reduce the impact of developments on energy use, air quality and stormwater runoff. Low Impact Development techniques such as tree retention and compost amended soils reduce the quantity and improve the quality of stormwater runoff.

N-OV-18: Encourage the use of green building techniques and Low Impact Development methods, such as green roofs, bioswales, and rain gardens.

N-OV-19: Develop regional stormwater treatment facilities within Overlake to treat and detain stormwater. Integrate facilities with parks and open spaces where feasible. Offer incentives to encourage public and private partnerships to develop these facilities.

N-OV-20: Reduce the negative impact of Overlake stormwater runoff on the water quality of Lake Sammamish, Kelsey Creek, the Sammamish River, and other creeks in the neighborhood. Protect downstream properties, streambeds, and receiving waters from erosion and other adverse impacts from the quantity of runoff.

Tree retention and the planting of additional trees contribute to the image of Redmond as a green community and provide visual relief for residents, employees and visitors of the urban Overlake neighborhood.

N-OV-21: Strive to retain significant concentrations of trees in such areas as wooded ravines, steep slopes along wooded slopes and terraces, and trees located along highways and streets that have the potential to buffer or screen transportation facilities, and commercial and employment areas from residential uses.

Parks, Recreation, Open Space, and the Arts

Portions of Overlake developed with minimal parks, open space or recreation opportunities. Creating a cohesive system of parks, plazas, gathering places, recreational spaces and connecting paths and trails will help meet the recreational and open space needs of current and future Overlake residents, employees, and visitors.

N-OV-22: Promote the vision of the plazas, open spaces, parks, trails and pathways and art in Overlake as being part of a cohesive system of public spaces that is integral to distin-

guishing Overlake as an urban "people place." Develop and maintain a variety of linkages, such as paths and way-finding elements, among plazas, parks and open spaces in Overlake and in nearby neighborhoods that are within walking distance of each other.

N-OV-23: Recognize the urban park and open space system in Overlake Village as the neighborhood's highest priority park and recreation need. Achieve the park and open space system through a strategy of City investment together with encouraging future development to include plazas, artwork, and other recreation opportunities that augment and enhance public park infrastructure.

N-OV-24: Identify and create public places in Overlake that:
- Offer activities and uses that attract people;
- Include details such as good seating and bike racks;
- Are easy to see and to access, and are safe and welcoming;
- Foster interactions among visitors; and
- Have a sense of permanence.

N-OV-25: Encourage the creation and placement of public art, including sculptures, water features, and other elements throughout the Overlake Neighborhood.

Several parks and open spaces have been developed in the Residential Area and northern Employment Area of Overlake, including Cascade View Neighborhood Park, Westside Neighborhood Park, the Redmond West Wetlands Park and the Bridle Trails Open Space. The Bridle Crest Trail, an equestrian trail, runs through the northern portion of Overlake connecting Bridle Trails State Park with Marymoor Park.

N-OV-26: Retain and enhance existing parks in Overlake and add new parks, open spaces and recreational areas in Overlake Village to make it more inviting.

N-OV-27: Maintain and protect existing equestrian and multi-use trails within the neighborhood. Consider the outer portion of stream buffers as places for potential soft surface interpretive trails.

Transportation

A variety of mobility choices that significantly increase access to, from, and within Overlake are needed in the neighborhood. While there will be continued need for vehicle travel, future investments will also enable more safe and attractive opportunities for walking, using transit, or bicycling between residences, stores, work, and amenities.

N-OV-28: Increase mobility within Overlake and provide for convenient transit, pedestrian, and bicycle routes to and from Overlake by:
- Encouraging commuter traffic to use regional facilities such as SR 520;
- Encouraging use of transit, car pools, bicycles, and other forms of transportation, that decrease congestion and parking demand;
- Enhancing multimodal connections within the Overlake Neighborhood and between the neighborhood and nearby areas including Downtown Redmond; and

- Providing bicycle facilities, such as bicycle racks in new developments, bike lanes on key streets, and signage at key points.

N-OV-29: Strive to achieve, by 2030, a non-single-occupancy vehicle (transit, bicycling, walking) mode split of 40% for peak-period trips in Overlake through such means as providing a pedestrian and transit supportive environment, developing supportive land uses, working with regional transit agencies to provide expanded transit options including light rail and bus rapid transit, and implementing a parking management plan.

Overlake's designation as an Urban Center qualifies it as a candidate for a Growth and Transportation Efficiency Center (GTEC) designation. The GTEC concept is part of Washington's Commute Trip Reduction program and enables areas to receive additional funding and assistance in creating programs to encourage use of alternatives to single-occupant vehicle use and reduce single-occupancy vehicle trips and vehicle miles traveled. Such programs benefit the community by supporting improved transportation efficiency, economic development, energy conservation, air quality, and livability.

N-OV-30: Establish Overlake as a Growth and Transportation Efficiency Center by 2010 to promote the use of alternative transportation modes in Overlake.

Pedestrian and Bicycle Environment

In addition to providing pedestrian and bicycle connections within Overlake and between the neighborhood and nearby areas, these facilities must also appear attractive and safe to encourage residents, employees, and visitors to walk or bike.

N-OV-31: Ensure that improvements, including streets, sidewalks, transit facilities, lighting, landscaping, and parking lots/structures, provide a pedestrian supportive environment as outlined in the Transportation Master Plan (TMP) and contribute to Overlake's aesthetic appeal.

N-OV-32: Encourage pedestrian activity within Overlake, including informal gatherings, through public and private investment in improvements along the streetscape such as:

- Street furniture, such as benches and kiosks, that provide a unifying element;
- Parks, plazas, and other "people places;"
- Visual features, such as fountains, squares, and sculptures; and
- Signage and markers to assist with way-finding.

N-OV-33: Consider grade separation where persistent conflicts between non-motorized modes and vehicles create safety concerns.

Within Overlake, a number of multimodal corridors require innovative investments to improve the pedestrian and bicycle environments. Along these corridors, multi-use pathways provide an efficient means of meeting pedestrian and bike standards.

N-OV-34: Develop multi-use pathways that accommodate pedestrians and bicyclists adjacent to multimodal corridors as an efficient and cost effective means of meeting pedestrian and bike standards.

Transit

A full range of transit service includes local, regional and regional express bus routes, a bus rapid transit line, and future light rail transit. Transit stations and shelters can help to facilitate the use of these services.

N-OV-35: Work with regional transit agencies to provide a full range of transit service to and within Overlake. Provide transit stations, shelters and other amenities that support these services in locations that conveniently serve the neighborhood and support the vision for Overlake.

Overlake, together with the Downtown and SE Redmond, are the portions of Redmond long identified in the Comprehensive Plan as preferred locations for high capacity transit stations. The character and function of these future stations will vary to reflect land use and transportation goals specific to these areas. It is important for Comprehensive Plan policies for these neighborhoods to articulate community preferences concerning the general character of the station and surrounding area.

N-OV-36: Work closely with Sound Transit and other agencies to identify a preferred light rail alignment through Overlake Village, along such routes as 152nd Avenue NE, NE 24th Street or others as identified through Sound Transit's East Link Light Rail planning process. Promote SR 520 as the preferred corridor leading from Overlake Village to the Employment Area and Downtown Redmond.

N-OV-37: Locate two light rail stations within the Overlake Neighborhood. Locate a light rail station in Overlake Village in the vicinity of 152nd Avenue NE and NE 24th Street. Create a dynamic and high quality urban place through consideration of design, land use density and mix, community facilities, and public and private investments, and which emphasizes pedestrian activity and minimizes parking facilities. Locate a second light rail station in the Employment Area adjoining the existing Overlake Transit Center at NE 40th Street. Create a high quality place that fits seamlessly with the character of the Employment Area, facilitates transfers between transportation modes, and encourages additional uses to be developed on the Overlake Transit Center site that are supportive of transit stations, such as housing and convenience retail or service uses.

Roadways

Due to its role in the regional economy, Overlake attracts both regional and local activity. Directing regional through traffic to regional facilities protects residential neighborhoods. Identifying standards for streets that serve regional, local or a combination of these types of traffic directs improvements to better meet the needs of pedestrians, bicyclists, transit users, residents, employees, and visitors.

N-OV-38: Recognize the importance of SR 520 as a regional facility and work closely with WSDOT and other jurisdictions to ensure it functions efficiently.

N-OV-39: Direct regional and through motor vehicle traffic away from residential neighborhoods through street improvements such as traffic calming measures that provide access to homes while discouraging travel through the neighborhood. Locate driveways

and streets in such a way as to minimize through traffic on primarily residential streets and reduce other adverse impacts on residential neighborhoods.

N-OV-40: Develop and maintain street cross sections for arterial and key local streets in Overlake to guide public investments and private development. Define standards related to sidewalks, on-street parking, vehicle lanes, and planting strips, setback zones and other important elements.

Parking

Providing parking options that do not conflict or adversely affect the pedestrian environment allows for Overlake to remain an active, vibrant area. The policies below describe how parking management can be used to enhance the neighborhood.

N-OV-41: 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 for residents and visitors, and to increase the economic and aesthetic potential of the area;
- Creates incentives that encourage structured parking; and
- Maximizes on-street parking, particularly for use by those shopping or visiting Overlake.

N-OV-42: Consider reducing parking requirements for developments near transit stations. Consider eliminating minimum parking standards as regional and local transit service in the neighborhood improves, as light rail is provided to the neighborhood, or as parking demand data indicates it is appropriate.

N-OV-43: Support and encourage methods of recognizing the true cost of parking, including:

- Separating commercial space and parking costs in tenant leases;
- Encouraging employers to identify the cost of employee on-site parking through fees or incentives related to the price; and
- Providing on-street parking with time limits and fees that is supported with adequate monitoring.

N-OV-44: Monitor the need for a residential parking permit program should parking needs associated with retail commercial and office uses adversely impact residential neighborhoods.

Public Facilities and Services

Adequate public facilities and services, including human services and civic outlets, are necessary to support continued growth in Overlake. Developing a center containing a combination of civic uses, such as a police substation or teen center, could add to the vibrancy of the area, support local residents and employees, and attract additional visitors.

N-OV-45: Create and implement facility plans for Overlake to provide adequate utilities, transportation, and other infrastructure to accommodate anticipated growth. Carry out a capital improvement strategy to implement these improvements, as well as pedestrian

improvements, bikeways, beautification projects, parks, trails, and civic facilities in Overlake.

N-OV-46: Maintain and periodically update a priority list of public facilities and services needs, including transportation improvements.

N-OV-47: Encourage public and private partnerships to meet public facilities and service needs, such as transportation, stormwater, parks, open space, pedestrian corridors and other improvements. Encourage public and private partnerships to meet human services needs as well.

N-OV-48: Monitor the need for the development of civic facilities such as a community center. Work with future residents and employees of the area to identify needed services. Consider moving the Overlake Transit Center police substation to Overlake Village as part of a larger civic facility.

D. Overlake Subarea Policies

The Comprehensive Plan recognizes Overlake as a single neighborhood that contains a number of subareas. These subareas will continue to develop as distinctly different places within the neighborhood, characterized by different land uses, building heights and designs, and amenities. Map N-OV-1 shows these subareas.

Overlake Village

As described above, Overlake Village is envisioned to become an urban, mixed-use neighborhood that functions as the core of the Overlake neighborhood. As a mixed-use area, it is intended to provide for significant residential growth, while remaining part of a larger, vibrant commercial area that is a destination for many.

N-OV-49: Encourage redevelopment of Overlake Village in order to enhance the attractiveness and functionality of this area as a place to live, work, shop and recreate. Establish requirements for new developments to incorporate housing to support land use, environmental and transportation goals for Overlake.

N-OV-50: Encourage new transit-oriented development in order to take advantage of local and regional transit opportunities.

N-OV-51: Develop incentives to encourage the construction of housing and variety in housing style, size and cost.

N-OV-52: Promote Overlake Village as a location for a variety of businesses, including retail, office, services, and entertainment uses that are compatible with a mixed-use urban environment. Encourage a variety of economic activities, ranging from daily goods and services to boutiques and other specialty stores, as well as restaurants, residences, and offices that promote Overlake as an appealing place to live, work and shop and provide for active uses during the day and evening hours.

N-OV-53: Actively support economic development measures that retain and promote existing businesses and attract new businesses compatible with the scale and vision of Over-

lake Village. Recognize the unique nature of small and independently-owned businesses and the importance of diverse ethnic businesses by placing a special emphasis on encouraging these businesses through flexible standards, incentives, or other innovative measures.

N-OV-54: Maintain Overlake Village's economic health, vitality, and diversity of businesses. Periodically monitor the economic condition and economic trends affecting this area.

The Overlake community identified 152nd Avenue NE as a desired future linear neighborhood core for Overlake Village. The policy below builds on community preferences for character and provides direction for future improvements to the right-of-way, as well as further development of adjoining properties.

N-OV-55: Encourage development and invest, when possible, in conjunction with other public agencies, in improvements on 152nd Avenue NE that:

- Create a linear neighborhood core with a main street character that attracts significant numbers of people to multiple activities;
- Include within the mix of uses at street level restaurants, retail, cultural or entertainment uses, personal service uses and similar businesses that are pedestrian oriented;
- Include residential or office uses in upper floors;
- Promote the use of transit through the effective placement of transit facilities and routes; and,
- Achieve the goals of the multimodal corridor designation.

A portion of Overlake Village, the existing Group Health site, is zoned as the Overlake Design District due to various unique features, such as its central location between the Employment Area and Overlake Village, history as a location for a large institutional use, large size, slope and large quantity of trees.

N-OV-56.1: Encourage master planning of the Group Health site to foster opportunities to live, shop, work and recreate in a vibrant, mixed-use setting. Integrate the goals of creating compact transit supportive development, employing environmentally sustainable development practices, and preserving stands of healthy trees where feasible

N-OV-56.2: Recognize the public benefit that can be derived from the site's proximity to the Overlake Village Transit Center, the planned bus rapid transit line and the proposed Sound Transit light rail station by encouraging walkable, transit supportive development through incentives tied to building height and allowable floor area.

N-OV-56.3: Encourage inclusion of a full service hotel/conference center in plans for redevelopment within the Design District to help serve the needs of visitors to the area and provide entertainment and gathering opportunities for people who work or live nearby.

Overlake Village has its own unique character within the Overlake Neighborhood. This character reflects not only nearby high-tech businesses, but also the many international businesses that have located here. The policies below are designed to ensure that new developments in Overlake

Village reflect the vision of the area as an urban, mixed-use neighborhood that provides a comfortable pedestrian and residential environment and yet is unique to the area.

N-OV-57: Establish an image unique to Overlake Village related to its concentration of diverse ethnic and nearby high-tech businesses or other themes and display this identity through building design and streetscape improvements.

N-OV-58: Allow building heights up to five stories for mixed-use developments throughout Overlake Village. Consider allowing additional height and/or floor area as an incentive for provision of features that implement neighborhood goals for public amenities, housing and environmental sustainability.

N-OV-59: Orient buildings to the streets and include design features that encourage walking and biking to the area, and between stores and shopping centers. Locate parking beside, behind or underneath buildings. Include street trees and landscaping to provide green space between buildings and the street. Encourage this type of building and site design in development regulations, including parking requirements.

Plazas, parks and open spaces provide relaxing, recreational, and community gathering opportunities to residents, employees, and visitors. The policies below are intended to guide the development of a functional urban park system within Overlake Village that is connected to parks, open spaces and trails in nearby areas.

N-OV-60: Establish a park plan specific to Overlake Village in recognition of the neighborhood's urban character. Include criteria related to size, function and desired location of plazas, open spaces, parks, and other public places.

N-OV-61: Size and design plazas and open spaces to meet needs of those who live, work and shop in the area. Include among the facilities a place to gather, rest, eat and engage in active recreational activities that do not require large amounts of space. Provide trees and places for shade and relief.

N-OV-62: Integrate parks and open spaces with regional stormwater facilities where feasible. Connect any regional stormwater facilities with the park system in Overlake Village.

N-OV-63: Encourage new development to incorporate recreational areas and open space for use by residents, employees, and visitors.

N-OV-64: Recognize sidewalks with landscaped planting strips and street trees as part of Overlake Village's park-like amenities.

As the urban core of the Overlake Neighborhood, Overlake Village has unique transportation needs related to pedestrian corridors, the local street grid, regional transit, and parking. The policies below address these issues.

N-OV-65: Design and construct pedestrian corridors to enhance pedestrian safety and pedestrian use of the area. Connect businesses within the retail area with each other and with

transit. Include street furniture, such as benches, on pedestrian corridors on public rights-of-way or public property to make them functional and inviting.

N-OV-66: Improve local street access and circulation by expanding the street grid in Overlake Village as redevelopment occurs.

N-OV-67: Prepare a station area plan for a light rail station area once a light rail alignment is selected by the Sound Transit Board of Directors to guide updates to policies and implementation measures and to preserve opportunities for transit-oriented development. Create a dynamic and high quality urban place through consideration of design, land use density and mix, community facilities, and public and private investments, and which emphasizes pedestrian activity and minimizes parking facilities.

Employment Area

The Employment Area is intended to remain a home to major corporations and high technology research and development businesses while maintaining a campus-like environment. Smaller developments within this area are intended to provide for employees' basic shopping needs and services and to provide opportunities for employees to live near work.

N-OV-68: Encourage development that maintains the Employment Area as a moderate intensity district for research and development, advanced technology, compatible manufacturing and corporate headquarters. Encourage residential development that provides employees with opportunities to live close to work.

N-OV-69: 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 Bel-Red Road.

N-OV-70: Permit small scale convenience commercial and convenience service uses that primarily serve employees and nearby residents in the Overlake Business and Advanced Technology district, such as convenience grocery stores, restaurants and delis, dry cleaners, banks, post offices, recreational facilities, health clubs, day care facilities and similar commercial and service uses that meet employees' daily needs.

N-OV-71: Provide sidewalks and bicycle access linking employment uses and nearby residential neighborhoods to convenience commercial and service uses.

The campus-like environment of the Employment Area can best be achieved by continuing the development of mid-rise buildings with attractive landscaping and the protection of natural features. The policies below direct development to continue with this character.

N-OV-72: Allow buildings up to five to six stories in height. Integrate building and site design with other buildings in the same complex and with nearby developments.

N-OV-73: Encourage street trees, trees on site, landscaping, open space, and recreational areas to provide a sense of openness for the site and the neighborhood.

N-OV-74: Encourage linkages between employment campuses and other parts of the neighborhood for walking, biking, transit use, and other non-single-occupancy transportation modes through building and site design.

Private open spaces within the Employment Area provide outlets for employees during working hours and also have been publicly programmed during summer months. The need for public programming and provision of public parks and open space will grow as more people work and live in the area. The Parks, Recreation and Open Space (PRO) Plan of 2004 identified the opportunity for two special use parks within the Employment Area. The policies below direct how to continue and strengthen the recreation, outdoor, and cultural opportunities provided here.

N-OV-75: Develop the parks identified in the Redmond's Parks, Recreation and Open Space (PRO) Plan within the Employment Area.

N-OV-76: Encourage continued public programming of large private open spaces as part of the Art in the Parks summer series.

Residential Area

The northeastern portion of the neighborhood includes a collection of single-family and multi-family neighborhoods. Each of these neighborhoods are within a convenient walk of the Employment Area and are in high demand. These policies promote variety in the type and price of new infill residential developments to enable families of different ages, sizes, and incomes to live in the area.

N-OV-77: Allow duplexes on individual lots in the Overlake Neighborhood. Allow threeplexes and fourplexes on lots in new short and long subdivisions specifically approved for these housing types. Allow density of 150 percent of the allowed density of a single-family home.

N-OV-78: Provide a density bonus for duplexes, threeplexes, and fourplexes that are affordable to households earning 80 percent or less than the King County median income.

Maintaining the traditional residential character of these areas is an important community objective. The policies below provide direction on how new developments can help to preserve this established character.

N-OV-79: Maintain the character of Overlake's residential areas.

N-OV-80: Design buildings and sites in areas designated Multi-Family Urban to have a residential character. Encourage balconies overlooking streets and courtyards.

N-OV-81: Design duplexes, threeplexes, and fourplexes to portray the appearance of single-family houses and to be compatible with the character of nearby single-family homes.

Appendix B

Redmond Community Development Guide
Draft Revised Proposed Updates to Development Regulations for Overlake

Introduction

Existing regulations pertaining to Overlake are proposed to be consolidated into one section of the Redmond Community Development Guide (RCDG) to allow for more convenient use. The proposed updates are intended to more clearly communicate the vision and tailor incentives to the area.

Proposed updates include allowed uses, site requirements, and available incentives, including:

- Update the allowed uses chart, including not allowing new drive-thru facilities or vehicle sales in Overlake Village and enabling the City Council to consider allowing utility facilities that are 40 feet in height or greater.
- Clarify the approach for convenience retail and service uses in the Employment Area
- Require 10 percent of new residential development in Overlake be affordable to households earning 80 percent or less than the King County median income and provide a bonus of residential floor area to minimize or eliminate cost
- Establish requirements for minimum amount of usable open space for residential development in Overlake
- Require a minimum residential floor area for new development in Overlake Village and the Overlake Design District
- Measure building height in floors, not feet in Overlake
- Allow for Administrative Design Flexibility in Overlake
- Supplement Citywide design standards with standards for Overlake Village and Overlake Design District, such as standards related to surface parking and parking garages, building form and scale, building materials, ground floor retail and other commercial facades, and pedestrian plazas and open spaces
- Update the street typology and cross-sections for Overlake
- Tailor the incentives available in Overlake Village to goals for the area and desired amenities by allowing additional ways (besides the purchase of transfer of development rights) to develop an additional floor, up to 8 floors total, and for some features, a small increase in residential or commercial floor area above the base. Proposed bonus features include:
  - LEED or similar built green certification
  - Higher proportion of residential development than required
  - Below grade parking
  - Below market rate space to encourage retention of existing retail businesses
  - Public outdoor plaza or other open space
  - Completion of master plan (also a proposed requirement for sites 5 acres in size and larger in the Overlake Village and Overlake Design District)
- Consider more significant incentives (building height up to 10 stories, residential floor area ratio (FAR) up to 4, nonresidential FAR up to .55) for dedication of land for a major park or regional stormwater management facility (2 to 4 acres in size).

Redmond Community Development Guide
Proposed Updates to Development Regulations for Overlake

RCDG 20C.45 Overlake

20C.45.10 Purpose

Redmond's Comprehensive Plan contains the vision and policies for Overlake. These policies are intended to focus multi-family, office and retail development within the Overlake Urban Center; maintain and enhance Overlake's regional employment role; protect and enhance residential neighborhoods; improve mobility options; balance growth with the provision of needed facilities and services; and protect and enhance the environmental quality of the area.

The regulations set out in this division and related sections of the RCDG are intended to:

1. Implement the Overlake goals and policies as described in the Comprehensive Plan.
2. Guide the location, intensity, design and phasing of development.
3. Allow for creativity and flexibility in carrying out the vision and policies for Overlake.
4. Encourage private and public investment, appeal to new and existing residents, and attract visitors.
5. Promote attractive streetscapes and urban green spaces.
6. Guide development and investments to support an increasing share of travel by walking, bicycling and use of transit.

20C.45.20 Overlake Districts

The Overlake neighborhood includes four districts, the intents of which are set forth below. See map entitled Overlake Districts.

Overlake Village (OV): This district provides for a vibrant pedestrian-oriented area with opportunities to live, work, shop and recreate. It is intended to evolve to a true urban residential/mixed use neighborhood in which significant multi-family living opportunities are integrated with a variety of businesses, including retail, professional office, services, and entertainment uses, that primarily serve the general public. The map entitled Overlake Village indicates the preferred land uses by area within this district: Mixed Use (residential and commercial) Emphasizing Residential; Mixed Use Maintaining Commercial; and Mixed Use Maintaining Regional Retail. The arterial streets are intended for pedestrian friendly and activating commercial uses along the ground floor while local streets will allow residential uses at street level.

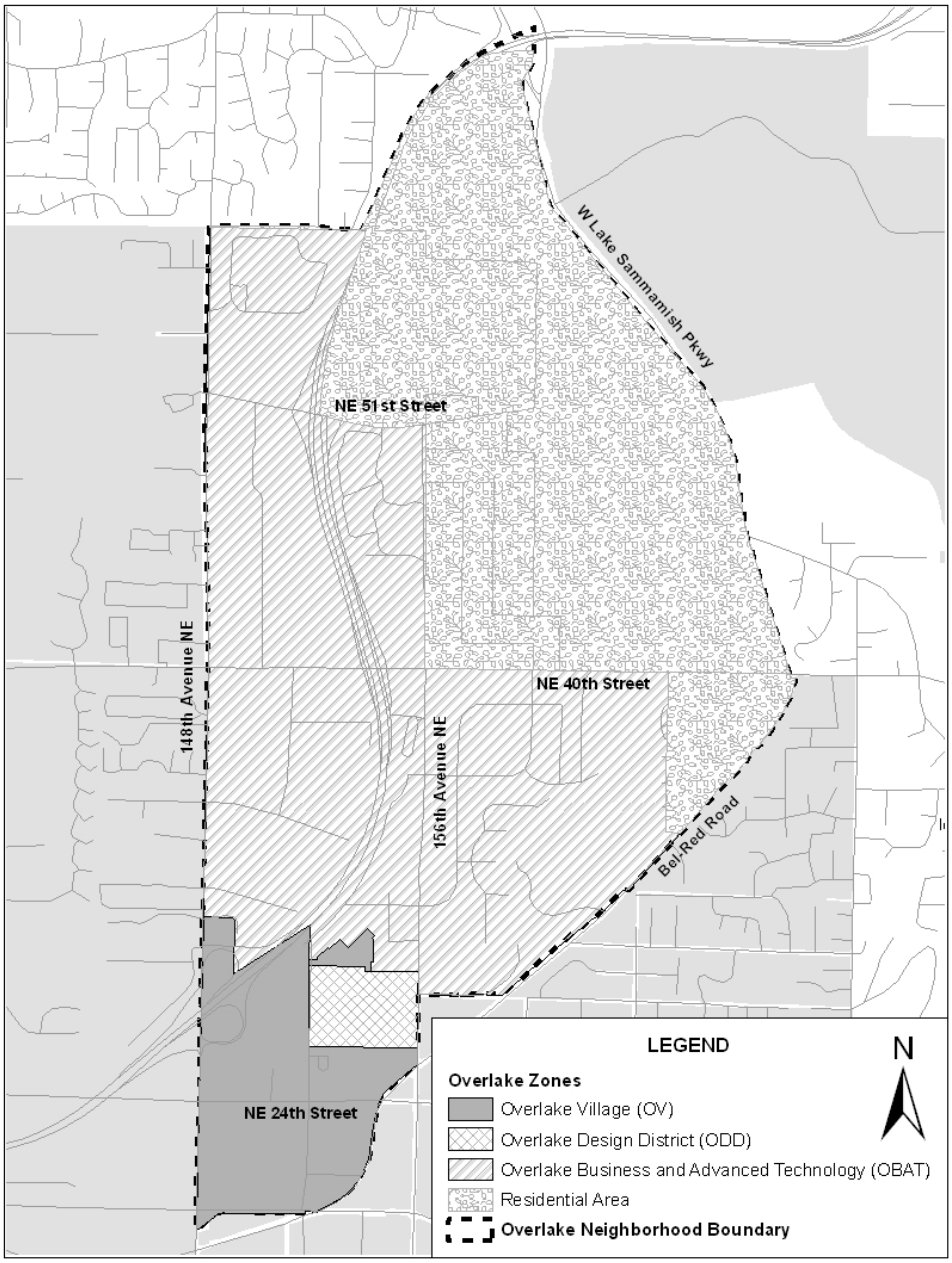
Overlake Design District (ODD): This district provides for redevelopment of a unique 28-acre, sloped site located at the core of the Overlake Urban Center. This site is intended to provide a compact, mixed-use development with substantial residential development, as well as employment, retail and services, which are integrated with a major urban neighborhood public park that provides a central gathering place through plazas and green spaces. With its central location and proximity to major employers, the site is well suited for pedestrian- and transit-supportive development. The design and development of this district will be controlled by a

master plan established to ensure development here carries out the vision for Overlake and integrates with and positively influences future redevelopment within the area. See also RCDG 20C.45.70, Overlake Design District.

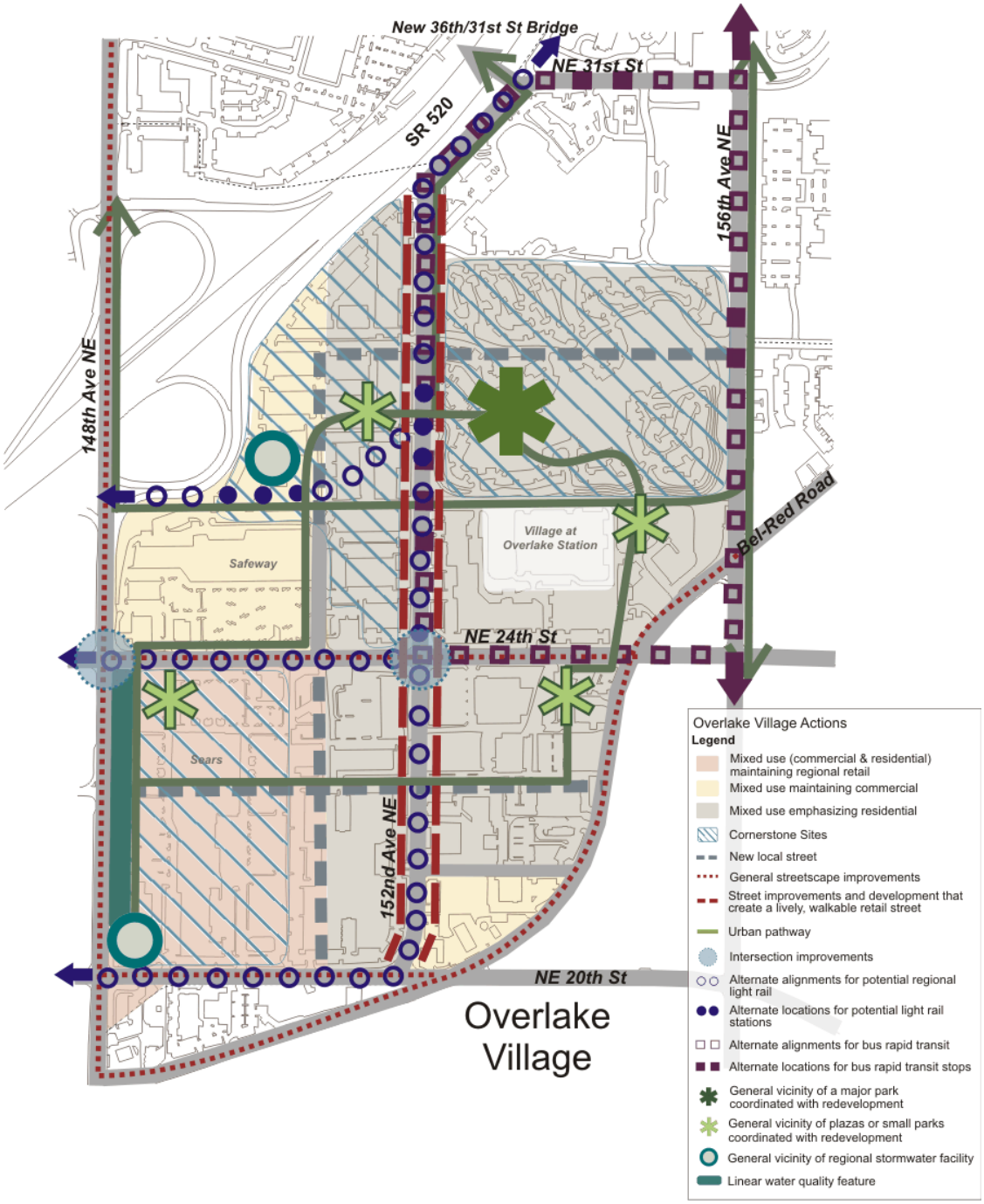
Overlake Business and Advanced Technology (OBAT): This district is intended to provide a high wage employment area that accommodates advanced technology, research and development, corporate offices, high technology manufacturing and similar uses to serve City and regional economic goals. It is intended to maintain a campus-like environment with significant areas of trees and open spaces. The development standards provide for a low to moderate intensity of development to match the available public facilities. Development regulations to enhance compatibility between the uses in this zone and neighboring residential areas are also included. New development and redevelopment should encourage walking, bicycling, carpools, vanpools, and transit use. This district also provides opportunities for multi-family residential development and limited convenience commercial and service uses to help reduce motor vehicle trips in the area by serving employees from nearby businesses.

Overlake Residential Area: This district is intended to provide for a range of single-family and multi-family residential neighborhoods located close to parks, trails, schools and employment opportunities. This area is zoned for residential densities ranging from 4 to 6 dwellings per acre for single-family zones to 12 to 30 dwellings per acre for multi-family zones. See RCDG 20C.30 for specific zoning, permitted uses, site requirements and other provisions.

Overlake Districts Map



Overlake Village Sub-Area Map



20C.45.30 Permitted Land Uses

20C.45.30-10 Permitted Land Uses Chart

The chart identified as RCDG 20C.45.30.40 lists the land uses permitted within the districts shown on the Overlake Districts Map.

20C.45.30-20 Allowed Uses

(1) The symbols used in the chart represent the following:

P Permitted Use.

S Allowed special use, requiring a Special Development Permit

C Allowed conditional use requiring a Conditional Use Permit

(2) Procedural requirements related to the special and conditional use permit processes are described in RCDG 20F Administration and Procedures and RCDG 20D.270 Special Uses.

(3) Uses similar to those listed may be established as permitted or conditionally allowed through the interpretation procedure in the RCDG 20F, Administration and Procedures. In determining whether a use should be permitted, the Administrator shall refer to the purpose statements found in RCDG 20C.45.20, Overlake Districts, and the latest version of the North American Industrial Classification System.

20C.45.30-40 Permitted Land Uses – Overlake Districts

Permitted Land Uses – Overlake Districts			
	Overlake Village District (OV)	**Overlake Design District (ODD)**	**Overlake Business and Advanced Technology District (OBAT)**
Residential			
Multi-family and Townhouses	P	P	P
Senior Housing	P	P	
Retail			
General Retail: Includes establishments engaged in selling merchandise to the general public for personal or household consumption; processing of products does not occur or is compatible in terms of impacts and hazards with adjoining multi-story mixed use buildings (for example; restaurants, butcher shops, breweries with taverns, art studios, crafts, etc.). This category also includes food stores; apparel; furniture and home furnishings; home improvement goods including carpeting, lighting, cabinets, plumbing fixtures; large and small durable goods for family and office use such as appliances, office furniture and supplies; eating and drinking places; and general merchandise. This category does not include uses with outdoor storage and display. Customer and tenant parking structures or surface lots are considered accessory to the primary use.	P	P	
Convenience retail use	P	P	P[1, 2]

[1] Convenience retail and service uses such as cafeterias or small convenience stores that are accessory to a primary business park use, limited to employee use, and not open to the general public are a permitted use in the OBAT District. Access shall be internal to the primary use and external signage shall be limited and for the purpose of directing employees.

[2] Convenience retail or service uses that primarily provide sell goods or provide services for use on a daily or weekly basis by nearby employees and residents but are open to the general public are a permitted use in the OBAT District subject to RCDG 20C.45.30.60, Convenience Retail and Service Uses in the Overlake Business and Technology District. Examples include small eating and drinking establishments, limited service banks, and small convenience grocery stores.

Permitted Land Uses – Overlake Districts			
	Overlake Village District (OV)	**Overlake Design District (ODD)**	**Overlake Business and Advanced Technology District (OBAT)**
Vehicle Fuel Sales[3]			C
Carts and Street Vendors	S	S	
Regional Retail (with gross floor area of 75,000 square feet or more in a single use) • Regional retail between 75,000 and 150,000 square feet • Regional retail greater than 150,000 square feet	P[4] C[4]		
Wholesale Trade and Assembly			P
Services			
General Services: Professional, commercial and public activities conducted in offices and storefronts, without outdoor storage needs, including but not limited to lodging; personal services; financial services; insurance and real estate; entertainment and recreation services; theaters; health services; social services; legal services; cultural services; minor repair services; contractors offices with show rooms open to the general public; and rental of goods such as furniture or videos. Customer and tenant parking structures or surface lots are considered accessory to the primary use. This category does not include rental storage and mini-warehouses or uses with outdoor storage and display. Services excluded are research and development facilities, computer hardware and software, advanced technology uses, industrial laundries and	P	P	

[3] Subject to RCDG 20D.140 Critical Areas Regulations.
[4] Permitted or allowed with a Conditional Use Permit only within the following two portions of the Overlake Village Sub-Area: Mixed Use Maintaining Regional Retail and Mixed Use Maintaining Commercial

Permitted Land Uses – Overlake Districts			
	Overlake Village District (OV)	**Overlake Design District (ODD)**	**Overlake Business and Advanced Technology District (OBAT)**
dry cleaning, industrial testing laboratories, warehousing/storage, and similar uses which do not primarily serve the general public and are considered business park or industrial uses.			
Athletic Clubs and Fitness Centers	P	P	P
Printing, Publishing and Allied Products	P	P	P
Business Services: Mailing Centers, Copy, Fax	P	P	P
Business Park Uses: Pharmaceuticals, Biotechnology Products and Medical Equipment and Software provided large quantities of toxic materials are not used; Computer and Office Equipment; Advanced Technology: Computer Hardware and Software; Electrical and Electronic Equipment and Components; Measuring, Analyzing and Controlling Instruments; Aircraft Parts; Research and Development Facilities; Corporate Headquarters and Regional Offices; Technology Service and Support; Telework Centers; Consultants who directly support other businesses; Corporate Conference and Educational Facilities; Food and Kindred Products Manufacturing and Assembly provided products produced primarily for off-site consumption; Wholesale Trade and Assembly	[5]	P	P
Warehousing (indoor only) and Distribution			P
Construction/Contractors (offices and indoor storage only) ▪ Contractors with showrooms open to the general public	P	P	

[5] Business Park uses that are compatible in terms of noise and other potential operational impacts with nearby multi-story mixed use/residential developments are permitted in the Overlake Village District as part of the incentive program described in RCDG 20C.45.50.

Permitted Land Uses – Overlake Districts			
	Overlake Village District (OV)	**Overlake Design District (ODD)**	**Overlake Business and Advanced Technology District (OBAT)**
▪ Contractors without showrooms open to the general public			P
Convenience service use	P	P	P [1,.2]
Day-Care Centers	S	S	S
Educational Facilities	P	P	P
Other Uses			
Public Facilities: Governmental administrative offices, libraries, parks, police and fire stations, educational institutions, cultural facilities, community or recreational centers, and parking structures.	P	P	P
Local and Regional Utilities • Facilities up to 40 feet in height • Facilities 40 feet in height or greater	 P[6] C[6]	 P[6] C[6]	 P C
Transit Facilities: Tracks, Transit Centers, Park and Ride Facilities	P	P	P
Motor Vehicle Maintenance Garage, Motor Freight Services and Terminals			C[7]
Drive-Thru Facilities established prior to *(effective date of proposed 2007 Overlake RCDG update)*	P		
Large Satellite Dishes/Amateur Radio Antenna(s)	S	S	S
Broadcast and Relay Towers	C	C	C
Wireless Communication Facilities	S	S	S
Religious Facilities: Churches, Temples, Synagogues Up to 750 seats 750 seats and greater	 S[8] C[8]		 S C

[6] Regional utilities are a permitted use only in Overlake Village – Mixed Use Maintaining Regional Retail and Mixed Use Maintaining Commercial, and are a conditional use elsewhere in the Overlake Village Sub-Area.
[7] Only motor vehicle maintenance facilities for public transit agencies or company-owned vehicles are allowed. Motor vehicle maintenance facilities for company owned vehicles shall be accessory to another allowed use. Motor vehicle maintenance facilities shall not be allowed within a Transition Overlay.
[8] Allowed with a Special Use or Conditional Use Permit only within the following two portions of the Overlake Village Sub-Area: Mixed Use Maintaining Regional Retail and Mixed Use Maintaining Commercial

20C.45.30-50 Transition of Uses

1) Purpose. It is the intent of this section to establish regulations to provide for the transition of uses that do not conform with the adopted permitted land uses chart of the Redmond Community Development Guide. This division is intended to ensure fairness to existing uses and property owners while also recognizing that the eventual replacement of these uses with conforming uses is consistent with and carries out the City's adopted goals, policies, plans and programs of development. This division is also intended to facilitate phased redevelopment of property.

2) Applicability. This section applies to the Overlake Village District.

3) Requirement.

   a) Businesses that physically located in the Overlake Village District and obtained a City of Redmond business license between June 11, 1999 and _____, 2007, may continue to occupy the space and conduct the specific use for which the business license was issued as long as the business continues to maintain a current Redmond business license, notwithstanding the fact that the licensed use did not conform with the permitted uses in effect at the time that the business located in the Overlake Village District.

   b) The amount of floor area on any property devoted to the uses described in this section shall not be expanded but such uses may be relocated to another area of equal or lesser size within the property provided the relocated use complies with all other standards in the Redmond Community Development Guide.

   c) Uses described in this section may be continued if the structure housing the use is restored per RCDG 20F.10.50-080, Restoration, or altered, per RCDG 20F.10.50-090(2), Alteration of a Nonconforming Use.

   d) If a licensed business meeting the requirements of subsection 3(a) above vacates its space, allows its lease to expire for more than thirty days without renewal, or fails to maintain a current business license, all rights granted by this section shall terminate and only a business or use that conforms with the requirements of 20C.45.30, Permitted Land Uses, for the Overlake Village District shall thereafter be permitted.

20C.45.30-60 Convenience Retail and Service Uses in the Overlake Business and Advanced Technology District

1) Purpose. The purpose of this section is to provide for development of convenience retail and services within the Overlake Business and Advanced Technology (OBAT) District. Convenience retail and services in the OBAT District are intended to:

   a) Primarily serve nearby Overlake employees and residents with small- to medium-scale, convenient retail and service uses within walking or bicycling access.

b) Not attract uses that primarily serve the general public and are more appropriately located in the Overlake Village Sub-Area.

c) Maintain the high visual and environmental quality within Overlake.

(2) Allowed Convenience Retail and Service Uses in the OBAT District.

a) Allowed uses in the OBAT District include convenience retail or service establishments that sell goods or merchandise or provide services for use on a daily or weekly basis by nearby employees and residents in Overlake. Uses are not intended to draw customers from outside the neighborhood or to include the type of retail or service uses intended for Overlake Village Sub-Area. Examples of allowed uses include: eating and drinking establishments (limited to a maximum seating capacity of 50 people), limited service banks, hair cutters, small convenience grocery stores, and dry cleaners.

b) Allowed recreation and service uses in the OBAT District that are consistent with the intent of this section, such as, athletic clubs and fitness centers and day care centers, are allowed per the requirements in RCDG 20C.45.30-40, Permitted Land Uses - Overlake Districts.

c) Convenience retail and service uses not permitted in the OBAT District include supermarkets, retail vehicle fuel sales, hotels and motels, or convenience retail or service businesses that primarily serve the general public.

(3) Convenience Retail and Service Business Size: On a single site, convenience retail and service businesses shall not exceed 20,000 square feet of gross floor area. Maximum gross floor area may be increased up to 30,000 square feet when an athletic club or fitness center is included.

(4) Convenience Retail and Service Business Locations. The following locational criteria apply to convenience retail and service businesses in the OBAT District.

a) Shall be located as secondary uses in multi-tenant buildings or as part of mixed use/residential developments.
b) Shall be located to encourage access by walking or bicycling. Bicycle parking facilities shall be provided.
c) Shall be located and designed to maintain high visual and environmental quality within Overlake.

(5) Parking.

a) Parking shall be provided according to Table 20D.130.10-020(2), Required Off-Street Parking, as indicated for the OBAT District.

b) The Technical Committee may allow flexibility in parking requirements for convenience retail and service businesses based on site-specific factors, such as the availability of

nearby shared parking, opportunities for pedestrian access, characteristics of specific uses, and expected peak hour parking demands.

c) Design of convenience retail and service businesses to provide shared parking and service areas is encouraged.

(6) Other Requirements. Approvals shall be conditioned on projects attracting primarily nearby employees and associated trips during business hours.

20C.45.40 Site Requirements.

20C.45.40-010 Explanation of Chart.

This division establishes the basic site requirements for Overlake Districts. The chart contains the minimum and maximum dimensional requirements for each district. The footnotes identify particular requirements applicable to a specific use or district. See RCDG 20C.45.70 for site requirements for the Overlake Design District.

20C.45.40-020 Site Requirements Chart - Overlake Districts

Site Requirements Chart – Overlake Districts		
	Overlake Village District (OV)	**Overlake Business and Advanced Technology (OBAT)**
Maximum Lot Coverage of Structures and Impervious Surface[1, 2]	85%	80%
Minimum Landscaped Area	15% See RCDG 20C.45.40-040	20% See RCDG 20C.45.40-040

[1] See RCDG 20C.45.40-030, Maximum Lot Coverage – Structures and Total Impervious Surface.
[2] For properties under a common ownership that are contiguous or separated only by rights-of-way, FARs may be calculated based on the average FAR across those properties, and density and impervious surface coverage may be transferred among contiguous properties provided the averages or transfers are consistent with all other applicable regulations.

Site Requirements Chart – Overlake Districts		
	Overlake Village District (OV)	**Overlake Business and Advanced Technology (OBAT)**
Maximum Building Height (Stories), without use of Bonuses or Transfer of Development Rights[3]		
Non-Residential Uses	4	4
Residential Uses in Single-Use or Mixed-Use Buildings	5	5
Maximum Floor Area Ratios without use of Bonuses[2, 4, 5, 6]		
Non-Residential Uses	.36[10]	.40
Non-Residential Uses with use of TDRs[7]	.41	.47[11]
Non-Residential Uses as part of Mixed-Use Developments with 50% Residential Uses[8, 9]	.41	
Residential Uses[8] in Single-Use or Mixed-Use Buildings	2.5	1

[3] See RCDG 20C.45.40-050, Building Height; RCDG 20D.200 Transfer of Development Rights Program; and RCDG 20C.45.50, Overlake Village Sub-Area Incentive Program.
[4] All legal lots are allowed the greater of either the maximum allowed FAR or 10,000 square feet of buildings provided all other applicable site requirements are met.
[5] The FAR for non-residential and residential uses within a given development are individually calculated and may be added together for a cumulative total, provided that the respective maximum FAR for each use is not exceeded, unless otherwise provided in the RCDG.
[6] See RCDG 20C.45.50, Overlake Village Sub-Area Incentive Program.
[7] See RCDG 20D.200, Transfer of Development Rights Program.
[8]Residential uses include living areas, common areas used to access living areas, offices for the renting, leasing, or selling the housing units in the development, and recreational areas used exclusively by residents and their guests.
[9] Proposed developments in the Overlake Village District that include residential uses as a minimum of 50 percent of the total amount of proposed gross floor area are allowed the greater of: 1) a nonresidential FAR of .41, or 2) to retain an allowance for the total amount of non-residential floor area existing as of the effective date of the 2007 Overlake RCDG update.
[10] Hotel uses in the Overlake Village District may be developed to 1.2 FAR. On sites that contain both hotel and non-hotel non-residential uses, the combined FAR of the hotel and non-hotel non-residential uses shall not surpass

Site Requirements Chart – Overlake Districts		
	Overlake Village District (OV)	**Overlake Business and Advanced Technology (OBAT)**
Building Setbacks		
Front and all Side Streets (in feet)	Buildings shall be developed to the back of the setback zone[12] along front and side streets, except north of the SR 520 Eastbound Off-Ramp the minimum front and all side street setbacks shall be 10' See 20C.45.40-070, Overlake Street Cross Sections	Minimum of 10 feet[13], [14] See 20C.45.40-070, Overlake Street Cross Sections
Minimum Side Setback (in feet)	0	20 feet[15]
Minimum Rear Setback (in feet)	0	20 feet[15]
Pedestrian Standards	See 20C.45.40-080	See 20C.45.40-080
Ground Floor Uses	See 20C.45.40-090	
Minimum Residential Floor Area	See 20C.45.40-100	
Residential Open Space	See 20C.45.40-110	See 20C.45.40-110
Parking	See 20D.130	See 20D.130

the applicable maximum hotel FAR and the FAR of the non-hotel non-residential uses shall not surpass the applicable maximum non-residential FAR.

[11] Building space to be used exclusively for day care centers may be constructed at a .47 FAR without the requirement to purchase TDRs provided the building space is permanently used exclusively for a day care center and deed restrictions limit the building space to this purpose.

[12] The setback zone is shown in RCDG 20C.45.40-070, Overlake Street Cross-Sections. It is located outside of the right-of-way, and ensures that objects do not encroach on useable sidewalk space and helps to maintain sight lines at driveways. In the Overlake Village Sub-Area, it provides space for hardscape improvements or container plants. In the OBAT District, it provides space for plantings. It is also described in Redmond's Transportation Plan – Pedestrian Program.

[13] Measured from property line.

[14] Along both sides of 156th Avenue NE (NE 40th to NE 28th Street), west side of 156th Avenue NE (NE 51st Street to NE 40th Street), both sides of NE 40th Street (148th Avenue NE to 156th Avenue NE), both sides of NE 51st Street (148th Avenue NE to SR 520), and south side of NE 51st Street (SR 520 to 156th Ave NE), the maximum building setback is 45 feet measured from the property line. Parking and driveways parallel to the street shall be prohibited in the setback.

[15] Subject to landscaping and buffering requirements of RCDG 20D.80, Landscaping and Tree Protection

20C.45.40-030 Maximum Lot Coverage – Structures and Total Impervious Surface.

(1) General Requirement. Maximum lot coverage indicates the maximum percentage of the land that can be developed and covered with structures (including outdoor storage) and other impervious surfaces, such as parking lots, sidewalks, and plazas.

(2) Modifications. As part of an approved binding site plan, subdivision or planned commercial development the Technical Committee may allow increased maximum impervious surface limits on individual lots within a multi-lot development; provided, that the total amount of impervious surface for the entire development does not exceed that set forth by the Site Requirements Chart. If a modification is approved, the development shall be conditioned and recorded with the property's title to ensure compliance with the total impervious surface limits set by the Chart.

20C.45.40-040 Landscaping.

(1) General Requirement. All setbacks, buffers, open spaces, plazas, parks, site and building entrances, pedestrian walkways, service areas and parking lots shall be landscaped. Existing vegetation may be maintained and apply toward this standard if the existing vegetation is desirable. The requirements specified in RCDG 20D.40.35 – Landscape Design Standards and RCDG 20D.80.10 Landscaping and Natural Screening, shall apply as applicable. In addition, supplemental landscaping requirements for the Overlake Districts are defined below.

(2) Plantings along streets. At a minimum, planting strips along streets shall include street trees per the City's standards for type and species. Where space allows, planting areas should include other vegetation suitable for an urban setting. Tree planting pits on streets that include furniture zones per RCDG 20C.45.40-070, Overlake Street Cross Sections shall be covered with cast iron tree grates of a type that meets ADA requirements.

(3) Overlake Village District and Overlake Design District– Open Space and Plazas.

a. Plazas and common usable open spaces shall be landscaped to create visual interest, soften building edges, and reduce the impact of adverse elements such as noise or wind.

b. The quantity of trees, shrubs and other plant materials shall be designed to meet the size and function of the plaza or open space, and is subject to approval by the Technical Committee.

(4) Overlake Business and Advanced Technology District Requirements – Buffers.

a. Landscape buffers at least 20 feet in width shall be provided in the following locations:

i. Along property lines which border a single-family or multi-family residential zone within Redmond or a neighboring jurisdiction.

ii. Along street frontages where any portion of the street bordering the development site borders a single-family residential zone within Redmond or

a neighboring jurisdiction. Single-family zone is defined as a zone with an allowed density of eight or fewer dwellings per acre.

b. The buffers shall be planted with the following materials:

i. Minimum of 1 tree per 200 square feet of buffer area. No more than 40 percent of trees may be deciduous.

ii. Evergreen shrubs, a minimum of 5 gallon in size. The area covered by the shrubs shall equal at least one-third of the buffer frontage.

iii. Groundcover plantings to cover the ground within three years

iv. Plant materials shall be native to the area. The Code Administrator may allow substitutions of non-native plant materials that are drought tolerant provided the buffer remains primarily in native materials.

v. The trees and other plant materials required by this section shall be located so that they effectively buffer the development from bordering residential properties. The buffer need not completely obscure the development; rather it should screen it.

c. Up to 20 percent of the buffer area may be used for streets, driveways, utility crossings, trails or ground level features such as patios. Other structures may not be placed in required buffers.

d. All required buffers shall be maintained in compliance with this division for the life of the use. Dead and dying plants shall be replaced during the next growing season.

e. Buffers may be counted towards required open space, required pervious surfaces, setbacks and other requirements that they meet.

(5) Overlake Village District – Buffers.

a. Properties in the Overlake Village District located north of the eastbound SR 520 off-ramp at 148th Avenue NE shall provide a landscape buffer at least 20 feet in width along street frontages where any portion of the street bordering the development site borders a residential zone within a neighboring jurisdiction.

b. The provisions above RCDG 20C.45.40-040, 4b to 4e, apply.

20C.45.40-050 Building Height.

(1) General Requirement. Maximum height requirements set the limit measured from the finished grade above which structures shall not extend without use of Bonuses or Transfer of Development Rights. In the Overlake Village District, Overlake Design District and Overlake Business and Advanced Technology District, heating, cooling, and ventilation equipment, elevator penthouses, rooftop exits and flagpoles may exceed the height limit by

not more than 15 feet. In the Overlake Business and Advanced Technology District, antennas and chimneys may exceed the height limit by not more than 15 feet. Refer to Chapter 20A.20 RCDG, Definitions, Height of Building or Structure, for measuring building height.

(2) Height Tradeoffs. The maximum building height on a site may be exceeded, as a trade-off, when building height reductions are required at building edges, along a street or park, to achieve better design and stepped building height through the Design Review Process. The amount of floor area that is allowed to exceed the prescribed maximum building height (without use of Bonuses or Transfer of Development Rights) shall not exceed the floor area that was removed or omitted to create the stepped building façade and shall not exceed 1 additional floor above the prescribed maximum building height.

(3) Height Bonuses.

a) Maximum building height may be increased by one floor through the use of Transfer of Development Rights per RCDG 20D.200 unless otherwise provided in the Redmond Community Development Guide.

b) See also RCDG 20C.45.50, Overlake Village Sub-Area Incentive Program for applicable height and floor area bonuses.

(4) Height and FAR Limit Overlay – Overlake Business and Advanced Technology District.

a) Purpose. This section establishes special limits for structures located in the Overlake Business and Advanced Technology (OBAT) District as shown on the Height and FAR Limit Overlay Map. The intent of this requirement is to promote compatibility on the edges of zones that allow more intense uses than abutting zones and to minimize adverse impacts such as glare and noise.

b) Requirements.

i) The Height and FAR Limit Overlay Map shows limits on maximum height and maximum FAR for structures located within 300 feet of the OBAT District boundary with lower intensity zones.

ii) 45’ Height Limit and FAR Overlay.

(1) Within this overlay, maximum structure height shall be 45 feet or three stories, whichever is lower.

(2) The maximum FAR shall be 0.30 for any building located within or partially within this overlay. The amount of floor area allowed by the OBAT District that exceeds a FAR of 0.30 may be used on any property zoned OBAT that is contiguous to and in the same ownership as the properties within this overlay.

iii) 35’ Height Limit Overlay.

(1) Within this overlay, maximum structure height shall be 35 feet.

(2) The maximum structure height may be increased up to 45 feet if one or more of the following features are provided:

(a) At least one quarter of the on-site parking is provided in underground parking structures.
(b) No mechanical equipment is located on the roof.
(c) The existing grade under the proposed structure pad is at least 10 feet below the grade at the property lines of all properties that border or are across the street from the development site.
(d) Transfer of Development Rights are used to increase structure height.

(3) The Design Review Board may further increase the allowed structure height within this overlay if the following conditions are met:

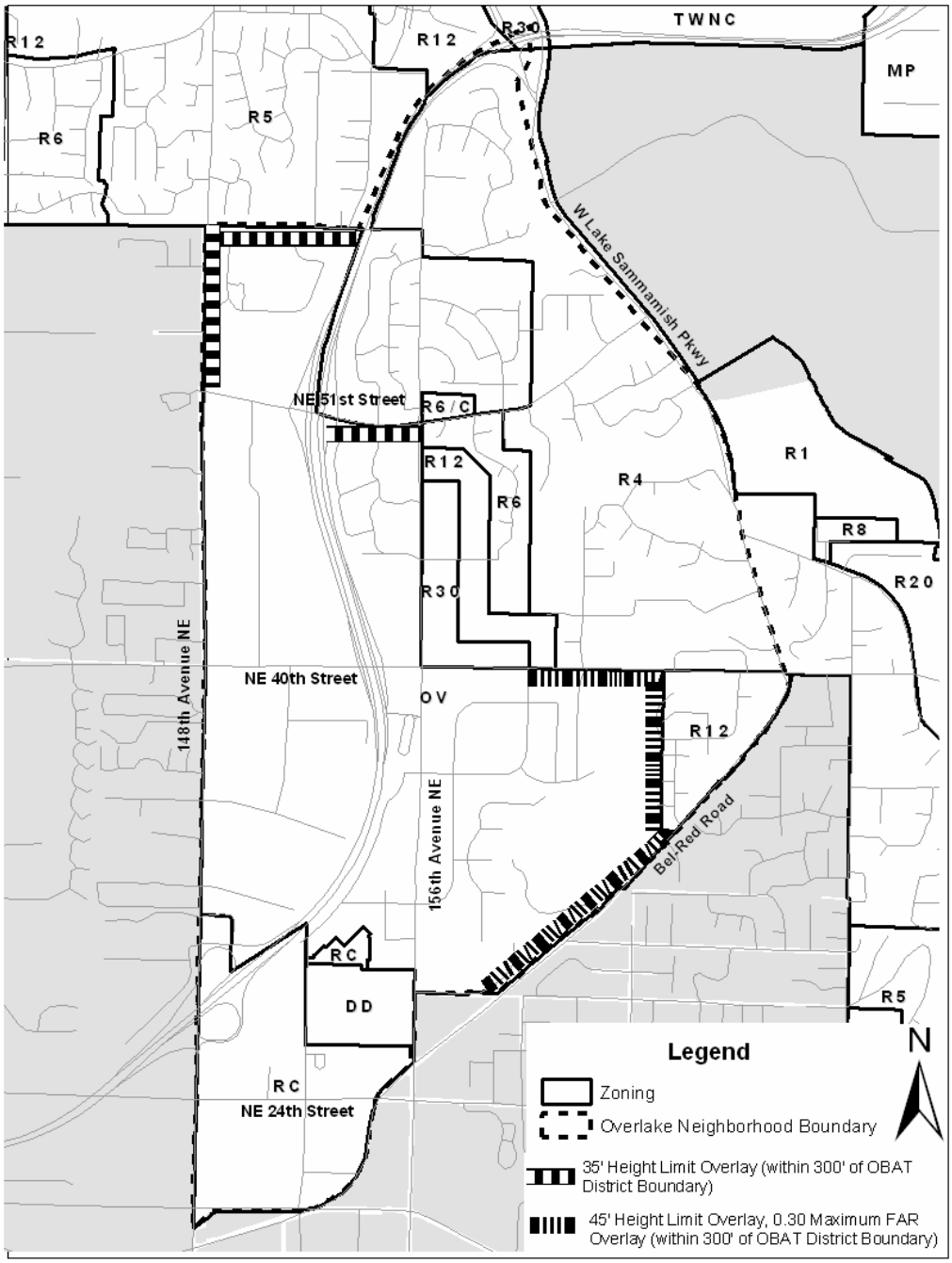
(a) The modified building height does not exceed the maximum height permitted by the underlying zone as shown in RCDG 20C.45.40-020, Site Requirements Chart.

(b) The proposal with the height allowance will provide an equivalent or better transition to lower height residential zones as the limit imposed through the height overlay. The Design Review Board may consider:

(i) Landscape features such as retention or enhancement of vegetation,
(ii) Building design features such as massing or roofline,
(iii) Site design features such as use of landscaped berms, or
(iv) Other features that meet the intent of this section.

(c) The Design Review Board shall make its determination of whether to allow a further increase to the allowed structure height during pre-application review if in the Board’s determination the applicant has provided sufficient information on the alternative proposal with the height allowance.

Height and FAR Limit Overlay Map



20C.45.40-060 Building Setbacks.

(1) Lot Orientation. For the purpose of applying setback regulations, the following shall be applied: the front shall be toward the public street, private street or access corridor from which the lot is addressed or which provides the primary access; the rear is opposite to the front or as nearly so as the lot shape permits; and the sides are 90 degrees to the front or as nearly so as the lot shape permits.

(2) Measurement. Setbacks shall be measured at right angles, or as near to right angles as possible, in a plane horizontal to the ground from the point of measurement as defined in RCDG 20C.45.40-020, Site Requirements Chart – Overlake Districts, Building Setbacks. In the case of access corridors and private streets, setbacks are measured from the inside edge of the access corridor or street to the foundation line of the structure.

(3) Setback Exceptions. Upon the presentation of a binding site plan, an approved site plan, or planned commercial development application, setbacks may be modified as follows: side setback distances may be modified to permit a zero side setback to accommodate joint wall construction and clustering of buildings; front setbacks may be modified from private streets and access corridors, provided front setbacks are maintained from all public streets.

(4) Improvements. Improvements less than 30 inches above grade including decks, patios, walks and driveways are permitted in setbacks. Fences, landscaping, flagpoles, street furniture, transit shelters and slope stability structures are permitted in setback areas; provided, that all other applicable requirements are met. No other structures including accessory structures are permitted in setback areas.

(5) Neighborhood Protection Setbacks. Additional setbacks applicable to properties within the Overlake Business and Advanced Technology District are as follows:

Property Location	**Building Height**	**Setback from the Property Line**
148th Avenue NE, between SR 520 East Bound Off-Ramp and NE 60th Street	Up to 20 feet 21 feet or more	20 feet 30 feet
Along the portion of Bel-Red Road between Redmond City Limits (at NE 28th Street) and east boundary for Overlake Business and Advanced Technology District	All buildings	120 feet

20C.45.40-070 Overlake Street Cross Sections

RCDG 20C.45.40-130

REVISED DRAFT OVERLAKE ARTERIAL STREETS CROSS SECTIONS**

March 22, 2007

							Street Cross Section															
							Southbound/Westbound						Northbound/Eastbound									
							Ped. Zone		Street								Ped. Zone					
Street	From	To	Functional Class	Multimodal Corridor	Street Character	Primary Adjacent Land Use (Building)	Sidewalk	5' Planting Strip or 4' Furniture Zone with Tree Grates	On-Street Parking	Bike Lane	GP Lanes	Median / Two Way Left Turn Lane (5)	GP Lanes	Bike Lanes	On Street Parking	5' Planting Strip or 4' Furniture Zone with Tree Grates	Sidewalk	Mid-Block Right-of-Way Width	Width to Back of Sidewalk	Curb-to-Curb Width	Setback Zone (4)	Cross Section
148th Ave NE (1)	SR 520 Eastbound Off-Ramp	NE 60th St	Principal	Yes		Overlake Village	8	5	0	0	24*	12	24*	0	0	5	12	90	90	60	1	A
148th Ave NE (1)	NE 20th St	SR 520 Eastbound Off-Ramp	Principal	Yes		Employment Area	8	5	0	0	24*	12	24*	0	0	5	8	90	86	60	1	B
150th Ave NE	NE 36th St	NE 51st St	Collector	No		Employment Area	6	5	0	5.5	11	12	11	5.5	0	5	6	70	67	45	1	C
151st Ave NE (2)	NE 20th St	NE 28th St	Local - Activity Center	No		Overlake Village	8	4	8	0	11	12	11	0	8	4	8	74	74	50	2-8	D
152nd Ave NE (3)	NE 20th St	NE 31st St	Collector	Yes		Overlake Village	12	4	8	5	12	12	12	5	8	4	12	94	94	62	4-8	E
156th Ave NE	NE 51st St	NE 60th St	Collector	No		Residential Area	6	5	8	5	11	0	11	5	8	5	6	70	70	48	1	NA
156th Ave NE (1)	Bel-Red Rd	NE 51st St	Minor	Yes		Employment Area	8	5	0	0	24*	12	24*	0	0	5	12	90	90	60	1	A
Bel-Red Rd	NE 40th St	W Lake Sammamish Pkwy	Principal	No		Residential Area	6	5	0	5.5	22	12	22	5.5	0	5	6	90	89	67	1	F
Bel-Red Rd	NE 30th St	NE 40th St	Principal	No		Residential Area	6	5	0	5.5	22	0	22	5.5	0	5	6	90	77	55	1	G
Bel-Red Rd	NE 20th St	NE 30th St	Principal	No		Residential Area	6	5	0	5.5	22	12	22	5.5	0	5	6	90	89	67	1	G
NE 22nd St (2)	148th Ave NE	Bel-Red Rd	Local - Activity Center	No		Overlake Village	8	4	8	0	11	12	11	0	8	4	8	74	74	50	2-8	D
NE 24th St	148th Ave NE	Bel-Red Rd	Minor	Yes		Overlake Village	8	5	0	0	22	12	22	0	0	5	8	82	82	56	2-8	H
NE 28th St (2)	151st Ave NE	156th Ave NE	Local - Activity Center	No		Overlake Village	8	4	8	0	11	12	11	0	8	4	8	74	74	50	2-8	D
NE 31st St	152nd Ave NE	156th Ave NE	Collector	Yes		Employment Area	6	5	0	5.5	11	12	11	5.5	0	5	6	70	67	45	1	C
NE 36th St	148th Ave NE	152nd Ave NE	Collector	No		Employment Area	6	5	0	5.5	11	12	11	5.5	0	5	6	70	67	45	1	C
NE 40th St (1)	159th Ave NE	Bel-Red Rd	Minor	Yes		Residential Area	8	5	0	0	11	12	11	0	0	5	12	70	64	34	1	I
NE 40th St (1)	148th Ave NE	159th Ave NE	Minor	Yes		Employment Area	8	5	0	0	24*	12	24*	0	0	5	12	90	90	60	1	A
NE 51st St	156th Ave NE	W Lake Sammamish Pkwy	Minor	No		Residential Area	6	5	0	5.5	11	12	11	5.5	0	5	6	70	67	45	1	C
NE 51st St	148th Ave NE	156th Ave NE	Minor	Yes		Employment Area	6	5	0	5.5	22	12	22	5.5	0	5	6	90	89	67	1	F
NE 60th St	154th Ave NE	156th Ave NE	Collector	No		Residential Area	6	5	0	5.5	11	12	11	5.5	0	5	6	70	67	45	1	C
W Lake Sammamish Pkwy (1)	Bel-Red Rd	NE 51st St	Principal	Yes		Residential Area	8	5	0	5.5	22	12	22	5.5	0	5	12	100	97	67	1	J

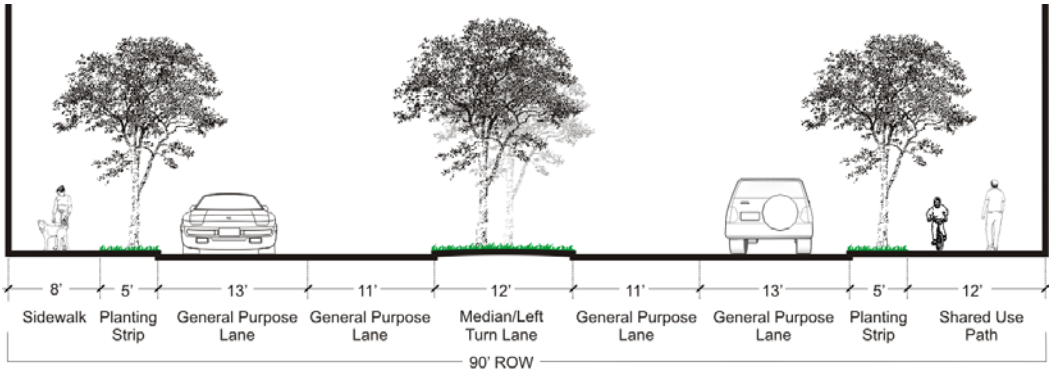
(1) Separate shared-use path parallel to corridor.
(2) New Connection.
(3) Light rail in the corridor would result in the removal of the median and on-street parking.
(4) Setback applies to both sides and is provided outside of the right of way. The setback in the Overlake Village would be for hardscape improvements and courtyards. In other areas the one foot setback are planitings. This is consistent with Redmond's Transportation Master Plan
(5) Provisions of medians and left turn lane access will need to be determined on a project by project basis, based on traffic speeds, volumes and collision history.

Section of Street in Bellevue

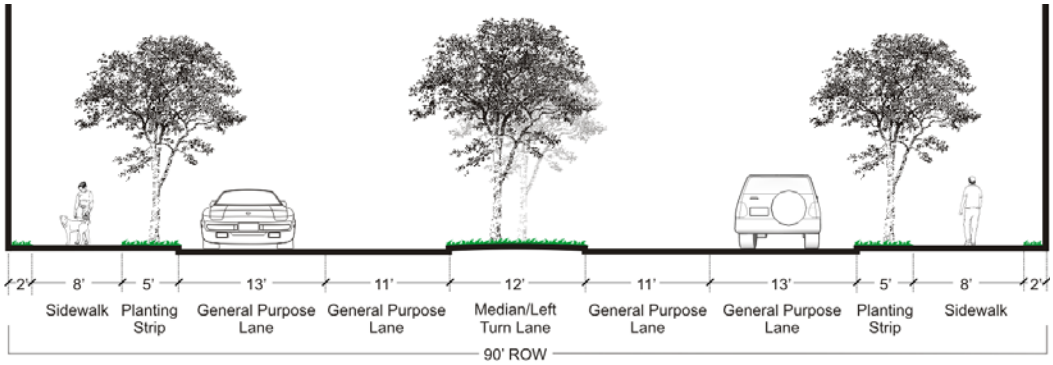
* Outside lane 13 and inside lane 11.

** Guidelines:

- Include minimum project length where standard would be applied. In cases shorter than the minimum then necessary right of way would be dedicated for future project to implement standard.
- When designing intersections refer to pedestrain section of TMP. Establish other guidelines for intersection design as necessary.
- Establish mimimum receiving lane width (13') in Overlake Village area and other areas where streets have one lane in each direction and the use of curb bulbouts are planned.
- In Overlake Village utilities such as power, telephone and cable would be placed under the sidewalk, while in the Employment and Residetial Areas they would be placed in an easement behind the sidewalk.



Street Cross Section A



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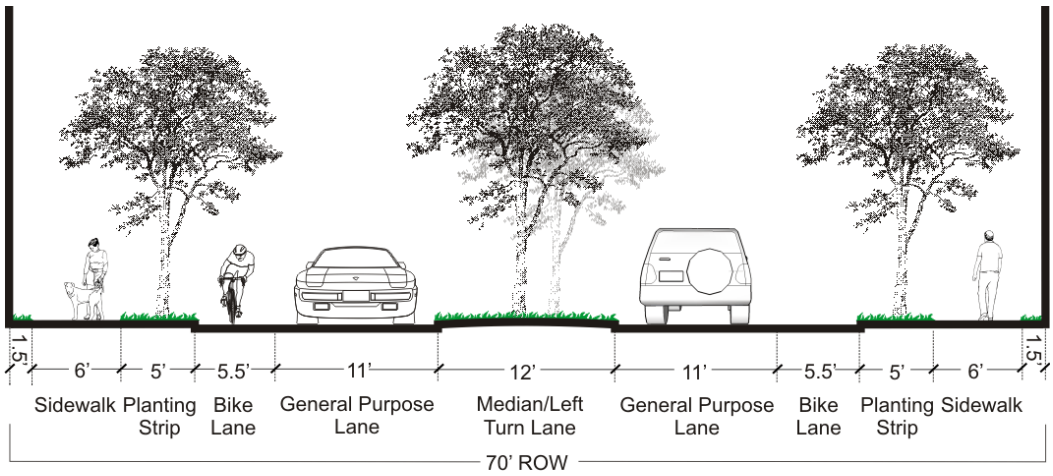

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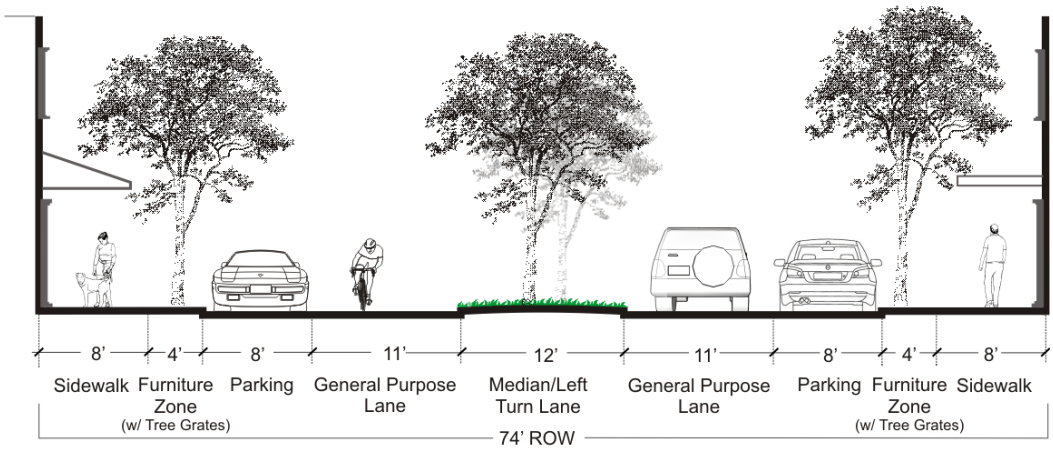
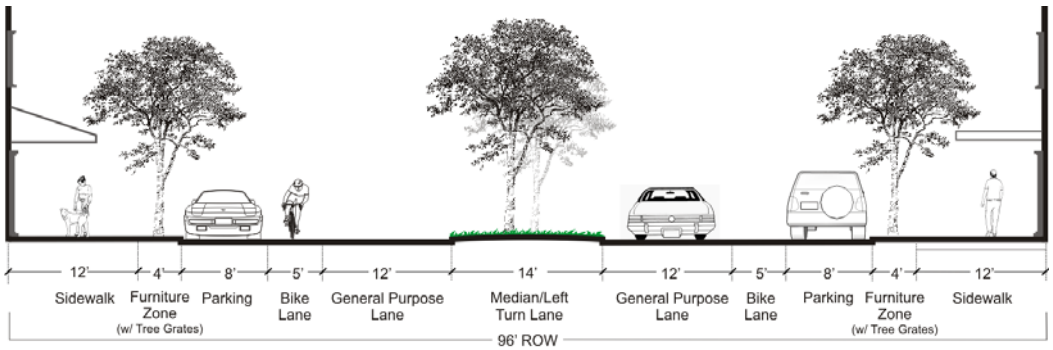
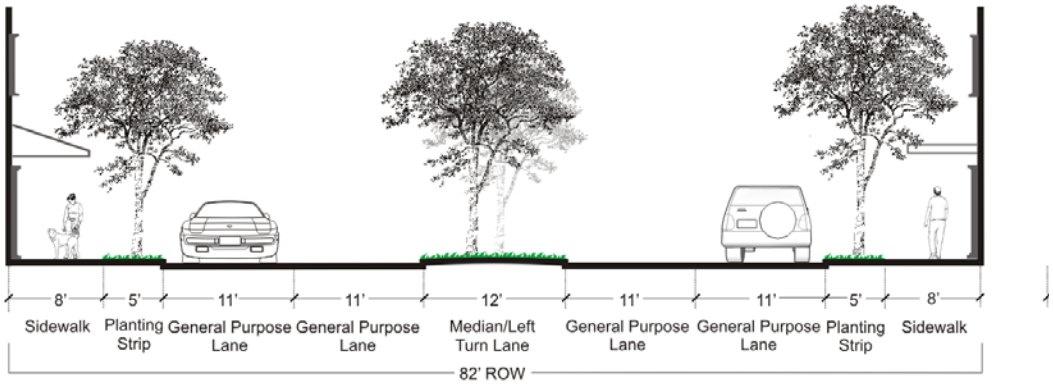


Street Cross Section D



Street Cross Section E



Street Cross Section F

20C.45.40-080 Pedestrian Standards.

(1) General Requirement. Developments in Overlake Districts shall provide an on-site pedestrian circulation system that at a minimum meets the standards of this section. In addition, the standards in RCDG 20C.45.40-070, Overlake Street Cross-Sections and the Overlake Master Plan shall apply as applicable.

(2) Connections.

a) Connection to the Street. The system shall connect all major building entrances with the nearest public sidewalk by a walkway.

b) Internal connections. The system shall connect all buildings on the site, and provide connections to other areas of the site, such as parking areas, bicycle parking, recreational areas, plazas or common outdoor areas, and any pedestrian amenities.

c) Connection to Neighboring Uses. The system shall connect to all adjacent properties. The connections shall run to the property line and connect to paths or sidewalks on neighboring properties or to the likely location of connections on those properties. Where no connections exist on a neighboring property and extending a connection would create a safety hazard or it is not possible to determine the likely location of future connections on that property, the Administrator may enter into a legally binding agreement with the owner of the property being developed to construct the connection to the neighboring use when the property on which the use is located develops or redevelops. This agreement shall run with the land and be recorded in King County's real property records.

(3) Design.

a) The circulation system shall be concrete, and be at least six feet wide. The Technical Committee may approve alternatives to concrete if site or design conditions warrant.

b) Where the system crosses driveways, parking areas, and loading areas, the system shall be clearly identifiable, through the use of a different paving material or other equally effective method. Striping does not meet this requirement.

c) Where the system is parallel and adjacent to an auto travel lane, the system shall be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping or another physical barrier. If a raised path is used, the ends of the raised portions shall be equipped with curb ramps.

d) Lighting. The on-site pedestrian circulation system shall be lighted to intensity where the system can be used at night by the employees, residents, and customers. Lighting should be at a height appropriate to a pedestrian pathway system.

(4) Urban Pathway.

a) As properties in the Overlake Village and Overlake Design Districts are developed, corresponding portions of the urban pathway shown on the Overlake Village Sub-Area Map shall be installed or otherwise provided for by the property owner/developer. In

order to provide flexibility, the actual alignment shall be determined through the Site Plan Entitlement process.

b) The improvements shall include a 12' wide concrete path with 8 feet of landscaping on both sides as part of a 28 foot corridor, with pedestrian lighting and connections to existing or planned plazas or open spaces. The Technical Committee may approve alternatives to concrete if site or design conditions warrant. Where the pathway follows existing or planned streets or extends along retail storefronts, the corridor width may be reduced through the Site Plan Entitlement process.

c) The landscaping shall include a combination of trees, shrubs and other plant materials to enhance visual interest and create a park like quality along the pathway. The quantity and type of plant materials shall be approved by the Technical Committee and may vary along the pathway to provide compatibility with the adjoining land use. For example, the landscaping could include more shrubs and groundcover and fewer trees where visibility of retail storefronts is needed.

20C.45.40-090 Ground Floor Uses.

(1) General Requirement. This division establishes requirements regarding ground floor uses located on streets within the Overlake Village and Overlake Design Districts.

(2) Standards for 152nd Avenue NE.

a) Proposed new buildings located along 152nd Avenue NE shall include pedestrian oriented uses on the ground floor. Pedestrian oriented uses include retail, restaurants, cultural or entertainment uses, hotel lobbies, travel agencies, personal service uses, parcel and mail services, copy centers, the customer service portion of financial institutions, or other businesses that are intended to be pedestrian attracting or pedestrian generating in nature as determined by the Code Administrator.

b) Compliance Methods.

i) A minimum of 50 percent of the linear sidewalk level façade shall be occupied by pedestrian oriented uses as defined above in 2a), and should be continuous.

ii) Up to 50 percent of the linear sidewalk level frontage may be designed to accommodate future conversion to the uses listed in 2a). Any uses other than residential may be permitted in the interim until conversion of the space. The areas designed and constructed to accommodate future conversion shall meet the following standards in addition to other applicable design standards:

(1) Minimum of 14 foot distance from the finished floor to the finished ceiling.
(2) Minimum average depth of 25 feet measured from the wall abutting the street frontage to the rear wall of the retail use and a minimum width of 20 feet measured from the interior walls of the retail use.

(3) Inclusion of an entrance or entrances at the sidewalk level façade to accommodate either a single or multiple tenants or structural design so that entrances can be added when converted to the uses listed in 2a.

(3) Other Streets in the Overlake Village Sub-Area: New buildings fronting on the streets listed below shall include commercial or other non-residential uses on the ground floor. Offices and recreational areas associated with residential uses are permitted on the ground floor.
   a) 148th Avenue NE
   b) Bel-Red Road
   c) NE 24th Street
   d) 156th Avenue NE

(4) In locations where ground floor residential units are permitted, they shall be set back a minimum of 10 feet from the back of the required setback zone or all living areas with windows shall be elevated above the street grade at least 3 feet to provide for increased privacy. The Code Administrator will consider alternative design solutions that retain resident privacy while enhancing the pedestrian environment on the sidewalk.

20C.45.40-100 Minimum Residential Floor Area.

(1) General Requirement. This division establishes requirements regarding minimum livable residential floor area as part of development in the Overlake Village and Overlake Design Districts.

(2) Standard.

   a) Proposed new developments within the Overlake Village Mixed Use, Emphasizing Residential Area and Overlake Design District shall include and construct residential uses as a minimum of 50 percent of the gross floor area of proposed uses.

   b) Proposed new developments within the Overlake Village Mixed Use, Maintaining Regional Retail and Mixed Use, Maintaining Commercial areas shall include and construct residential uses as a minimum of 25 percent of the gross floor area of proposed uses.

20C.45.40-110 Residential Usable Open Space

1) General Requirement. The minimum residential usable open space requirement establishes the minimum percentage of a development that must be set aside to provide usable open space for residents of new developments in Overlake Districts. Every new development that includes residences shall provide usable open space in an amount equal to at least 6.25 percent of the gross residential floor area, defined as total living area and common spaces that provide access. Alternatives for configuration of the total amount of open space required for the development are provided below.

a) Common open space. May be used to meet 100 percent of the required open space in the form of landscaped courtyards or decks, gardens with pathways, children's play areas, or other multi-purpose recreational and/or green spaces, provided the following conditions are met.

   i) The space is accessible to all residents.
   ii) Required setback areas shall not count towards the open space requirement unless it is part of a space that meets the dimensional requirements.
   iii) The dimensions of the space shall be large enough to provide functional leisure or recreational activity as determined by the Technical Committee. For example, long narrow spaces (less then 20 feet wide) are not functional as usable common space.
   iv) The open space (particularly children's play areas) shall be visible from dwelling units and positioned near pedestrian activity.
   v) The open space shall include landscaping, seating, lighting and other pedestrian amenities to make the area functional and enjoyable.
   vi) Individual entries shall be provided onto common open space from adjacent ground floor residential units. Small, semi-private open spaces for adjacent ground floor units that maintain visual access to the common area are strongly encouraged to enliven the space.
   vii) The open space shall be separated from ground floor windows, streets, service areas and parking lots with landscaping, low-level fencing, and/or other treatments as approved by the Technical Committee that enhance safety and privacy (both for common open space and dwelling units).
   viii) The space should be oriented to receive sunlight, facing east, west, or (preferably) south, when possible.
   ix) Native and/or drought resistant plants should be used to reduce irrigation requirements and conserve water.
   x) Permeable surfaces, rain gardens, and other stormwater management features are encouraged.
   xi) Water features are encouraged.

2) Individual balconies or patios and indoor recreational space. May be used to meet up to 50 percent of the required open space. To qualify as open space, balconies or patios shall be at least 50 square feet, with no dimension less than 5 feet, to provide a space usable for human activity.

3) Rooftop decks. May be used to meet up to 50 percent of the required open space, provided the following conditions are met.
   i) The space is accessible (ADA) for all residents.
   ii) The open space includes landscaping, seating, and other features as approved by the Technical Committee to encourage use and make the area functional and enjoyable.
   iii) The space features hard surfacing appropriate to encourage resident use.
   iv) The space incorporates features that provide for the safety of residents, such as enclosures and appropriate lighting levels.

4) Combining Usable Open Space and Pedestrian Access. Parking areas, driveways and pedestrian access other than pedestrian access required by Washington State Rules and Regulations for Barrier-Free Design shall not be counted as usable open space, except; if the total width of the common usable open space is 20 feet or wider, any pedestrian path or walkway traversing through the open space may be considered usable open space.

20C.45.40-120 Administrative Design Flexibility.

(1) The purpose of this section is to promote creativity in site layout and design, and to allow flexibility in the application of standards for retail, commercial, office, mixed use, and residential development within Overlake, and to achieve the creation of sites and uses that may benefit the public by the application of special design policies and standards not otherwise possible under conventional development regulations and standards. Departures from standards included in this section may be permitted as part of the Site Plan Entitlement process.

(2) Deviations from these standards may be allowed if an applicant demonstrates that the deviations from the standards would result in a development that:

a) Better meets the intent of the goals and policies for the district in which the site is located;

b) Is superior in design in terms of architecture, building materials, site design, landscaping and open space; and

c) Provides benefit to the Overlake Neighborhood in terms of desired use, activity, and design.

(2) ADF – Flexibility of Design Standards in Overlake. Requirements of RCDG Title 20C, Land Use Regulations that may be modified by application of this subsection are defined specifically as follows:

(a) Parking Lot Location. Requirements for the location of on-site parking lots may be modified within the development to provide for greater joint-use and quasi-public parking opportunities and uses which are highly desirable in the subject district.

(b) Street standards for townhouse subdivision developments.

(c) Other Site Requirements and Standards. All other site requirements and standards for Overlake Districts except number of stories and FAR may be modified within the development to provide superiority in site design: i.e., greater amounts of privacy, maintenance of views, preservation of vegetation, greater environmental benefit, distinctive and high quality design, improved pedestrian access, provision of usable open space, adequate light, air, and security.

20C.45.50 Overlake Village Sub-Area Incentive Program.

20C.45.50-010 Purpose.

The purpose of this division is to enhance the character and overall livability of the Overlake Village Sub-Area by encouraging provision of bonus features that implement neighborhood goals and needs for public amenities, housing opportunities, and environmental sustainability, and reducing the cost of these bonus features by allowing increased building height and floor area above the base site requirements. This division also indicates the City's priorities for provision of bonus features.

20C.45.50-020 Applicability.

(1) Within the Overlake Village Sub-Area, the Technical Committee may allow increases to the base site requirements and standards shown in 20C.45.40-020, Site Requirements Chart-Overlake Districts and 20C.45.70-040, Site Requirements - Overlake Design District for developments that the Technical Committee determines comply with the requirements of this division.

(2) The available incentives may be aggregated as follows:

a) Within the Overlake Village District the maximum building height which may be achieved is as follows:
   i) Cornerstone sites as shown on the Overlake Village Sub-Area Map may achieve up to a maximum building height of 9 stories.
   ii) Other sites in the Overlake Village District may achieve up to a maximum building height of 8 stories.
   iii) Properties in the portion of the Overlake Village District located north of the eastbound SR 520 off-ramp at 148th Avenue NE may achieve up to a maximum building height of 5 stories.

b) Within the Overlake Design District the maximum building height which may be achieved is as follows:
   i) Residential buildings (including ground floor non-residential uses): 12 stories, not to exceed 125 feet;
   ii) Full service hotel/conference center: 12 stories, not to exceed 135 feet;
   iii) Office and other uses: 10 stories, not to exceed 126 feet.

c) Transfer of Development Rights may not be used to exceed the maximum building height allowed through this program.

d) Floor area calculations shall be based on the gross site area prior to any provision of space for public amenities.

e) The total commercial floor area permitted within Overlake shall not exceed the Bellevue Redmond Overlake Transportation Study Agreement (BROTS) or its successor agreement.

20C.45.50-030 Bonus Features and Incentives.

(1) Table 1 of this section indicates the priority bonus features and maximum incentives available for properties shown on the Overlake Village Sub-Area Map. Table 2 of this section indicates additional bonus features and incentives.

(2) In order for sites to qualify for building height greater than the 4 or 5 story maximum specified in RCDG 20C.45.40-020, the applicant must provide the applicable bonus feature(s) described in Table 1: Priority Bonus Features and Incentives.

(3) Additional bonus features from Table 1 or 2 may be provided to qualify for additional development incentives up to the building height limits identified above in RCDG 20C.45.50-020, Applicability. The same land area may not be used to qualify for two bonus features. For example, an applicant whose site is shown for a major park and who satisfies that requirement can seek additional development incentives by also providing space for an outdoor plaza.

(4) Bonus features provided through this program for parks, stormwater facilities or plazas may not be counted towards satisfaction of the minimum area requirements in RCDG 20C.45.40-110 for residential usable open space. Open spaces provided through the Incentive Program may be combined with residential open space provided all standards are met.

Table 1 Priority Bonus Features and Incentives		
	Priority Bonus Feature	**Maximum Incentive Per Feature**
1.	**Sites Shown For a Regional Stormwater Management Facility:** Dedicate a minimum of 2 to 4 acres of land to the City of Redmond for use as a regional stormwater management facility. **Site Shown for a Major Park:** Provide a minimum of 2.5 acres of land that is accessible to the public as an urban park and open space. May be in one or two open space areas, with one of the spaces a minimum of 1.5 acres in size to provide sufficient size for informal recreation. If provided in two areas, these spaces shall be contiguous or connected by a pathway which promotes a clear visual connection and relationship between the spaces. The pathway shall be designed at a minimum to meet the requirements of 20C.45.40-080(4) Urban Pathway. Visual connection may be achieved through proximity of the spaces or through enhanced design treatments along the pathway which enable pedestrians to readily perceive the connection between the spaces. The intended character of the open space(s) is to: ▪ Include a balance of open lawn and trees, ▪ Include hard surfaces such as plazas as well as soft surfaces (lawns), ▪ Provide a central gathering place and a place that can be programmed, such as for concerts, ▪ Include space for refuge as well as space for active recreation such as small play areas, ▪ Help serve needs for a variety of ages, from children through seniors, and ▪ Be located either near 152nd Avenue NE or provide a clear connection to 152nd Avenue NE through at least one pathway. The City and applicant shall establish an agreement regarding the design, funding and timing for completion of improvements for this	Building height of up to 8 stories, Residential floor area of up to 4.0, and Commercial floor area ratio of up to .55

Table 1 Priority Bonus Features and Incentives		
	Priority Bonus Feature	**Maximum Incentive Per Feature**
	park. The completion of improvements for this park shall be commensurate with the progress on the construction of the development. The space shall be dedicated after improvement to the City of Redmond or be subjected to covenants or other legally binding provisions mutually agreed upon by the property owner and City to assure the property is open and accessible to the public.	
2.	**Other Sites in Overlake Village** Provide a minimum of 5% of the gross site area, an equivalent fee in lieu based on fair market value, or a combination of land and fee for the purpose of providing space for an outdoor plaza. The space shall be dedicated after improvement to the City of Redmond or be subject to covenants or other legally binding provisions mutually agreed upon by the property owner and City to assure the property is open and accessible to the public. The Technical Committee shall review and determine whether proposed sites qualify for plaza locations based on considerations including: a) Consistency of the propose location with the preferred vicinities shown in the Overlake Master Plan, b) The suitability of the proposed location for an outdoor plaza, and c) Opportunities to create an open space of greater value by locating this space in conjunction with other open spaces, such as those required for residential open space (RCDG 20C.45.40-100) **Improvements** Applicants may seek additional incentives for completion of plaza improvements. These applicants shall submit a plan which shows landscaping, lighting, seating, color and materials,	<u>For land dedication:</u> One additional story for 50% of the buildings in the development <u>For completion of plaza improvements, the applicant may select one of the following incentives (in addition to above height incentive):</u>

Table 1 Priority Bonus Features and Incentives		
	Priority Bonus Feature	**Maximum Incentive Per Feature**
	relationship to building frontage, and relationship to and coordination with the pedestrian system, addressing at a minimum the design requirements specified in RCDG 20D.40.200-090. Proposed improvements shall be reviewed and approved by the Technical Committee.	Residential floor area of up to 4.0, Commercial floor area ratio of up to .55, hotel floor area ratio of up to 1.35 (in Overlake Village district only), or Expanded list of nonresidential land uses to include business park uses from RCDG 20C.45.30-040 that are compatible in terms of noise and other potential operational impacts with nearby multi-story mixed use/residential developments. Only available if required residential development per RCDG 20C.45.40-100 has been constructed.
3.	Complete a master plan approved by the City Council, with review by Technical Committee and Design Review Board that at a minimum contains the elements listed below. This is a requirement for sites 5 acres in size and larger in the Overlake Village and Overlake Design District, or properties under one ownership totaling 5 acres in size or larger *(as of the effective date of proposed 2007 Overlake RCDG update)* and is encouraged for other sites. A master plan shall be approved prior to approval of any subdivision, binding site plan or site plan entitlement for any development located on a site within the Overlake Design District, excluding modification of an existing structure. The term "master plan" as used in this section means a conceptual plan providing for the development and use of land that contains the following elements: a) A design concept that is in conformance with the Overlake policies, development regulations, and Overlake Master Plan and Implementation Strategy; b) Conceptual site plan indicating all proposed	One additional story for 50% of the buildings in the development

Table 1 Priority Bonus Features and Incentives		
	Priority Bonus Feature	**Maximum Incentive Per Feature**
	land uses; c) Height and bulk study that demonstrates how building mass, height and scale relate to open spaces, pedestrian pathways, streets and other buildings; d) Analysis of shading effects of taller buildings; e) Transportation and circulation plan indicating the layout and conceptual design of all streets, pedestrian pathways, parking, and location of transit facilities (as available), in plan view and cross section for streets; f) Location of proposed space for parks, open space and any cultural facilities; g) Phasing plan for bonus features and affordable housing component showing that the completion of improvements of bonus features and affordable housing shall be commensurate with the progress on the construction of the development; h) Location of any environmentally sensitive areas; i) Landscape and tree retention concepts, including consideration of the effect of wind pattern on retained trees; j) Preliminary plan indicating connections to adjacent properties for transportation and open space systems; k) Approach to sustainable design, including consideration of the use of environmentally sustainable materials such as permeable pavement, where possible; and, l) Preliminary plan for other major infrastructure improvements.	

Table 2 Additional Bonus Features and Incentives		
	Additional Bonus Features	**Maximum Incentive Per Feature**
1.	Minimum of LEED Silver Certification or comparable built green certification as determined by the Technical Committee	One additional story for each building designed and constructed to meet this certification, and Expanded list of nonresidential land uses to include business park uses from RCDG 20C.45.30-040 that are compatible in terms of noise and other potential operational impacts with nearby multi-story mixed use/residential developments. Only available if required residential development per RCDG 20C.45.40-100 has been constructed.
2.	Provide and maintain at least 75% of the total gross floor area for the development in residential uses in the Overlake Village - Mixed Use, Emphasizing Residential Area, and at least 50% in the rest of Overlake Village	One additional story for all buildings in the development.
3.	At least 60 percent of parking for the development is located below grade.	One additional story for all buildings in the development, Residential floor area of up to 4.0, Commercial floor area ratio of up to .55 (0.70 when combined with Major Park feature), and Expanded list of nonresidential land uses to include business park uses from RCDG 20C.45.30-040 that are compatible in terms of noise and other potential operational impacts with nearby multi-story mixed use/residential developments. Only available if required residential development per RCDG 20C.45.40-100 has been constructed.

Table 2 Additional Bonus Features and Incentives		
	Additional Bonus Features	**Maximum Incentive Per Feature**
	Or, At least 60 percent of off-street parking for the development is located in parking structures, some or all of which may be above-grade, provided above-grade parking structures do not have frontage on 152nd Avenue NE, 156th Avenue NE, public park space or a public pedestrian pathway system, and have ground level retail or other pedestrian-oriented uses incorporated into the structure where it is adjacent to other public streets so that none of the parking structure fronts on the ground level in these areas. This bonus applies only in locations where this standard is not otherwise required by RCDG 20D.40.200-030, Parking Garage Design.	Applicant may select one of the incentives offered for a minimum 60 percent off-street parking located below-grade
4.	Provide and maintain at least 10% of the retail floor area in the development 25% below market rates for new construction to retain existing retail businesses in the area. If the property owner is not able to lease the space to an existing retail business after offering it for at least 6 months, the property owner may request approval from the Code Administrator to offer below market rate space for one of the following substitute methods that meet identified neighborhood goals for the area: a) Non-chain retail business specializing in ethnic goods. or b) Desired community facility such as a library or teen center.	Addition of commercial floor area on a square foot to square foot basis, up to a maximum FAR of .55. The additional commercial floor area may be used to increase building height by up to 1 story.

20C.45.60 References to Other RCDG Divisions that Contain Requirements Applicable to Overlake

20D.30, Affordable Housing

20D.40, Design Standards

20D.90, Lighting Requirements

20D.95, Limitations on External Effects of Uses

20D.120, Outdoor Storage and Service Areas

20D.130, Parking

20D.230, Transitions Between Zones

20C.45.70 Overlake Design District

20C.45.70-10 Purpose.

The Overlake Design District provides regulations and incentives for the planned and coordinated redevelopment of a large underutilized parcel of land located at the heart of the Overlake Urban Center. The Design District is intended to foster opportunities to live, shop, work and recreate in a vibrant, mixed-use setting.

The objectives of the Overlake Design District include:

1. Provide strong and effective incentives to include housing in all future development.

2. Encourage a broad mix of uses and amenities to achieve a vibrant, engaging environment.

3. Promote compact, walkable development forms that are conducive to transit use.

4. Provide improved connections for non-motorized and local vehicular travel.

5. Encourage use of environmentally sustainable site design and building features.

6. Encourage inclusion of restaurants, professional offices and other commercial and service uses to meet needs of employees and residents, enliven the area after working hours, and contribute to a sense of place.

7. Grant development incentives for provision of a significant public gathering space that will function as a component of a connected system of parks and trails serving the Overlake Neighborhood;

8. Facilitate creative integration of land uses, architecture, parking facilities and public amenity areas by providing flexibility in zoning and site requirements;

9. Allow additional building height and density where appropriate to facilitate tree retention and provision of open space, while still achieving sustainable, transit-supportive densities.

20C.45.70-20 Master Plan.

A master plan approved by the City Council, with review by the Technical Committee and Design Review Board shall be completed prior to approval of any subdivision, binding site plan or issuance of site plan approval for any development located on a site within the Overlake Design District, excluding modification of an existing structure. The term “master plan” as used in this section means a conceptual plan providing for the development and use of land that contains those elements outlined in RCDG 20C.45.50-030, Bonus Features and Incentives Table 1, Item 3.

Architectural design, exact building shapes and locations, and other detailed information required in a site plan shall not be required for the master plan. See also RCDG 20C.45.70-040, Note 2.

20C.45.70-30 Permitted Land Uses

See RCDG 20C.45.30-40 Permitted Land Uses – Overlake Districts

20C.45.70-40 Site Requirements – Overlake Design District.

1) Explanation of Chart. This section establishes the basic site requirements for the Overlake Design District. The chart contains the minimum and maximum dimensional requirements for this district. The notes identify particular requirements and provisions that are applicable.

2) Site Requirements Chart – Overlake Design District

	Overlake Design District (ODD)
Maximum Lot Coverage of Structures and Impervious Surface[1, 2]	85%
Minimum Landscaped Area	20%
Base Maximum Building Height (Stories), without use of Bonuses or Transfer of Development Rights[3, 4]	
Non-Residential Uses	4
Residential Uses in Single-Use or Mixed-Use Buildings	5
Maximum Floor Area Ratios without use of Bonuses[5, 6, 7, 8, 9]	
Non-Residential Uses	.40
Non-Residential Uses as part of Mixed-Use Developments that include Residential Uses in Single-Use or Mixed-Use Buildings or with use of TDRs[10]	.47
Residential Uses[11] in Single-Use or Mixed-Use Buildings	2.5
Building Setbacks	
Front and all Street Setbacks (in feet)	0 Buildings shall be developed to the back of the setback zone[12] along front and side streets

	See 20C.45.40-070, Overlake Street Cross Sections
Minimum Side Setback (in feet)	0
Minimum Rear Setback (in feet)	0
Pedestrian Standards	See 20C.45.40-080
Ground Floor Uses	See 20C.45.40-090
Minimum Residential Floor Area	See 20C.45.40-100
Residential Open Space	See 20C.45.40-110
Parking	See 20D.130[13, 14]

Notes for Site Requirements Chart.

1. See RCDG 20C.45.40-030, Maximum Lot Coverage – Structures and Total Impervious Surface.

2. When a master plan has been approved by the City, site requirements and other development standards and regulations shall be administered on the basis of the area controlled by the approved master plan ("Plan Area"), rather than on a site-by-site basis, provided the approved master plan demonstrates compliance with the requirement in question. For example, in the case of a development application for a site that is part of an area controlled by an approved master plan, if the plan designates the maximum lot coverage of structures and such areas are sufficient to meet maximum lot coverage requirements applied to the entire Plan Area, then an individual site plan need not demonstrate compliance with maximum lot coverage requirements.

3. See RCDG 20C.45.40-050, Building Height; RCDG 20D.200 Transfer of Development Rights Program; and RCDG 20C.45.50, Overlake Village Sub-Area Incentive Program.

4. In areas where a public or private street will be more than one story above the ground floor elevation of a building because of topography (such as the southwest corner of NE 90th Street and Woodinville-Redmond Road), building height may be increased by one story along the lower side of the site, provided: the height does not exceed the otherwise applicable maximum building height (including bonuses, if any) along the higher street elevation; and, the applicable limitation on FAR is complied with.

5. Base FAR shall be established using the total land area included within the Overlake Design District, excluding publicly owned right-of-way, as of [*effective date of ordinance adopting proposed amendment*]. The District-wide total base FAR shall, in the absence of other allocation, be allocated pro rata on the basis of land area among the separate legal lots within the Design District. By agreement of property owners, FAR allocation may be transferred among lots within the Design District. Allocations of FAR may be designated in an approved master plan, site plan which includes two or more lots, or an approval or modification of a division of property or boundary line adjustment. Where an increase in allowable FAR is earned subsequent to an approval which included an allocation of FAR, the

increase in FAR shall be reflected through an administrative amendment to the approval, either upon application by the owner of the affected property or at the initiative of the City.

6. Facilities for the provision of public utility serve such as water storage tanks and electrical power substations, will not be counted against the limitation on floor area. Unused base and bonus FAR may be transferred from the site of these facilities to other sites within the Overlake Design District. FAR attributable to land area dedicated for public improvements such as streets, pathways, drainage facilities and park and open space facilities shall be transferred for use on developed sites within the Overlake Design District.

7. Each City approval of the division of land within the District shall include a further allocation of the initial base FAR (and bonus FAR earned as of the date of the approval, if any) among the resulting parcels as specified by the property owner at the time of the application for approval of the division of land. Each such allocation shall be stated in, and recorded with the official documents that describe the divided parcels. Such statement of FAR allocation shall include reference to the potential for bonus FAR, if applicable. Increases in FAR resulting from later qualifications for bonus FAR, and adjustments in the form of re-allocation of FAR through agreement of property owners may be made by administrative amendments upon application of the owners of the affected property or upon initiation by the City.

8. The FAR for non-residential and residential uses within a given development are individually calculated and may be added together for a cumulative total, provided that the respective maximum FAR for each use is not exceeded, unless otherwise provided in the RCDG.

9. See RCDG 20C.45.50, Overlake Village Sub-Area Incentive Program.

10. See RCDG 20D.200, Transfer of Development Rights Program.

11. Residential uses include living areas, common areas used to access living areas, offices for the renting, leasing, or selling the housing units in the development, and recreational areas used exclusively by residents and their guests.

12. The setback zone is shown in RCDG 20C.45.40-070, Overlake Street Cross-Sections. It is located outside of the right-of-way, and ensures that objects do not encroach on useable sidewalk space and helps to maintain sight lines at driveways. In the Overlake Village Sub-Area, it provides space for hardscape improvements or container plants.

13. Unless revised as provided in this note, parking standards in the Overlake Design District for the minimum and maximum number of required parking spaces shall be the same as for the Overlake Village District. Alternative parking standards may be specified in a City-approved master plan or site plan when a change is supported by the results of either the Downtown Parking Study, a City review of parking in one or more Overlake Districts, or a property-owner initiated parking analysis.

The Technical Committee may revise parking standards based upon appropriate parking data and analysis as a part of its review of any development permit application as follows:

a. Restaurants, sit down and carry out: The requirement may be reduced to not less than two spaces per 1,000 square feet gross floor area provided the Technical Committee finds there is sufficient data and analysis upon which the reduction is based to demonstrate that adequate parking will be provided, including shared parking.

b. Small restaurant/café/deli (<750 square feet gross floor area): No minimum requirement.

14. Within the Overlake Design District, curbside parking on public streets within the site may be counted toward up to 25% of the required off-street parking, provided that, when all or part of the street right-of-way has been, or will be dedicated by the development site property owner (or a predecessor in title), curbside parking shall be fully counted toward satisfaction of the off-street parking requirement. Curbside parking on 152nd Avenue NE or 156th Avenue NE shall not be counted toward off-street parking. Curbside parking on private streets that are part of the development site shall be fully counted toward satisfaction of the required off-street parking requirement.

20C.45.70-050 Overlake Design District Incentive Program

1) The provisions of RCDG 20C.45.40-120, Overlake Village Incentive Program apply to the Overlake Design District.

2) Table 1 includes additional bonus features and incentives that apply only to sites within the Overlake Design District:

Table 1: Overlake Design District
Additional Bonus Features and Incentives

Features	**Maximum Incentive Per Feature** [1, 2, 3]
1. Full service hotel/conference center: In addition to the master plan elements identified in RCDG 20C.45.40-120, Overlake Village Sub-Area Incentive Program Priority Bonus Feature 3 (master plan), the master plan includes land area dedicated to a "full service hotel/conference center" which shall mean a hotel with banquet and meeting facilities to accommodate groups of at least 300 people.	Two additional stories for full service hotel/conference center buildings Additional .20 FAR for commercial development;
2. Provide transit-oriented development that:	One additional story for commercial buildings and two

Table 1: Overlake Design District Additional Bonus Features and Incentives	
Features	**Maximum Incentive Per Feature** [1, 2, 3]
a) Is located within 2,500 feet of a transit station or stop served by light rail, bus rapid transit or other high-capacity transit service; b) Will be connected with the transit station or stop by sidewalks, crosswalks and/or pathways which afford convenient pedestrian access; and c) Will include a 1,000 or more residential units as a component of a mixed-use district. [4]	additional stories for residential and full service hotel/conference center buildings. Additional .25 FAR for commercial development. Additional .75 FAR for Residential development.

Notes for Bonus Features and Incentives Chart.

1. Maximum FAR Bonus. The bonus provisions of RCDG 20C.45.50, Overlake Village Sub-Area Incentive Program shall apply within the Overlake Design District. RCDG 20D.200, Transfer of Development Rights Program may also be used for development within the Design District. The bonus provisions and transferred development rights may be aggregated, provided the maximum FAR achievable shall be 1.0 for non-residential development and 4.0 for residential development.

2. Undeveloped bonus floor area may be transferred from one developed or undeveloped land area to another, provided both sites are located within the land area controlled by the master plan.

3. To achieve an appropriate transition between major public streets and development interior to the Overlake Design District, maximum building height within 50 feet of the rights-of-way of 152nd Avenue NE and 156th Avenue NE shall be 6 stories measured from the closest edge of the property to the right-of-way. Bonuses or transferred development rights may not be used to exceed this limit.

4. The transit station or stop for the transit-oriented development bonus may be in existence, or may be planned for construction, provided it is fully funded and is schedule to be open for service within two years of the date of occupancy of the structure that utilizes the increase in FAR. Undeveloped transit-oriented development bonus FAR may be transferred from one developed or undeveloped land area to another land area which satisfies the criteria for the bonus.

20C.45.70-060 Administrative Design Flexibility.

The provisions of RCDG 20C.45.40-120, Administrative Design Flexibility apply to the Overlake Design District.

20D.40 Design Standards

20D.40.10-020 Scope and Authority.

(1) Scope. RCDG 20D.40 contains three sets of design standards: City-wide design standards, Downtown design standards and Overlake design standards.

(a) City-wide design standards (RCDG 20D.40.15) apply to developments requiring design review that are located throughout the City and include the Downtown and Overlake districts.

(b) The Downtown is divided into several districts. The applicable design standards for Downtown (RCDG 20D.40.100) and the City-wide design standards (RCDG 20D.40.15) apply to developments requiring design review that are located within the Downtown neighborhood.

(c) Design standards specific to the Overlake Village and Overlake Design Districts are provided in 20D.40.200, Overlake Districts - Supplemental Design Standards.

20D.40.200 - Overlake Village and Overlake Design District - Supplemental Design Standards

20D.40.200-010 Applicability.

All projects within the Overlake Village and Overlake Design District shall adhere to Redmond's citywide standards in RCDG 20D.40, Design Standards, as well as the as well as the supplemental design standards identified below. If the Citywide and Overlake standards conflict, the Overlake standards shall prevail.

20D.40.200-020 Surface Parking Lots.

1) Intent: To limit the visual impact of surface parking lots.

2) Design Criteria.

   a) Location.

      i) No new surface parking lots are permitted along 152nd Avenue NE or 156th Avenue NE. Any surface parking lots shall be separated from these streets by a building or at least 60 feet of open space.

      ii) On other streets in the Overlake Village Sub-Area, new surface parking lots located between the primary building and the public right-of-way are discouraged and may not occupy more than 50 percent of the lot frontage.

   b) Access. New access to parking lots should be from an alley, court, or street that is not proposed as an alternative light rail transit alignment by Sound Transit. Creation of alley access to parking is encouraged to minimize curb cuts.

   c) Landscaping and Screening. All parking lot landscaping shall meet the requirements specified in RCDG 20D.40.35-030, Parking Lot Landscaping and RCDG 20D.80.10 Landscaping and Natural Screening (20D.40.35-030). Interior parking lot landscaping may incorporate the use of rain gardens to retain and infiltrate runoff from the parking lot.

20D.40.200-030 Parking Garage Design.

1) Intent. To reduce the visual impact of structured parking located above grade.

2) Design Criteria.

   a) Ground level street frontage shall not be occupied by parking in the following locations:

      i) 152nd Avenue NE or 156th Avenue NE.

      ii) Streets proposed as alternative light rail transit alignments by Sound Transit.

      iii) Streets that are included as part of the pedestrian pathway system as defined in the Overlake Master Plan.

   b) In other locations, no more than 120 feet of ground level building frontage may be occupied by parking. Parking structures wider than 120 feet must incorporate other uses along the street front to meet this requirement.

c) Where the garage wall is built to the sidewalk edge, the façade shall use artwork, decorative grilles, special building material treatment/design, and/or other treatments as approved by the Design Review Board that enhance the pedestrian environment and obscure the view of parked cars. In order to meet transparency requirements, garages can incorporate openings with grillwork or other treatments to resemble windows.

d) Small setbacks with terraced landscaping elements can be particularly effective in softening the appearance of a parking garage.

e) Upper level parking garages shall use articulation, treatments that resemble windows, and/or other devices to break up the massing of the garage, add visual interest, and convey an appearance more like a typical building floor rather than a floor of visible cars.

20D.40.200-040 Building Form and Scale.

1) Intent: To maintain light and views, reduce the bulk of taller buildings, reinforce pedestrian scale on street frontages, and promote variety in building height.

2) Design Criteria.

a) Light for Residential Buildings and Courtyards.

i) Throughout the Overlake Village Sub-Area, residential or residential/mixed use buildings over 6 stories in height shall be designed to provide and maintain adequate natural light for residential dwellings of the building.

ii) Enclosed courtyards shall not be permitted for structures over 6 stories in height except when:

(a) Floors 7 and higher do not exceed 50 percent of the structure's floor plate, or

(b) The courtyard due to its size and orientation is large enough to maintain light.

iii) The interior courtyard for "U" or "H" shaped buildings may be separated from the sidewalk to create a private area provided that the enclosure is constructed of transparent building material.

b) Building Step Back and Height Limit.

i) Along 152nd Avenue NE, the upper stories of buildings over 6 stories in height shall be stepped back from the street to maintain a pedestrian scale along the street frontage.

ii) The step back shall be a minimum of 10 feet wide, measured from the building edge at the street frontage. The step back shall begin on at least floor 7 and may begin as low as floor 3.

iii) Maximum building height when bonuses or transfer of development rights are used shall not exceed 6 stories within 50 feet of the west edge of the right-of-way of 156th Avenue NE or within 50 feet of the west edge of the right-of-way of Bel-Red Road, north of NE 24th Street.

iv) RCDG 20C.45.70-050, note 3 provides height limits along 152nd Avenue NE and 156th Avenue NE for the Overlake Design District.

c) Design of Large Buildings: Large building mass shall be sited and designed to reduce the apparent mass and bulk, and avoid long, continuous flat facades through use of techniques such as:

i) Breaking up the mass into multiple buildings or designing a building to appear as multiple buildings through multiple defined entryways and storefronts,

ii) Articulation of facades into increments through use of architectural techniques such as bay windows, offsets, recesses, and other techniques which break or minimize scale, and

iii) Provision of new internal streets and pathways at a minimum as shown in the Overlake Master Plan to establish/enhance the urban grid.

d) Modulation: All building facades visible from streets, parks or other public spaces shall be modulated to provide visual interest and to reduce the apparent bulk of larger structures. Building facades shall be stepped back or projected forward at one or more intervals to provide a minimum 25 percent modulation of the horizontal width of the structure. No building façade shall exceed 120 feet without modulation in the façade plane. The minimum depth of modulation is 10 feet. Projections may begin on the 3rd floor and may not extend any further into the right-of-way than one-half of the width of the sidewalk.

e) Use of Alternative Techniques: The Design Review Board may approve use of other techniques that improve the overall quality of the development and meet the intent of this section.

20D.40.200-050 Building Roofline

1) Intent: To promote detailed roof expression to create a variable roofline throughout the Overlake Village Sub-Area and to create a skyline that is visually interesting.

2) Design Criteria.

   a) Building rooflines visible from a public street, open space, or public parking area shall incorporate features to create a varied and visually distinctive roof form through features such as prominent cornice or fascia, stepped roofs, emphasized dormers, chimneys, gables, or an articulated roofline.

   b) The width of any continuous flat roofline should extend no more than 100 feet without modulation. Modulation should consist of either one or a combination of the following treatments:
      i) For flat roofs or facades with a horizontal eave, fascia, or parapet with at least an eight foot return, the minimum vertical dimension of roofline modulation is the greater of 2 feet or 0.1 multiplied by the wall height (finish grade to top of wall) if the segment is 50 feet or less, or at least 4 feet if the segment is more than 50 feet in length.
      ii) A sloped or gabled roofline segment of at least 20 feet in width and no less than 3 feet vertical in 12 feet horizontal.

   c) Mechanical equipment and rooftop penthouses shall be architecturally incorporated into the design of rooflines or into the overall building design.

20D.40.200-060 Building Materials.

1) Intent. To promote visual interest, distinct design qualities, and an appearance of quality and permanence through use of durable building materials and effective architectural detailing.

2) Design Criteria.

   a) Building materials: Building materials shall provide architectural interest and evoke and demonstrate a look of permanence through use of superior exterior cladding materials such as stone, masonry, copper, brick and similar materials, as accepted by the Design Review Board. At a minimum, superior exterior cladding materials shall be used for the facades for the 1st and 2nd floors when visible from streets, parks or other public spaces. Use of superior exterior cladding materials is encouraged on upper stories. Building materials should minimize light reflection and glare. Use of cementatious panel is prohibited with the exception of locations such as accent areas and soffits.

   b) Concrete block: When used for the façade of any building, concrete blocks shall be split, rock- or ground-faced. To add visual interest, the use of specialized textures and/or colors used effectively with other building materials and details are encouraged.

   c) Exterior Insulation and Finish System (EIFS) and similar troweled finishes (stucco):

      i) EIFS shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.

      ii) EIFS may only be used in conjunction with other approved building materials. Generally, the use of EIFS for more than 50 percent of the building facade is discouraged.

      iii) EIFS is prohibited on ground floor facades. Masonry or other similar durable/permanent materials shall be used.

20D.40.200-070 Ground Floor Retail and Other Commercial Facades

1) Intent. To promote ground floor retail and other commercial facades that are engaging and include features that are scaled to and of interest to pedestrians.
2) Design Criteria:
   a) For non-residential ground floor uses, windows, rather than blank walls, shall be provided on the street level to encourage a visual and economic link between the business and passing pedestrians. A minimum of 60% of the length of the store front area facing the streets (between 2 feet and 7 feet above the sidewalk) shall be in non-reflective, transparent glazing.

   b) A permanent weather protection element such as a glass and/or steel canopy shall be provided along at least 80 percent of the building frontage and should be at least 6 feet in depth.

   c) In addition, ground floor retail and commercial facades shall include at least three of the elements listed below. Standard corporate logos or architectural elements will not qualify.
      i) Unique or handcrafted pedestrian-oriented signage.
      ii) Artwork incorporated on the façade.
      iii) Street furniture.
      iv) Distinctive treatment of windows and/or door(s).
      v) Distinctive exterior light fixtures.
      vi) Unique or handcrafted planter boxes or other architectural features that are intended to incorporate landscaping.
      vii) Distinctive façade kickplate treatment including the use of stone, marble, tile or other material that provides special visual interest.
      viii) Other details as approved by the Design Review Board that add visual interest to the storefronts.

20D.40.200-080 Blank Walls.

1) Intent. To ensure in locations in which glass windows are not used, there are still features that add visual interest and variety to the streetscape.

2) Design Criteria. Blank walls shall be treated by incorporating at least four of the following elements:
   i) Masonry (but not flat concrete block)
   ii) Belt courses of a different texture and color.
   iii) Projecting cornice
   iv) Projecting metal canopy
   v) Decorative tilework
   vi) Trellis containing planting
   vii) Medallions
   viii) Vertical articulation
   ix) Artwork
   x) Lighting fixtures
   xi) Recesses
   xii) Other architectural element not listed as approved by the Design Review Board that meets the intent of this section.

20D.40.200-090 Pedestrian Plazas and Open Spaces

1) Intent. To ensure that pedestrian plazas and open spaces are accessible to the public, usable, safe and visually interesting.
2) Design Criteria.
   a) Buildings surrounding the pedestrian plaza or open space shall comply with 20D.40.200-060, Ground Floor Retail and Other Commercial Facades and have windows and entrances that face the open space. Retail uses are encouraged fronting on plazas and open spaces.
   b) Pedestrian plazas and open spaces should be within 3 feet of the nearest sidewalk or pedestrian pathway equivalent to 5 percent of the site and include all of the following:
      i) Adequate amount and type of seating.
      ii) Planting, including specimen trees, shrubs and seasonal planting.
      iii) Significant solar exposure.
      iv) Pedestrian scaled lighting.
      v) Quality materials, such as textured concrete, bricks, pavers or similar or better materials, for portions of the open space that are not landscaped.
      vi) Visibility from the nearest sidewalk or pathway.
      vii) Connection to the urban pathway system shown in the Overlake Master Plan and Implementation Strategy
      viii) Wayfinding elements that provide visual continuity to other open spaces in the Overlake Village and the Overlake Design Districts.

   c) Pedestrian plazas and open spaces shall also incorporate a minimum of three of the following features to add visual interest:
      i) Artwork.
      ii Water feature such as a fountain or cascade that serves as a focal point.
      iii Information kiosks.
      iv Planters.
      v Permeable paving for pathways and hardscapes.
      vi Other similar treatments as approved by the Technical Committee.

Table 20D.130.10-020(1) Spaces for Specific Land Use

Multi-family in Overlake	See requirements for residential uses in Overlake
Restaurants: Sit-down Take-out	Minimum 9/1,000 sq. ft. gfa 10/1,000 sq. ft. gfa The City will review parking standards for Overlake upon completion of Redmond's study of downtown parking management.

Excerpt from Table 20D.130.10-020(2) Required Off-Street Parking – Proposed Amendment to Overlake Portion of Table

	Number of Parking Spaces On-Site	
	Minimum Required	Maximum Allowed
Overlake Districts		
Residential Uses (Overlake Village or Overlake Business and Advanced Technology District)	1.0/du[1]	2.25/du
Overlake Village[2, 3]	2.0/1000 sq. ft. gfa	3.0/1000 sq. ft. gfa
Overlake Business and Advanced Technology District[2, 3]	2.0/1000 sq. ft. gfa	3.0/1000 sq. ft. gfa***

*** The Technical Committee may consider parking at a ratio as low as 1.5 per 1,000 if a covenant is recorded with the property which limits the uses to warehouse uses and/or limits the number of employees permitted in a building or project. ~~Parking at ratios greater than 3.0 per 1,0000 (not to exceed 3.5 per 1000) is generally not permitted unless the employer/building owner can document that single-occupancy vehicle trips can be reduced better through the employer/building owner's parking/traffic mitigation program than would be reduced through limiting parking stalls to 3.0 per 1,000.~~

1. Plus one guest space per four units for projects with six units or more.
2. The maximum number of parking stalls allowed may be increased to 5.0 per 1,000 sq. ft. gfa for the retail components of mixed-use developments.
3. Developments may provide parking in excess of the Maximum Allowed parking standard provided the excess parking is also available at all times to the general public, and there is ample signage at the facility to inform users the excess parking stalls are available for public use.

20D.30.10 Affordable Housing.

20D.30.10-010 Purpose.

The purpose of this section is to:

(1) Implement through regulations the responsibility of the City under State law to provide for housing opportunities for all economic segments of the community.

(2) Help address the shortage of housing in the City for persons of low and moderate income, helping to provide opportunities for low- and moderate-income persons who work in the City to live here, rather than in locations distant from employment that contribute to increased length and number of vehicle trips.

(3) Help assure an adequate affordable housing supply in the City by offsetting the pressure on housing costs resulting from high job growth and construction of high-end housing.

(4) Preserve land for affordable housing as the City continues to grow.

(5) Promote development of housing that would not otherwise be built in the City. (Ord. 2249; Ord. 2126; Ord. 1756. Formerly 20C.20.016)

20D.30.10-020 General.

This section applies to: (1) all new senior housing developments and congregate care senior dwelling units, not including nursing homes; (2) all new dwelling units within the Downtown Neighborhood and all new multi-family dwelling units within the Overlake Neighborhood, and (3) all new single-family attached and detached dwelling units within the Willows/Rose Hill, Grass Lawn, North Redmond, and Education Hill neighborhoods. In areas where density limitation is expressed as a floor area ratio (FAR), density bonuses will be calculated as an equivalent FAR bonus.

Deleted: City Center

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(1) Affordable Housing. At least 10 percent of the units in new housing developments of 10 units or greater must be affordable units. At least one bonus market rate unit is permitted for each affordable unit provided, up to 15 percent above the maximum allowed density permitted on the site. For example, if the maximum allowed density for the site is 20 units per acre, the density bonus shall not exceed three units per acre, yielding a total allowed density, with bonus, of 23 units per acre, or, 20 units x 15 percent = 23 units. In portions of Overlake where density limits are expressed as a floor area ratio, the bonus is equivalent floor area above the maximum residential FAR specified in RCDG 20C.45.40-020 for each affordable unit provided. The bonuses granted under this provision are in addition to any bonuses granted for senior housing under RCDG 20D.30.15, Affordable Senior Housing Bonus.

(2) Affordable Housing – Low Cost Units. Each low cost affordable unit provided counts as two affordable units for the purpose of satisfying the affordable unit requirement under subsection (1) of this section. For purposes of computing bonus market rate units under subsection (1) of this section, two bonus market rate units are permitted for each low cost affordable unit provided, up to 20 percent above the maximum density permitted on the site.

(3) Affordable Housing Calculation. The number of required affordable housing units is determined by rounding fractional numbers up to the nearest whole number from 0.5. The project proponent may propose to provide alternative payments for fractional portions of units, as provided for in RCDG 20D.30.10-030(2)(b).

(4) Housing Construction Timing. Affordable home construction shall be concurrent with construction of market rate dwelling units unless the requirements of this section are met through RCDG 20D.30.10-030, Alternative Compliance Methods.

(5) Duration. An agreement in a form approved by the City must be recorded with the King County Department of Records and Elections to stipulate conditions under which required affordable housing units will remain as affordable housing for the life of the development. This agreement shall be a covenant running with the land, binding on the assigns, heirs, and successors of the applicant. Prior to the issuance of any building permit, the owner shall sign any necessary agreements with the City to implement these requirements. The City may agree, at its sole discretion, to subordinate any affordable housing regulatory agreement for the purpose of enabling the owner to obtain financing for development of the property, consistent with any applicable provision of the Community Development Guide in effect at the time of the issuance of the development permit(s).

Proposed Amendment to Existing RCDG Section

20F.40.20 Administrative Design Flexibility.

20F.40.20-010 Purpose.

The purpose of this section is to promote creativity in site layout and design and to allow flexibility in the application of standards for residential, commercial, business and manufacturing parks and to achieve the creation of sites and uses that may benefit the public by the application of special design policies and standards not otherwise possible under conventional development regulations and standards. (Ord. 2118)

20F.40.20-020 Scope.

This section establishes the criteria that the City will use in making a decision upon an application for administrative design flexibility in all zones, except those zones within the City Center (See RCDG 20C.40.40-030 for administrative design flexibility in the City Center) and nonresidential and mixed use districts within Overlake (See RCDG 20C.45.40-130 for administrative design flexibility in Overlake). Administrative design flexibility shall only be considered for adjusting standards in the categories listed below for each type of land use. Requests for adjustment to standards not listed shall be processed as a variance as set forth in RCDG 20F.40.180, Variances. (Ord. 2118)

20F.40.20-030 Procedure.

Applications that seek administrative design flexibility shall follow the procedures established in RCDG 20F.30.35 for a Type II permit process. (Ord. 2118)

20F.40.20-040 Decision Criteria.

(1) Criteria for Projects Other than Existing Single-Family Structures. The City may approve or approve with modifications the request for administrative design flexibility only if the project meets all of the following criteria:

(a) Superiority in achieving the City of Redmond Comprehensive Plan Neighborhood goals and policies as well as superiority in design in terms of architecture, building materials, site design, landscaping and open space. Projects shall seek to create greater amounts of privacy, maintenance of views, preservation of trees, preservation of historic resources, vegetation and habitat, and provide for adequate security.

(b) The applicant must prove that the project meets the criteria outlined above, based on:

(i) Measurable improvements such as an increase in the number of trees saved, increased amount of open space, or increased landscaping area;

(ii) Objective improvements such as increased solar access or increased privacy; and

(iii) Conceptual architectural sketches, showing two sketches (with and without administrative design flexibility), indicating the improvement gained by application of the administrative design flexibility.

(2) Criteria for Existing Single-Family Residential Structures. Additions or modifications to existing single-family residential structures may be eligible for administrative design flexibility if the project meets all of the following criteria:

(a) No adverse impact on adjoining property owners;

(b) Not unduly injurious to property owners in the vicinity or their enjoyment of their property;

(c) Special physical circumstances relating to the size, shape, topography, location or surroundings of the subject property;

(d) The project otherwise complies with the requirements of the Community Development Guide. (Ord. 2164; Ord. 2118)

20F.40.20-050 Residential Flexible Standards.

(1) Limitations. Application of administrative design flexibility shall be limited to the following zoning districts and development standards:

(a) Design flexibility shall apply to all residential zones unless otherwise specified.

(i) Setbacks. Front, side and rear setbacks may be reduced up 20 percent. Setbacks from Lake Sammamish shall not be eligible for design flexibility. A minimum of 18 feet of driveway shall be provided between the garage, carport, or other fenced parking area and the street property line except when alleys are used for vehicular access.

(ii) Impervious Surface. In the R-8 through R-20 zones the impervious surface area can be increased an additional five percent. (Ord. 2118)

20F.40.20-060 Commercial Flexible Standards.

(1) Limitations. Application of administrative design flexibility shall be limited to the following zoning districts and development standards:

(a) Commercial. Shall apply only to the Neighborhood Commercial (NC) and General Commercial (GC) zoning districts.

Deleted: ,

Deleted: and Retail Commercial (RC)

(i) Lot Coverage/Impervious Surface. May be increased an additional five percent.

(ii) Minimum Building Setbacks. May be reduced up to 20 percent. (Ord. 2118)

20F.40.20-070 Business and Manufacturing Park Flexible Standards.

(1) Limitations. Application of administrative design flexibility shall be limited to the following zoning districts and development standards:

(a) Business Park (BP), Overlake Business and Advanced Technology (OV), Manufacturing (MP), and Industrial (I) zones.

(i) Lot Coverage/Impervious Surface. May be increased an additional five percent.

(ii) Minimum Building Setbacks. May be reduced up to 20 percent. (Ord. 2118)

Other Proposed Amendments to Existing Overlake Regulations

Existing Regulation	Proposed Change
20C.70.35-030: Duplexes, Threeplexes, and Fourplexes, Supplemental Requirements for the Overlake Neighborhood	Renumber to 20C.30.70-040, Multiplex Housing - Supplemental Requirements for the Overlake Neighborhood
20C.70.35-020 Buffer Requirements – Supplemental	Renumber as 20C.45.50-010, Buffer Requirements Supplemental
20C.70.35-040, Overlake Neighborhood Floor Area Ratio (FAR) and Height Overlays (for portion of Overlake east of 152nd Avenue NE/SR 520, south of NE 40th Street, and west of Bel-Red Road.	▪ Show maximum height on new height overlay map for all of Overlake ▪ Delete minimum FAR overlay
20C.70.35-050, Interjurisdictional Review and Cooperation	Renumber as 20C.45.50-020, Interjurisdictional Review and Cooperation
20C.70.35-060, Overlake Design District	Delete text and reserve number – replaced by new section
20C.70.35-070, Overlake SEPA Planned Action	▪ Renumber as 20C.45.50-030, Overlake SEPA Planned Action ▪ Update as part of phase 2 amendments for Overlake
20C.70.35-Remainder	▪ Delete 20C.70.35-010 - Purpose
20C.50 Commercial Zones and 20C.60 Business, Manufacturing and Industrial Zones	▪ Amend to delete Overlake portions of these sections
20D.80.10-070, Landscape Area Requirements	▪ Strike obsolete references to CO and CB zones and update to reference proposed RCDG 20C.45.40-040, Landscaping for all Overlake Districts. This also rectifies an inconsistency between more recently adopted standards for landscaping and previous standards.
20D.100 Noise Standards	▪ Strike obsolete references to CO and CB
Throughout Redmond Community Development Guide	Change all “Retail Commercial” references to “Overlake Village District” Change all “OV” abbreviations to “OBAT”

Appendix C

Draft Revised Proposed Overlake Master Plan and Implementation Strategy

Final Draft Proposed – Revised

Acknowledgements

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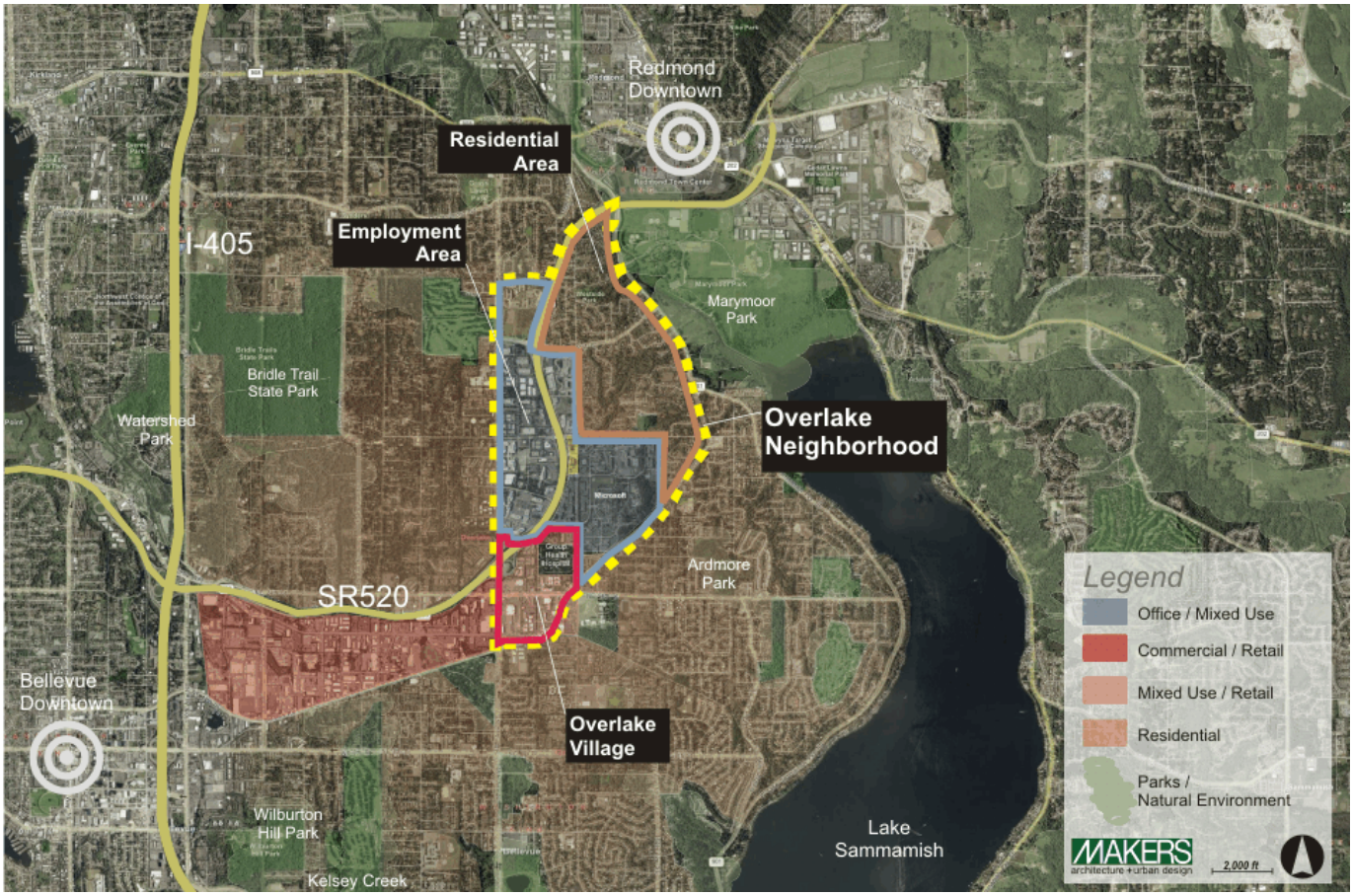
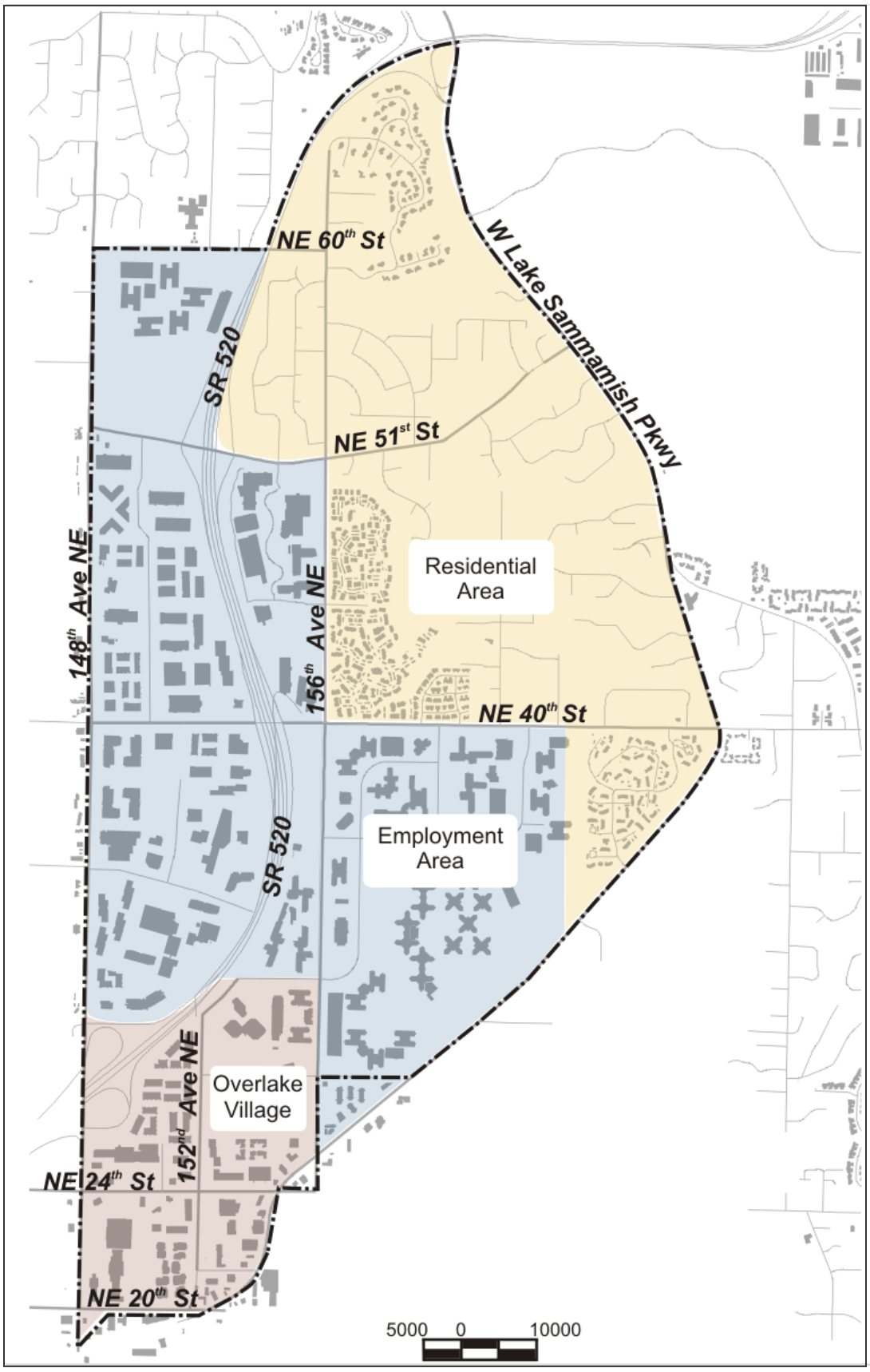


Introduction: Overlake Neighborhood

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

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

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


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

Multi-family development in the Residential Area.

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

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

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

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

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

Purpose

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

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

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

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

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

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

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

Process

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

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

Comprehensive Plan Policies Summary

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

New and strengthened policy concepts include:

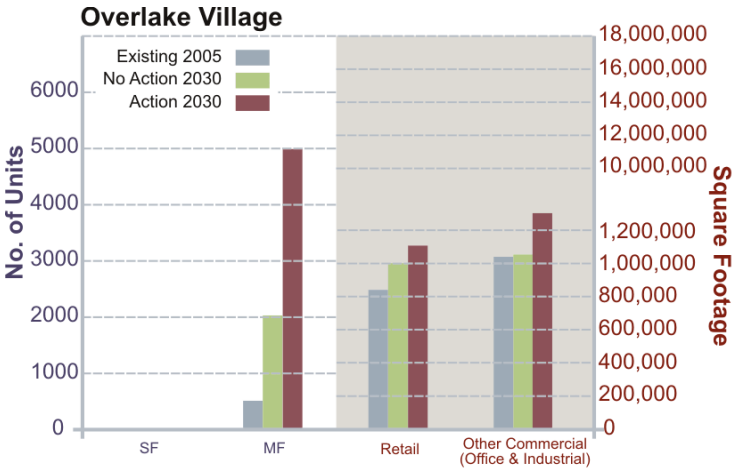
- Encouraging residential development while balancing residential and commercial growth
- Encouraging mixed-use and Transit Oriented Development
- Investing in 152nd Avenue NE to create a linear neighborhood core in Overlake Village
- Creating a unique neighborhood character
- Increasing multi-modal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

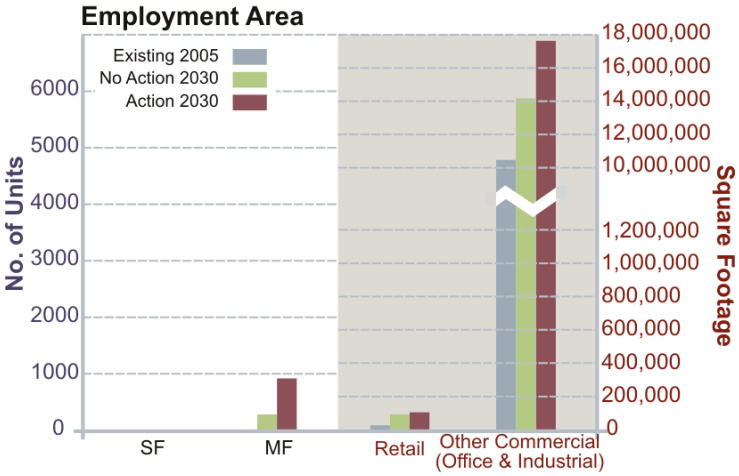
The policies relating to Overlake are included in their entirety in the Comprehensive Plan.

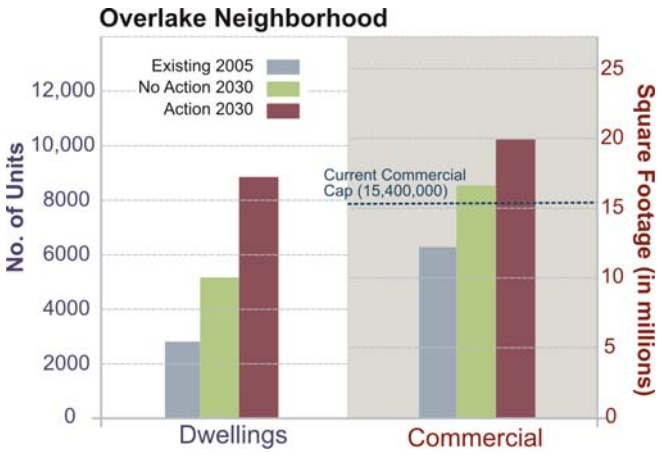
Demographic Projections

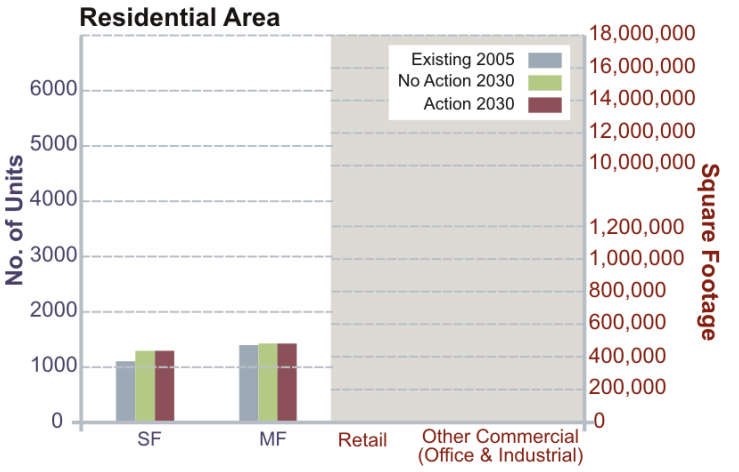
Overlake will play a critical role in Redmond's evolution as envisioned by the Comprehensive Plan. By 2030, Overlake should be able to accommodate:

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










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

Vision

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

- **Overlake Village**

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

- **Employment Area**

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

- **Residential Area**

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

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

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

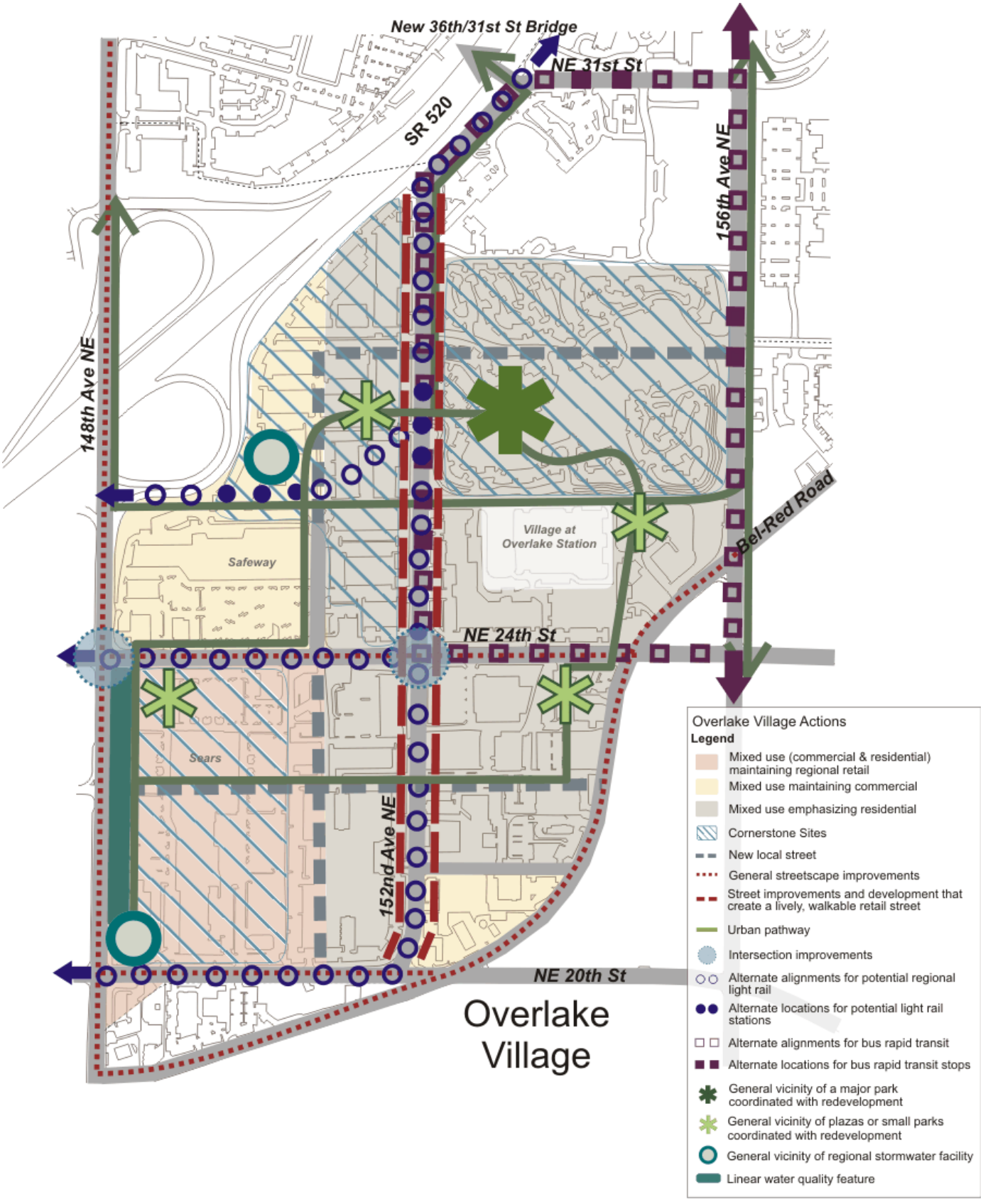
With the year 2030 as our target, the Overlake Neighborhood Plan envisions a vibrant neighborhood that successfully accommodates housing and employment growth, parks and open spaces, improved pedestrian, bike, and vehicle circulation, as well as a transit system. The Overlake Village, Employment, and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

Strategies for Action

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

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

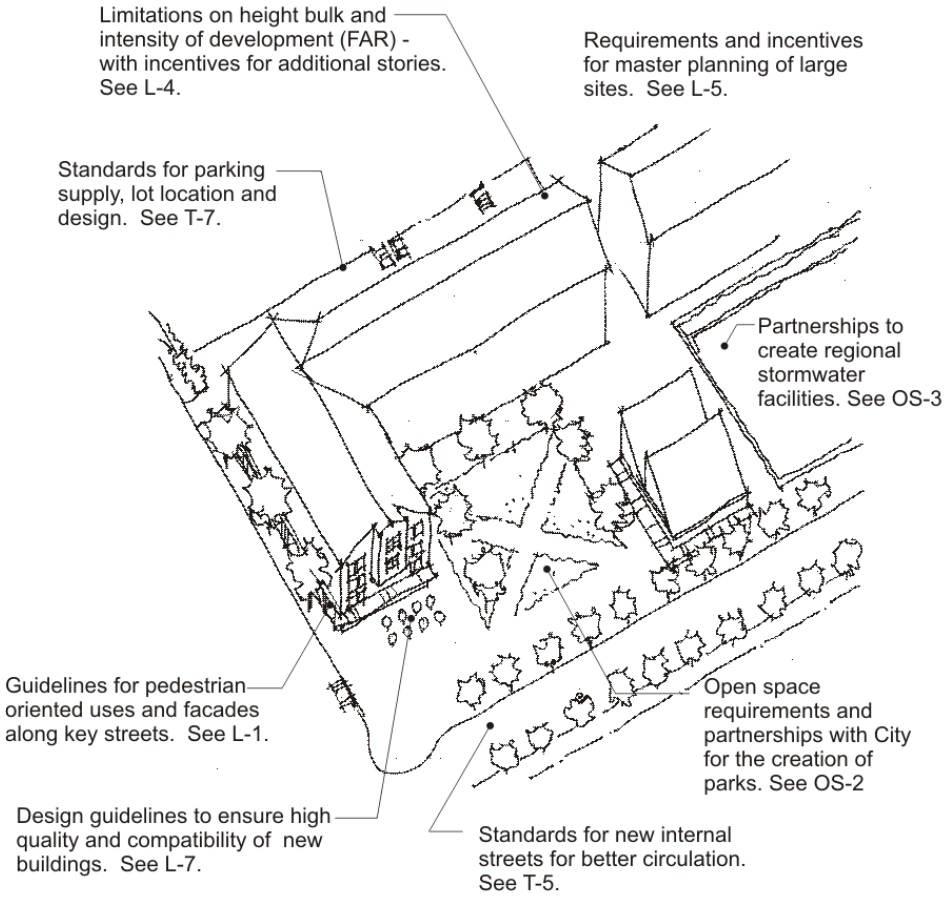
A walkable mixed-use center with great pedestrian spaces is envisioned for Overlake Village.


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

Land Use and Development

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

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



Overlake Village

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

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

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

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

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

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

"Greener", Sustainable Growth

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

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

L-4 Tailor the Incentive Program Offered in Overlake Village

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

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

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

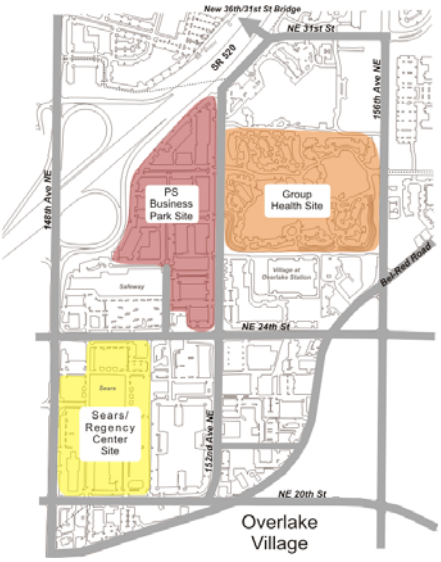
The incentive program also allows a wider range of commercial uses as a bonus for provision of certain public amenities. The incentives associated with these amenities are discussed in more detail in proposed updates to Redmond's Community Development Guide for Overlake

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

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

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

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



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

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

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

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

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

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

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

Create a place where people want to live.

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

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

L-7 Revise development standards and establish design guidelines

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

Employment Area

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

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

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

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

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

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

Residential Area

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

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

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

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

Neighborhood Wide

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

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

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

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

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

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

Create a sense of place.

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

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

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

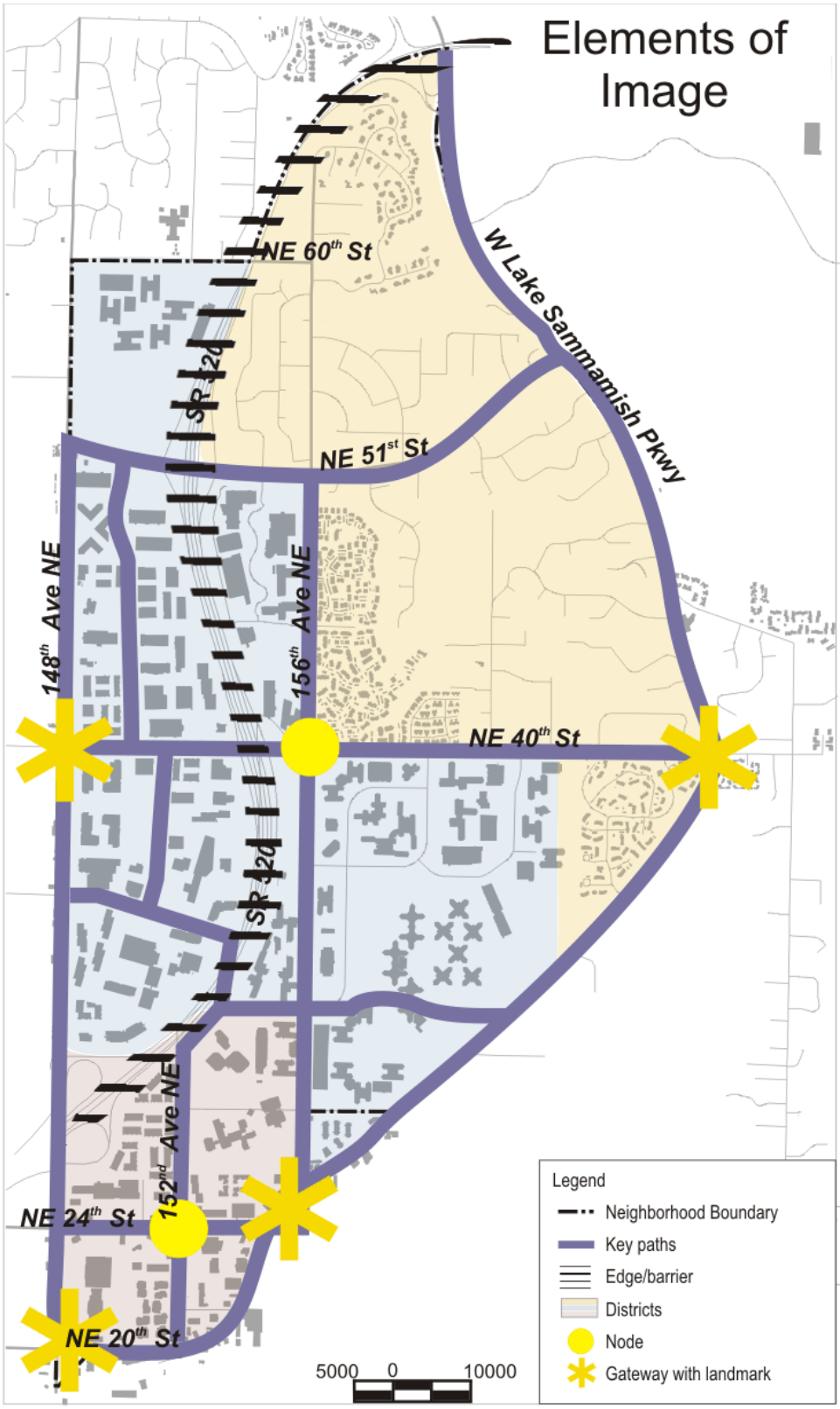


Image of the City

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

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

Transportation

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

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

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

Make Connections

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

The Master Plan addresses congestion and makes connections by:

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


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

T-1 Improve connections for non-motorized travel

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

- Fill in gaps in sidewalk system throughout the neighborhood
- Add and improve bike lanes throughout the neighborhood
- Build select multi-use pathways throughout the neighborhood; focus particularly on providing pathways that connect to transit stations and/or 152nd Avenue NE
- Add mid-block crossing with in-pavement lighting at key locations
- Add signalized mid-block crossings at key locations
- Consider grade separated overpasses at key locations

T-2 Improve the street environment for pedestrians

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

Example of a multi-use pathway

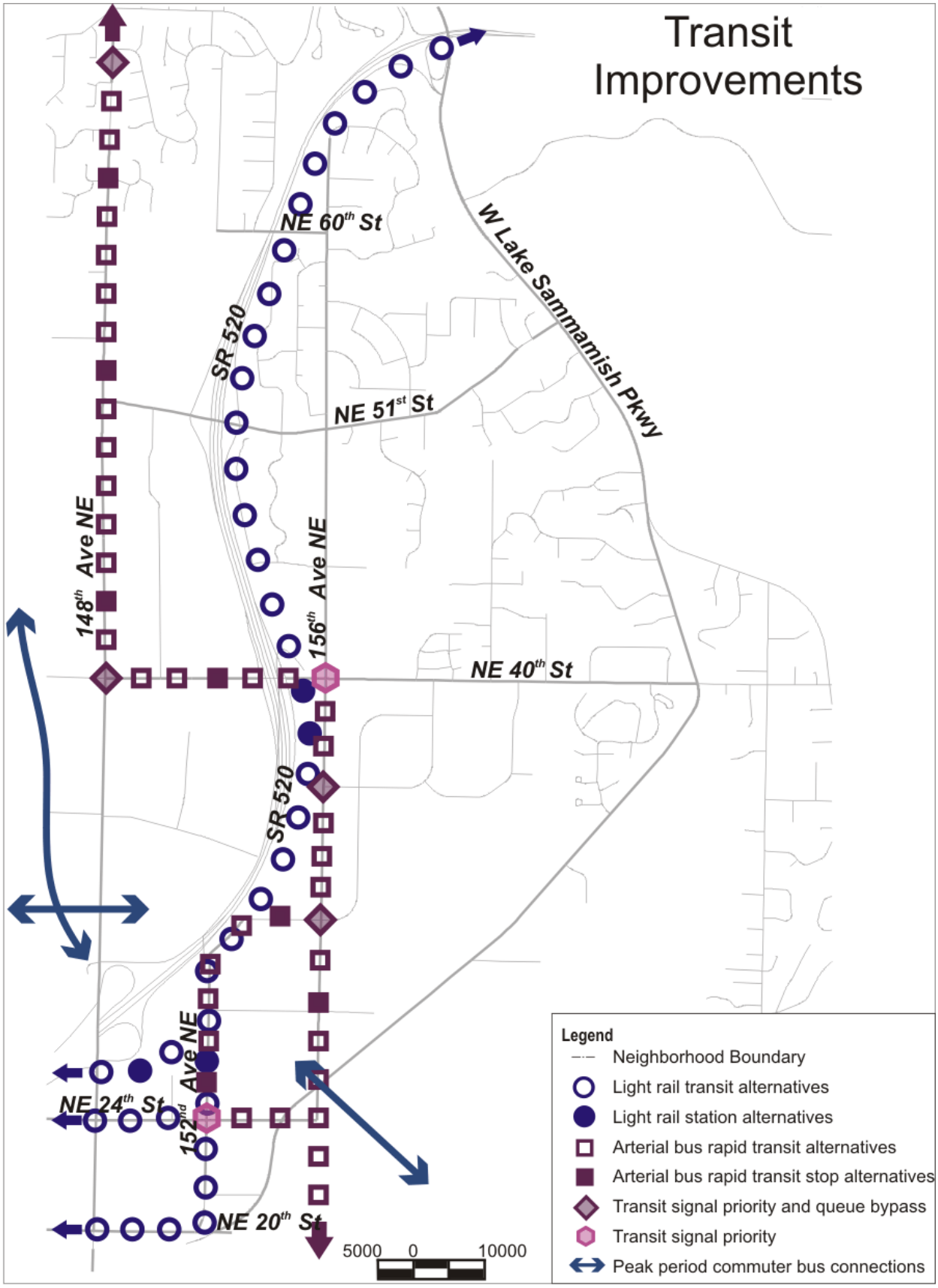
Example of multi-use pathway

Example of pedestrian-oriented street

Example of pedestrian-oriented street

T-3 Improve streetscape on 152nd Avenue NE

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


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

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

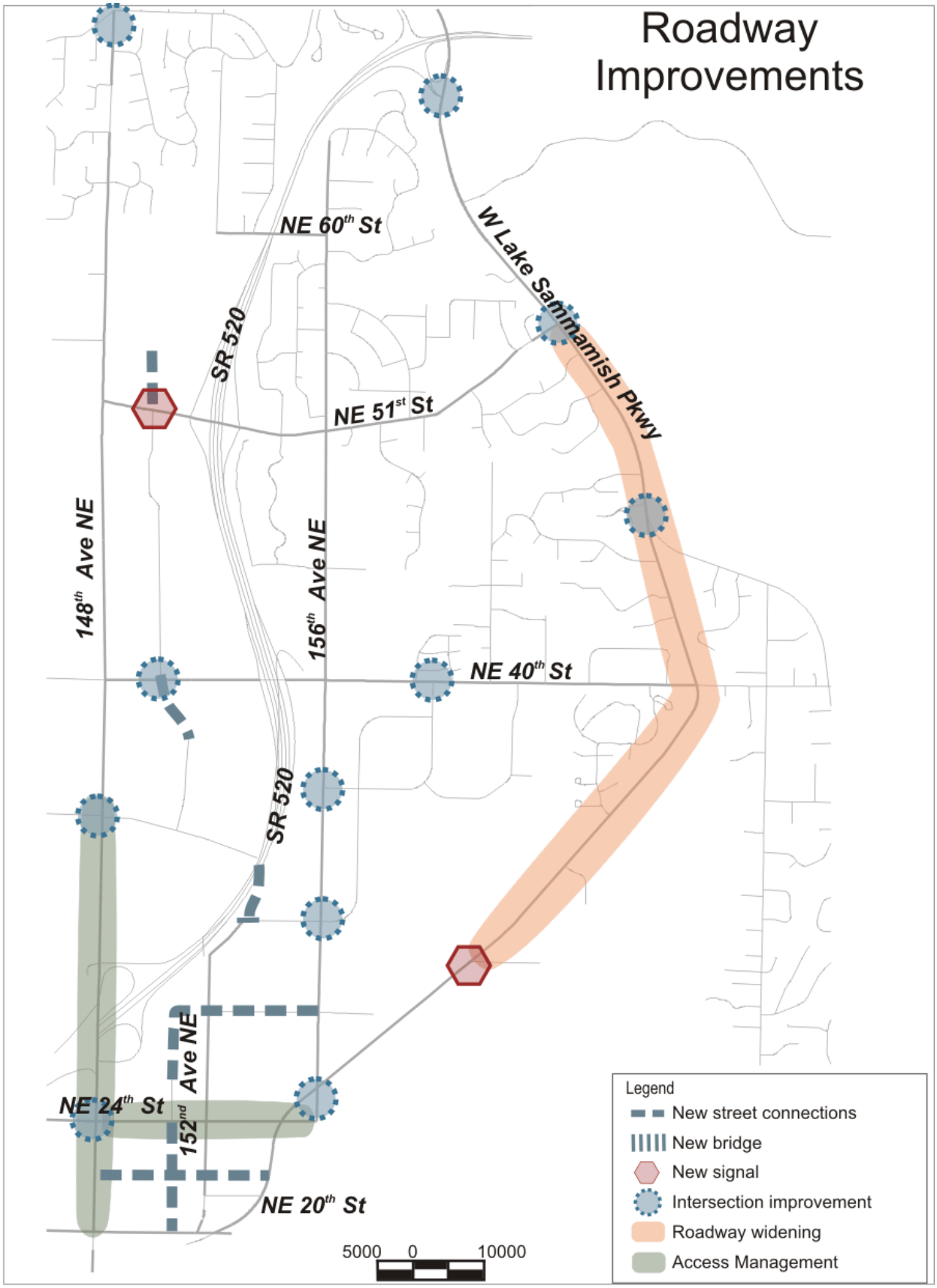
Future development as envisioned in Overlake depends on coordinated improvements to regional and local transit service. King County Metro's Bus Rapid Transit (BRT) and Sound Transit's Light Rail Service in the Overlake Village would provide vital connections for the neighborhood core and its residents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

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

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

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

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


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

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

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

T-6 Accommodate regional through-traffic

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

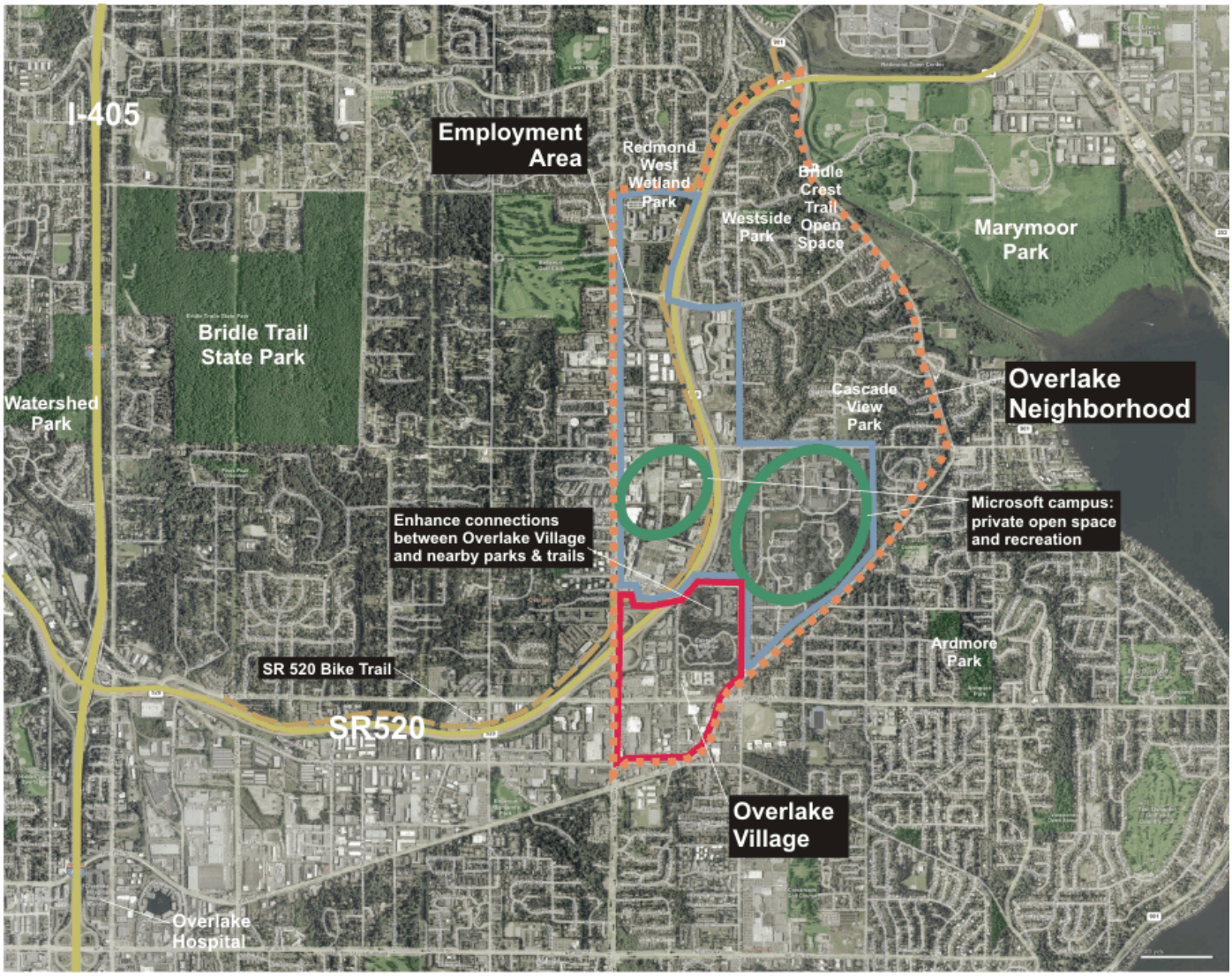
- Intersection improvements to facilitate turning
- Widening the street in certain locations
- Reconfiguring the street design
- Implementing more stringent access management

T-7 Create a parking management program within Overlake Neighborhood

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

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

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



Open Space & Public Amenities

Overlake benefits from having a number of quality open spaces within and in close proximity to the neighborhood, including Marymoor Park, Bridle Trails State Park, and the SR 520 Bike Path. Parks and recreation facilities within the neighborhood include Cascade View and Westside Neighborhood Parks, Redmond West Wetland Park, and the Bridle Crest Trail. Access and connections to these parks, however, need to be improved in order to better serve the residents and workers in Overlake. As the population of Overlake continues to grow, it will also be necessary to ensure that the number of parks and open spaces within the neighborhood's borders grow at a similar rate. Within Overlake Village, it will be especially important to add parks and open space.

Neighborhood Wide

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

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

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

Trail connections could be provided in stream buffers where appropriate. Where sidewalks provide linkages between parks, open spaces and recreational opportunities, wayfinding should be improved to make these connections more navigable.

Create a system of connected open spaces

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

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

OS-2 Encourage the use of native and drought resistant plants when designing plantings in open space to reduce irrigation requirements and conserve water.
Plants native to the northwest are accustomed to this area's dry summers and wet winters and therefore require less watering in the summer. They also provide important habitat.

OS-3 Encourage the use of bioretention features as a stormwater management technique and as an aesthetic amenity when designing open spaces.

OS-4 Ensure quality of public and private open spaces.
Establish design standards for open spaces provided as part of private development to ensure that they are safe and meet public objectives.

OS-5 Monitor the need for civic facilities such as a future community center that is accessible to the entire neighborhood.
A community center could be an important community amenity that would help improve the livability of the entire neighborhood. When considering the potential for a community center, the City should consider including space for the relocation of the Overlake police substation or other needed City services.

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

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

Employment Area

OS-6 Pursue opportunities to provide special use parks in the Employment Area, as identified in the PRO Plan.

OS-7 Support the development of private open spaces and recreation opportunities in the Employment Area.
Work with businesses in the Employment Area to provide open space and recreational opportunities to employees. Large corporations with campuses in this area provide a unique opportunity to incorporate a variety of open spaces.


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

OS-8 Coordinate new open spaces with new development in Overlake Village.

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

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

Example of a major park

Example of a small park

Example of retail plaza

- Reduction in stormwater

system development fees

OS-9 Develop regional stormwater facilities in the Overlake Village

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

OS-10 Create a Low Impact Development (LID) incentive program for Overlake Village.

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

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

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

- Reduced permit review time
- Public recognition
- Flexibility in bulk, dimensional, and height restrictions

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

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

Implementation

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

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

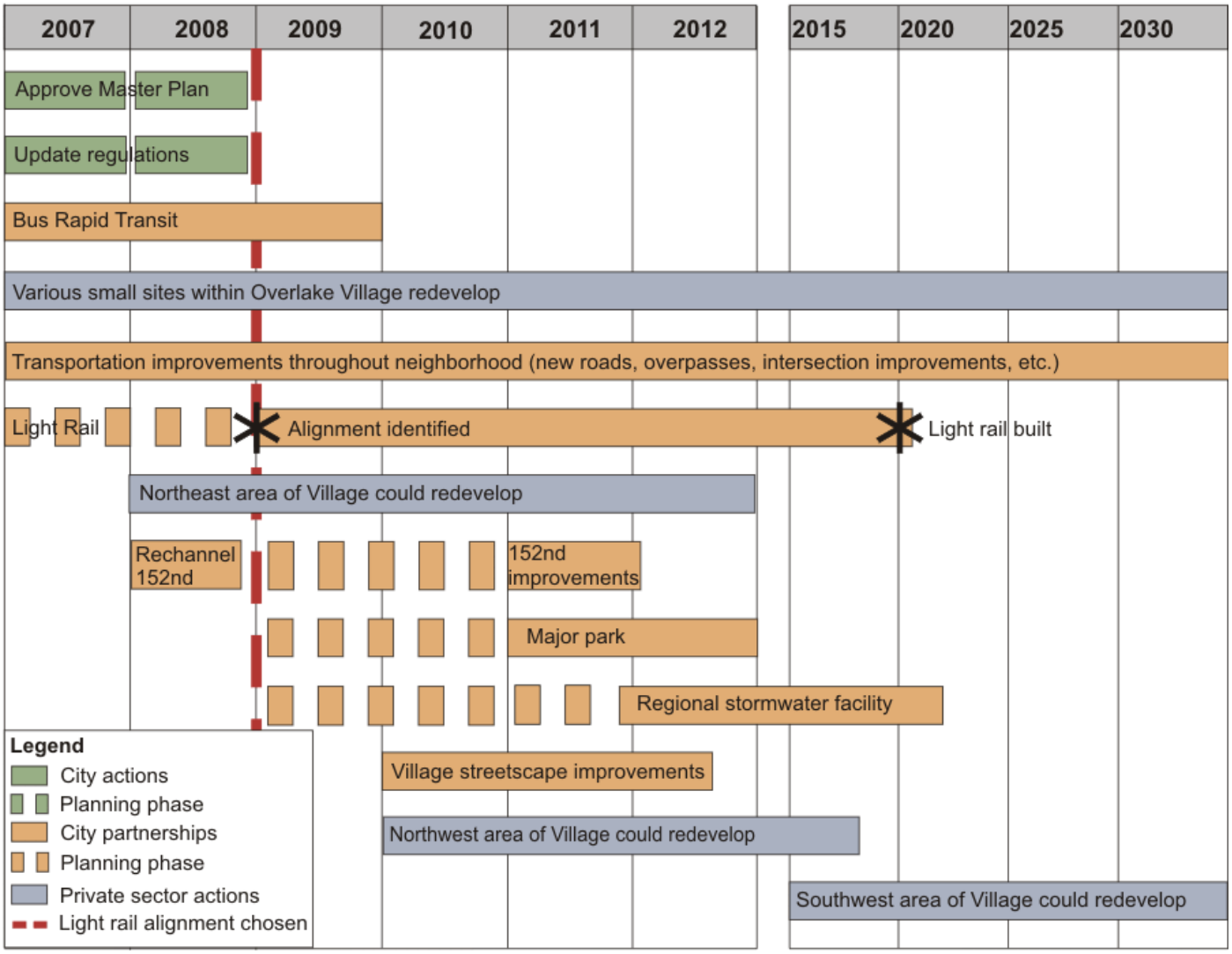
2. An integrated system of regulations and incentives will be necessary to guide development in ways that meet the community's vision.
   - Large sites present opportunities that can best be realized through master planning.
   - Regulations must address the mix of uses desired in the area or else the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

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

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

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

Interrelationships Among Key Actions for Overlake Village



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

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

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

Ordinances and Council Actions

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

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

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

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

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

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

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

Studies and Plans

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

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

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

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

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

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

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

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

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

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

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

Project Development, including major construction projects

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Projects by Others

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

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

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

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

Action Plan Schedule Summary and Timetable

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

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

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

Appendix D

City of Redmond 2030 No Action and Action Land Use Alternatives – Revised

Appendix D									
CITY OF REDMOND									
2030 No Action Land Use Alternative									
Zone	Neigh	Residential Units			Commercial Square Feet				Hotel Rooms
TAZ	NC	SF	MF	Total	RETAIL	OFFICE	INDUSTRIAL	Total	HOTEL
326	DT	0	222	222	0	0	0	0	0
327	DT	0	47	47	114,188	0	0	114,188	0
328	DT	0	111	111	124,455	6,935	0	131,390	0
329	DT	0	0	0	0	162,331	0	162,331	0
330	DT	0	106	106	50,955	0	0	50,955	0
331	DT	0	83	83	34,659	79,573	0	114,231	0
332	DT	0	161	161	11,386	8,728	0	20,113	0
333	DT	0	60	60	5,938	349,276	0	355,214	0
334	DT	0	268	268	25,002	61,196	0	86,198	0
335	DT	0	213	213	18,105	75,684	0	93,789	0
336	DT	0	344	344	18,334	51,620	9,875	79,829	0
337	DT	0	203	203	61,952	27,413	0	89,365	0
338	DT	0	197	197	0	0	0	0	0
339	DT	0	108	108	79,536	10,636	0	90,172	0
340	DT	0	112	112	113,495	0	0	113,495	0
341	DT	0	120	120	42,299	23,831	0	66,131	0
342	DT	0	370	370	67,154	63,328	0	130,482	0
343	DT	0	139	139	64,596	41,766	0	106,362	0
344	DT	0	13	13	0	0	0	0	0
345	DT	0	13	13	0	27,714	0	27,714	0
346	DT	0	100	100	59,082	25,290	8,372	92,744	0
347	DT	0	25	25	62,380	27,854	0	90,234	0
348	DT	0	8	8	26,084	11,097	0	37,181	0
349	DT	0	18	18	24,426	25,723	0	50,148	0
350	DT	0	38	38	68,683	21,775	0	90,457	0
351	DT	0	43	43	15,128	127,475	0	142,603	0
352	DT	0	333	333	11,340	4,281	1,002	16,624	0
353	DT	0	9	9	27,244	6,308	2,098	35,649	0
354	DT	0	11	11	14,075	5,236	0	19,311	0
355	DT	0	58	58	95,343	54,512	0	149,854	0
356	DT	0	14	14	23,469	13,324	0	36,794	0
357	DT	0	37	37	79,178	13,725	0	92,904	0
358	DT	0	23	23	59,331	30,672	0	90,003	0
359	DT	0	252	252	34,000	466,198	0	500,198	161
360	DT	0	44	44	90,386	50,365	46,759	187,510	0
361	DT	0	226	226	34,234	29,283	20,995	84,511	0
362	DT	0	0	0	1,530	0	16,976	18,506	0
363	DT	0	7	7	31,141	7,691	9,982	48,813	0
364	DT	0	58	58	109,320	8,256	0	117,576	0
365	DT	0	119	119	269,971	0	1,370	271,341	0
366	DT	0	53	53	93,962	0	0	93,962	0
367	GL	0	141	141	0	0	0	0	0
368	GL	0	80	80	0	0	0	0	0
369	DT	0	96	96	27,500	337,928	0	365,428	0
370	DT	0	224	224	90,537	0	0	90,537	0
371	OV	0	0	0	352,906	0	36,129	389,035	0
372	OV	0	38	38	243,388	122,210	11,100	376,698	187
373	OV	0	793	793	244,793	385,978	0	630,771	0
374	OV	0	1,312	1,312	169,679	963,188	179,008	1,311,875	0

Appendix D									
CITY OF REDMOND									
2030 No Action Land Use Alternative									
Zone	Neigh	Residential Units			Commercial Square Feet				Hotel Rooms
TAZ	NC	SF	MF	Total	RETAIL	OFFICE	INDUSTRIAL	Total	HOTEL
375	OV	0	0	0	0	522,911	0	522,911	0
376	OV	0	0	0	9,929	1,062,920	193,171	1,266,020	0
377	OV	0	0	0	13,469	1,811,241	293,124	2,117,834	0
378	OV	0	0	0	0	571,595	0	571,595	0
379	OV	0	0	0	0	4,380,129	0	4,380,129	0
380	OV	0	450	450	0	0	0	0	0
381	OV	0	330	330	62,984	1,470,104	384,044	1,917,132	0
382	OV	0	0	0	0	1,546,013	34,322	1,580,335	0
383	OV	157	967	1,124	0	0	0	0	0
384	OV	526	0	526	0	0	0	0	0
385	OV	0	0	0	0	1,345,711	0	1,345,711	0
386	OV	262	0	262	0	0	0	0	0
387	GL	389	0	389	0	0	0	0	0
388	GL	303	600	903	0	0	0	0	0
389	GL	460	68	528	2,400	0	0	2,400	0
390	GL	459	0	459	0	0	0	0	0
391	GL	8	708	716	0	0	0	0	0
392	GL	51	0	51	0	0	0	0	0
393	GL	682	102	784	9,401	0	0	9,401	0
394	WL	231	0	231	0	0	0	0	0
395	WL	5	0	5	0	88,462	184,708	273,170	0
396	SV	0	248	248	0	259,955	127,358	387,312	0
397	SV	0	0	0	0	0	42,943	42,943	0
398	WL	0	0	0	0	656,308	702,605	1,358,913	0
399	SV	1	0	1	0	0	0	0	0
401	SV	20	682	702	0	0	0	0	0
402	SV	187	137	324	0	0	0	0	0
403	SV	13	0	13	0	0	0	0	0
410	NR	676	0	676	0	0	0	0	0
411	EH	475	0	475	0	0	0	0	0
412	EH	321	0	321	0	0	0	0	0
413	EH	336	0	336	0	0	0	0	0
414	EH	394	354	748	0	0	0	0	0
415	EH	297	802	1,099	0	0	0	0	0
416	EH	85	799	884	0	0	0	0	0
417	SE	0	0	0	0	0	0	0	0
418	OV (VP)	156	669	825	0	0	0	0	0
419	OV (VP)	491	269	760	0	0	0	0	0
420	OV (VP)	347	0	347	0	0	0	0	0
421	SE	4	0	4	163,177	179,605	1,345,192	1,687,974	139
422	SE	0	0	0	478,556	50,213	37,954	566,722	0
423	SE	70	437	507	21,432	5,395	0	26,826	0
424	SE	0	33	33	3,400	100,352	884,177	987,929	0
425	SE	0	0	0	0	285,211	1,068,814	1,354,025	0
426	SE	138	947	1,085	0	0	0	0	0
427	SE	552	507	1,059	0	0	0	0	0
428	SE	0	0	0	1,000	110,684	926,385	1,038,069	0
429	SE	0	0	0	0	565,814	799,004	1,364,818	0
430	BC	1	0	1	0	478,626	209,599	688,225	0

Appendix D									
CITY OF REDMOND									
2030 No Action Land Use Alternative									
Zone	Neigh	Residential Units			Commercial Square Feet				Hotel Rooms
TAZ	NC	SF	MF	Total	RETAIL	OFFICE	INDUSTRIAL	Total	HOTEL
431	BC	142	224	366	0	0	0	0	0
432	BC	13	0	13	0	0	0	0	0
433	BC	22	0	22	0	0	0	0	0
439	BC	36	239	275	0	0	0	0	0
444	NR	294	0	294	0	0	0	0	0
445	WL	13	0	13	0	759,069	381,867	1,140,936	0
576	SV	0	0	0	0	53,062	2,036,658	2,089,720	0
577	EH	5	208	213	0	0	0	0	0
578	EH	512	16	527	0	0	0	0	0
579	EH	40	233	273	0	0	0	0	0
580	DT	0	24	24	9,449	17,344	0	26,793	0
581	EH	252	79	331	0	0	0	0	0
582	BC	0	0	0	23,236	132,152	91,257	246,645	0
583	SE	0	0	0	6,953	119,819	194,033	320,806	0
584	EH	203	0	203	0	0	0	0	0
585	EH	204	0	204	0	0	0	0	0
586	EH	126	0	126	0	0	0	0	0
587	EH	346	0	346	0	0	0	0	0
588	EH	139	0	139	0	0	0	0	0
589	SV	0	0	0	0	158,559	629,809	788,368	0
590	WL	0	807	807	25,728	0	0	25,728	0
591	WL	470	0	470	0	0	0	0	0
592	WL	245	0	245	0	0	0	0	0
593	WL	0	115	115	0	178,196	115,486	293,682	0
594	DT	0	4	4	11,230	0	0	11,230	0
595	NR	87	0	87	0	0	0	0	0
596	SV	0	0	0	0	0	0	0	0
597	NR	62	0	62	7,717	0	0	7,717	0
598	NR	156	0	156	0	0	0	0	0
599	NR	445	0	445	0	0	0	0	0
600	NR	195	0	195	0	0	0	0	0
601	EH	0	288	288	32,000	27,002	0	59,002	0
602	EH	27	90	117	0	0	0	0	0
603	EH	153	0	153	0	0	0	0	0
604	WL	321	0	321	0	0	0	0	0
605	WL	0	0	0	0	40,659	94,870	135,529	0
606	WL	0	0	0	26,027	13,201	302,957	342,185	0
607	WL	105	144	249	0	0	0	0	0
608	EH	125	0	125	0	0	0	0	0
609	OV (VP)	362	0	362	0	0	0	0	0
610	OV (VP)	145	0	145	0	0	0	0	0
611	OV (VP)	437	0	437	0	0	0	0	0
612	BC	0	0	0	0	0	343,844	343,844	0
613	EH	16	941	957	0	0	0	0	0
614	NR	72	0	72	0	0	0	0	0
615	EH	0	0	0	0	0	0	0	0
616	WL	0	0	0	0	111,936	127,183	239,119	0
617	EH	50	3	53	0	0	0	0	0
618	GL	1	180	181	15,300	0	0	15,300	0

Appendix D									
CITY OF REDMOND									
2030 No Action Land Use Alternative									
Zone	Neigh	Residential Units			Commercial Square Feet				Hotel Rooms
TAZ	NC	SF	MF	Total	RETAIL	OFFICE	INDUSTRIAL	Total	HOTEL
619	OV	154	0	154	0	0	0	0	0
620	OV	267	0	267	0	0	0	0	0
621	DT	0	41	41	0	60,350	0	60,350	442
622	DT	0	132	132	159,020	50,890	0	209,910	0
623	DT	0	256	256	174,900	64,000	0	238,900	0
624	DT	0	178	178	87,162	0	0	87,162	0
625	DT	0	430	430	167,980	211,243	0	379,223	0
626	DT	0	71	71	0	296,000	0	296,000	0
		14,341	20,859	35,199	4,703,615	21,513,129	11,895,029	38,111,774	929

Appendix D									
CITY OF REDMOND									
2030 Action Land Use Alternative									
Zone	Neigh	Residential Units			Commercial Square Feet				Hotel Rooms
TAZ	NC	SF	MF	Total	RETAIL	OFFICE	INDUSTRIAL	Total	HOTEL
326	DT	0	222	222	0	0	0	0	0
327	DT	0	47	47	114,188	0	0	114,188	0
328	DT	0	111	111	124,455	6,935	0	131,390	0
329	DT	0	0	0	0	162,331	0	162,331	0
330	DT	0	106	106	50,955	0	0	50,955	0
331	DT	0	83	83	34,659	79,573	0	114,231	0
332	DT	0	161	161	11,386	8,728	0	20,113	0
333	DT	0	60	60	5,938	349,276	0	355,214	0
334	DT	0	268	268	25,002	61,196	0	86,198	0
335	DT	0	213	213	18,105	75,684	0	93,789	0
336	DT	0	344	344	18,334	51,620	9,875	79,829	0
337	DT	0	203	203	61,952	27,413	0	89,365	0
338	DT	0	197	197	0	0	0	0	0
339	DT	0	108	108	79,536	10,636	0	90,172	0
340	DT	0	112	112	113,495	0	0	113,495	0
341	DT	0	120	120	42,299	23,831	0	66,131	0
342	DT	0	370	370	67,154	63,328	0	130,482	0
343	DT	0	139	139	64,596	41,766	0	106,362	0
344	DT	0	13	13	0	0	0	0	0
345	DT	0	13	13	0	27,714	0	27,714	0
346	DT	0	100	100	59,082	25,290	8,372	92,744	0
347	DT	0	25	25	62,380	27,854	0	90,234	0
348	DT	0	8	8	26,084	11,097	0	37,181	0
349	DT	0	18	18	24,426	25,723	0	50,148	0
350	DT	0	38	38	68,683	21,775	0	90,457	0
351	DT	0	43	43	15,128	127,475	0	142,603	0
352	DT	0	333	333	11,340	4,281	1,002	16,624	0
353	DT	0	9	9	27,244	6,308	2,098	35,649	0
354	DT	0	11	11	14,075	5,236	0	19,311	0
355	DT	0	58	58	95,343	54,512	0	149,854	0
356	DT	0	14	14	23,469	13,324	0	36,794	0
357	DT	0	37	37	79,178	13,725	0	92,904	0
358	DT	0	23	23	59,331	30,672	0	90,003	0
359	DT	0	252	252	34,000	466,198	0	500,198	161
360	DT	0	44	44	90,386	50,365	46,759	187,510	0
361	DT	0	226	226	34,234	29,283	20,995	84,511	0
362	DT	0	0	0	1,530	0	16,976	18,506	0
363	DT	0	7	7	31,141	7,691	9,982	48,813	0
364	DT	0	58	58	109,320	8,256	0	117,576	0
365	DT	0	119	119	269,971	0	1,370	271,341	0
366	DT	0	53	53	93,962	0	0	93,962	0
367	GL	0	141	141	0	0	0	0	0
368	GL	0	80	80	0	0	0	0	0
369	DT	0	96	96	27,500	337,928	0	365,428	0
370	DT	0	224	224	90,537	0	0	90,537	0
371	OV	0	296	296	360,261	63,575	0	423,836	0
372	OV	0	629	629	341,600	159,402	0	501,002	187
373	OV	0	1,767	1,767	158,862	429,124	0	587,986	0

Appendix D									
CITY OF REDMOND									
2030 Action Land Use Alternative									
Zone	Neigh	Residential Units			Commercial Square Feet				Hotel Rooms
TAZ	NC	SF	MF	Total	RETAIL	OFFICE	INDUSTRIAL	Total	HOTEL
374	OV	0	2,296	2,296	252,646	1,484,080	0	1,736,726	200
375	OV	0	0	0	0	844,233	0	844,233	0
376	OV	0	0	0	0	1,451,994	0	1,451,994	145
377	OV	0	0	0	25,000	2,191,542	0	2,216,542	0
378	OV	0	316	316	0	571,595	0	571,595	0
379	OV	0	0	0	0	5,658,757	0	5,658,757	0
380	OV	0	450	450	0	0	0	0	0
381	OV	0	330	330	37,330	2,615,831	0	2,653,161	0
382	OV	0	0	0	0	1,523,446	0	1,523,446	0
383	OV	157	967	1,124	0	0	0	0	0
384	OV	526	0	526	0	0	0	0	0
385	OV	0	332	332	25,780	1,781,073	0	1,806,853	0
386	OV	262	0	262	0	0	0	0	0
387	GL	389	0	389	0	0	0	0	0
388	GL	303	600	903	0	0	0	0	0
389	GL	460	68	528	2,400	0	0	2,400	0
390	GL	459	0	459	0	0	0	0	0
391	GL	8	708	716	0	0	0	0	0
392	GL	51	0	51	0	0	0	0	0
393	GL	682	102	784	9,401	0	0	9,401	0
394	WL	231	0	231	0	0	0	0	0
395	WL	5	0	5	0	88,462	184,708	273,170	0
396	SV	0	248	248	0	259,955	127,358	387,312	0
397	SV	0	0	0	0	0	42,943	42,943	0
398	WL	0	0	0	0	656,308	702,605	1,358,913	0
399	SV	1	0	1	0	0	0	0	0
401	SV	20	682	702	0	0	0	0	0
402	SV	187	137	324	0	0	0	0	0
403	SV	13	0	13	0	0	0	0	0
410	NR	676	0	676	0	0	0	0	0
411	EH	475	0	475	0	0	0	0	0
412	EH	321	0	321	0	0	0	0	0
413	EH	336	0	336	0	0	0	0	0
414	EH	394	354	748	0	0	0	0	0
415	EH	297	802	1,099	0	0	0	0	0
416	EH	85	799	884	0	0	0	0	0
417	SE	0	0	0	0	0	0	0	0
418	OV (VP)	156	669	825	0	0	0	0	0
419	OV (VP)	491	269	760	0	0	0	0	0
420	OV (VP)	347	0	347	0	0	0	0	0
421	SE	4	0	4	163,177	179,605	1,345,192	1,687,974	139
422	SE	0	0	0	478,556	50,213	37,954	566,722	0
423	SE	70	437	507	21,432	5,395	0	26,826	0
424	SE	0	33	33	3,400	100,352	884,177	987,929	0
425	SE	0	0	0	0	285,211	1,068,814	1,354,025	0
426	SE	138	947	1,085	0	0	0	0	0
427	SE	552	507	1,059	0	0	0	0	0
428	SE	0	0	0	1,000	110,684	926,385	1,038,069	0

Appendix D									
CITY OF REDMOND									
2030 Action Land Use Alternative									
Zone	Neigh	Residential Units			Commercial Square Feet				Hotel Rooms
TAZ	NC	SF	MF	Total	RETAIL	OFFICE	INDUSTRIAL	Total	HOTEL
429	SE	0	0	0	0	565,814	799,004	1,364,818	0
430	BC	1	0	1	0	478,626	209,599	688,225	0
431	BC	142	224	366	0	0	0	0	0
432	BC	13	0	13	0	0	0	0	0
433	BC	22	0	22	0	0	0	0	0
439	BC	36	239	275	0	0	0	0	0
444	NR	294	0	294	0	0	0	0	0
445	WL	13	0	13	0	759,069	381,867	1,140,936	0
576	SV	0	0	0	0	53,062	2,036,658	2,089,720	0
577	EH	5	208	213	0	0	0	0	0
578	EH	512	16	527	0	0	0	0	0
579	EH	40	233	273	0	0	0	0	0
580	DT	0	24	24	9,449	17,344	0	26,793	0
581	EH	252	79	331	0	0	0	0	0
582	BC	0	0	0	23,236	132,152	91,257	246,645	0
583	SE	0	0	0	6,953	119,819	194,033	320,806	0
584	EH	203	0	203	0	0	0	0	0
585	EH	204	0	204	0	0	0	0	0
586	EH	126	0	126	0	0	0	0	0
587	EH	346	0	346	0	0	0	0	0
588	EH	139	0	139	0	0	0	0	0
589	SV	0	0	0	0	158,559	629,809	788,368	0
590	WL	0	807	807	25,728	0	0	25,728	0
591	WL	470	0	470	0	0	0	0	0
592	WL	245	0	245	0	0	0	0	0
593	WL	0	115	115	0	178,196	115,486	293,682	0
594	DT	0	4	4	11,230	0	0	11,230	0
595	NR	87	0	87	0	0	0	0	0
596	SV	0	0	0	0	0	0	0	0
597	NR	62	0	62	7,717	0	0	7,717	0
598	NR	156	0	156	0	0	0	0	0
599	NR	445	0	445	0	0	0	0	0
600	NR	195	0	195	0	0	0	0	0
601	EH	0	288	288	32,000	27,002	0	59,002	0
602	EH	27	90	117	0	0	0	0	0
603	EH	153	0	153	0	0	0	0	0
604	WL	321	0	321	0	0	0	0	0
605	WL	0	0	0	0	40,659	94,870	135,529	0
606	WL	0	0	0	26,027	13,201	302,957	342,185	0
607	WL	105	144	249	0	0	0	0	0
608	EH	125	0	125	0	0	0	0	0
609	OV (VP)	362	0	362	0	0	0	0	0
610	OV (VP)	145	0	145	0	0	0	0	0
611	OV (VP)	437	0	437	0	0	0	0	0
612	BC	0	0	0	0	0	343,844	343,844	0
613	EH	16	941	957	0	0	0	0	0
614	NR	72	0	72	0	0	0	0	0
615	EH	0	0	0	0	0	0	0	0

Appendix D									
CITY OF REDMOND									
2030 Action Land Use Alternative									
Zone	Neigh	Residential Units			Commercial Square Feet				Hotel Rooms
TAZ	NC	SF	MF	Total	RETAIL	OFFICE	INDUSTRIAL	Total	HOTEL
616	WL	0	0	0	0	111,936	127,183	239,119	0
617	EH	50	3	53	0	0	0	0	0
618	GL	1	180	181	15,300	0	0	15,300	0
619	OV	154	0	154	0	0	0	0	0
620	OV	267	0	267	0	0	0	0	0
621	DT	0	41	41	0	60,350	0	60,350	442
622	DT	0	132	132	159,020	50,890	0	209,910	0
623	DT	0	256	256	174,900	64,000	0	238,900	0
624	DT	0	178	178	87,162	0	0	87,162	0
625	DT	0	430	430	167,980	211,243	0	379,223	0
626	DT	0	71	71	0	296,000	0	296,000	0
		14,341	24,352	38,693	4,807,946	26,105,781	10,764,131	41,677,859	1,274

Appendix E

Transportation Methodology,
Supplemental Information on Existing Conditions
And Transportation Projects under the No Action and Action Alternatives – Revised

Methodology

EXISTING AND FUTURE TRAFFIC VOLUMES

Existing and future daily and peak-hour traffic volumes were provided for key arterial locations in the Overlake Neighborhood study area. Existing (2005) traffic volumes were provided by the cities of Bellevue and Redmond. Traffic volumes for the 2030 No Action and Action Alternatives were forecast using the Bellevue, Kirkland, and Redmond (BKR) Travel Demand Model. The BKR model includes planned land uses for the cities of Bellevue, Redmond, and Kirkland in 2030 and accounts for growth citywide and in surrounding areas, as well as the central Puget Sound Region.

To evaluate the alternatives, the land uses in Overlake in the BKR model were changed to reflect the different land use growth and transportation network assumptions associated with each alternative.

The following regional transportation network improvements were assumed to be implemented by 2030 under both the No Action and Action Alternatives:

- **I-405:** Provide one additional lane in each direction on I-405 through Downtown Bellevue and one additional lane north of NE 10th Street and south of NE 2nd Street. Provide two new half-interchanges at NE 2nd Street (to and from the south) and NE 10th Street (to and from the north). Provide grade-separated braided ramps between SR 520 and NE 8th Street to physically separate the entering and exiting vehicles and eliminate the existing weave; this improvement is known as the *I-405 Implementation Plan* (WSDOT, 2005).
- **SR 520:** Provide a six-lane, tolled facility across Lake Washington between I-5 and Bellevue Way (four general purpose lanes and two HOV lanes).

TRANSIT

As part of its recently adopted *ST2 Draft Package*, Sound Transit is proposing to extend the Central Link Light Rail Transit project from Seattle to Bellevue and Redmond via I-90 and Mercer Island—known as the East Link Project. However, it is still unclear when the LRT line would be built through Overlake. Therefore, the LRT line is not assumed in the No Action Alternative, but it is included in the Action Alternative. Since the BKR model includes the East Link LRT line in the 2030 base model, the East Link LRT line was removed from the No Action Alternative for the Overlake Neighborhood Plan (ONP) Update.

The BKR model has the ability to forecast changes in the number of transit riders and ridesharing persons (carpooling and vanpooling). This model within the BKR model is

referred to as the mode split model. When the performance of this model was examined for use in analysis of the ONP Update, it was found that the BKR's mode split model was not suitable to use for the trips traveling in and out of Overlake for the following reasons:

- The BKR model forecast of 9.3 percent is on the high side for the existing transit mode share, for the trips generated by and attracted to Overlake. The survey data for the area indicated that the existing transit mode share is in the range of 3 to 4 percent. On the other hand, the 2030 transit mode share of 15.1 percent might be acceptable, if extensive transit service to and from Overlake were implemented.
- The existing high occupancy vehicle (carpools and vanpools) mode share of 8.7 percent in the BKR model for Overlake is low, compared with survey data. The high occupancy vehicle mode share in the 2030 BKR model was forecast to decrease to 3.0 percent. It appeared that this figure was too low to be considered as a reasonable rideshare mode share for Overlake.

As the result of this analysis, a reasonable set of mode share percentages for transit and high occupancy vehicle modes were selected for the alternatives in Overlake. The mode shares derived from the BKR model were applied for the rest of the areas.

TYPE AND INTENSITY OF LAND USE

Trip generation is directly affected by the type and intensity of land use. Different types of land use, such as residential, office, retail, and industrial all have different propensities to generate trips. The intensity of development also causes variations in trip generation - the more building development per unit of land (floor area ratios), the higher the number of trips generated on a specific parcel of land. Even with equal floor area ratios and the same type of land use, the trip generation for a specific parcel can vary because of the number of employees that occupy a building. The number of employees that occupy a building can vary depending on the type of activity taking place in the building: the higher the number of employees, the higher the number of trips generated.

The BKR model builds in assumptions that tend to focus on averaging the variations described above. Input to the trip generation model is the square feet of floor space for different commercial land use types and the number of dwelling units for residential land uses. The amount of floor space is converted to numbers of employees by applying vacancy factors and the average number of employees per 1,000 square feet of floor space. The assumption made in the modeling process is that for a traffic analysis zone (TAZ), the average number of employees will fairly represent the mix in employment densities of the individual land use parcels.

Base Year Model (2005) Validation Effort

In July 2006, the City of Bellevue provided the City of Redmond the files that define the BKR model. These files represented, at the time, the baseline no action conditions for Bellevue's Bel-Red Corridor Study. Using the data files and EMME/2 software, the ONP Update consultant ran the following models:

- 2005 BKR base year model
- 2030 BKR model

SCREENLINE ANALYSIS

The ONP Update study established 9 screenlines in the Overlake area to validate the 2005 base year model. These screenlines are shown in **Figure E-1**. A series of traffic assignments on the BKR roadway network showed that:

- The traffic volumes assigned to the roadway network in Overlake by the BKR's 2005 base year model were significantly higher than those observed in the existing (2005) traffic counts.
- The vehicle trips generated by the existing land use in Overlake through the BKR model were higher by roughly 20 percent. It appears that high-tech businesses that dominate in Overlake seem to generate many fewer trips during a typical afternoon peak hour (between 4:30 and 5:30 PM) than general office use.

To reflect the reality that PM peak hour trip generation in Overlake is lower, a factor of 0.8 was applied to the 2005 vehicle trip table to the zones within Overlake, which reduced the BKR model's trip generation rates by 20 percent. **Table E-1** shows the traffic volumes from the BKR base year (2005) model with the existing counts at the screenlines with the initial run, and with the final run with the 20 percent trip reductions after making adjustments in the roadway network in Overlake.

Figure E-1. Screenlines for Overlake Modeling

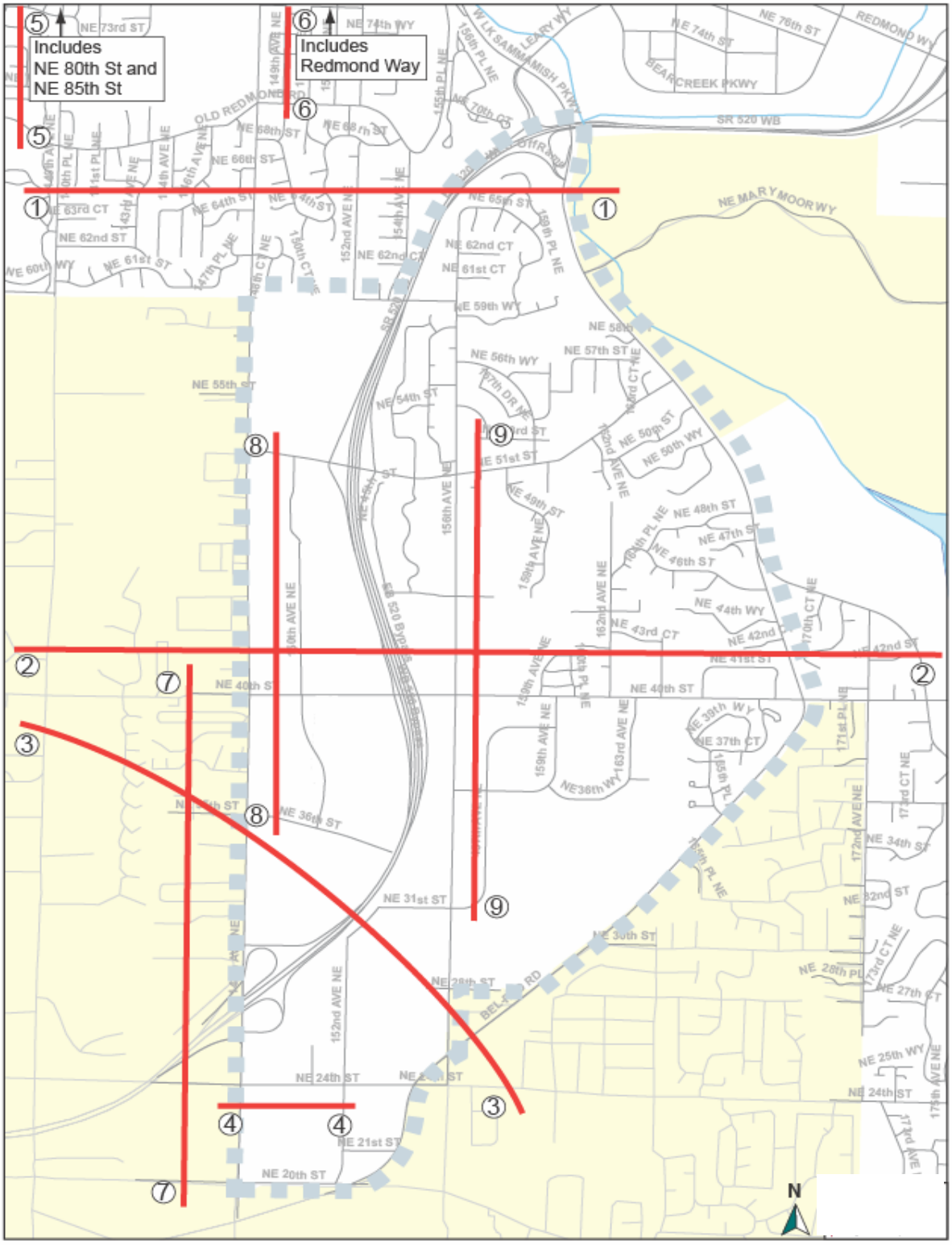


Table E-1. Comparisons of Model Volumes with Existing Counts at Overlake Area Screenlines (the Initial runs from the BKR and the Final run)

	Direction	Existing Counts	Model Volumes (Initial Run)	Ratio (Model Volumes/ Existing Counts)	Model Volumes (Final Run)	Difference Between Existing Counts and Model Volumes
Screenline 1	Northbound	8,424	11,400	1.35	9,557	+13%
	Southbound	5,427	6,811	1.26	6,238	+15%
Screenline 2	Northbound	7,181	10,936	1.52	7,413	+3%
	Southbound	5,664	7,804	1.38	5,309	-6%
Screenline 3	Northbound	7,499	9,736	1.30	8,053	+7%
	Southbound	7,860	8,347	1.06	7,566	-4%
Screenline 4	Northbound	1,496	1,676	1.12	1,432	-6%
	Southbound	2,073	1,722	0.83	1,669	-19%
Screenline 5	Eastbound	2,079	2,005	0.96	2,032	-2%
	Westbound	2,850	2,040	0.72	2,037	-29%
Screenline 6	Eastbound	1,921	1,808	0.94	1,703	-11%
	Westbound	1,456	1,093	0.75	1,102	-24%
Screenline 7	Eastbound	6,479	7,239	1.12	6,590	+2%
	Westbound	6,505	7,001	1.08	6,309	-3%
Screenline 8	Eastbound	1,063	1,868	1.76	1,624	+53%
	Westbound	2,224	1,926	0.87	1,568	-30%
Screenline 9	Eastbound	1,886	3,101	1.64	2,223	+18%
	Westbound	2,521	3,151	1.25	2,447	-3%

EXISTING MODE SHARES

The BKR model's existing mode shares for the trips generated in Overlake were examined. **Table E-2** shows the PM peak hour mode shares for Overlake in the BKR 2005 Base Year Model. For comparison purposes this table also shows the region-wide, PM peak period average mode shares in the PSRC 2000 regional model. Significant differences between the two models for the mode share figures were found. It should be noted that the BKR model is a one-hour model whereas the PSRC model is a peak-period (3-hour) model, although both model figures represent the region-wide mode share average.

Table E-2. BKR Model 2005 Base Year Mode Shares for Overlake, Compared with PSRC 2000 Regional Model Mode Shares

Mode	BKR Model - 2005 PM Peak Hour (Overlake Area Only)				PSRC Model - 2000 PM Peak Period (Puget Sound Region)			
	Person Trips	Percent	Vehicle Trips	Percent	Person Trips	Percent	Vehicle Trips	Percent
Drive Alone	24,316	81.98%	24,316	95.85%	1,519,742	56.17%	1,519,742	77.55%
HOV	2,582	8.71%	1,054	4.15%	1,066,531	39.42%	439,975	22.45%
Transit	2,761	9.31%			119,522	4.41%		
Total	29,659	100.00 %	25,370	100.00 %	2,705,795	100.00 %	1,959,717	100.00 %

SECOND BASE YEAR VALIDATION EFFORT

The base year model was revalidated in Overlake with a new vehicle trip table to make it more consistent with the observed mode-splits. The vehicle trip table was modified with the following mode share assumptions:

- Drive Alone: 84.5 percent of all person trips generated in Overlake
- High occupancy vehicle (HOV): 12.0 percent of all person trips generated in Overlake
- Transit: 3.5 percent of all person trips generated in Overlake

The new vehicle trip table, with the above mode share assumptions and the 20 percent vehicle trip reduction factor to the zones in Overlake was assigned to the 2005 roadway network. The resulting traffic volumes were compared against the existing traffic counts. **Table E-3** shows the revised validation results.

Table E-3. Validation Results with the Revised Mode Share Assumptions

	Direction	Existing Counts	Model Volumes	Difference between Existing Counts and Model Volumes
Screenline 1	Northbound	8,424	9,256	+1%
	Southbound	5,427	5,750	+6%
Screenline 2	Northbound	7,181	9,291	+29%
	Southbound	5,664	6,089	+8%
Screenline 3	Northbound	7,499	7,916	+10%
	Southbound	7,860	6,778	-7%
Screenline 4	Northbound	1,496	1,645	+1%
	Southbound	2,073	1,934	-7%
Screenline 5	Eastbound	2,079	1,966	-5%
	Westbound	2,850	1,978	-30%
Screenline 6	Eastbound	1,921	1,469	-24%
	Westbound	1,456	777	-46%
Screenline 7	Eastbound	6,479	6,200	-4%
	Westbound	6,505	5,731	-12%
Screenline 8	Eastbound	1,063	1,130	+6%
	Westbound	2,224	1,396	-37%
Screenline 9	Eastbound	1,886	2,122	+13%
	Westbound	2,521	2,563	+2%

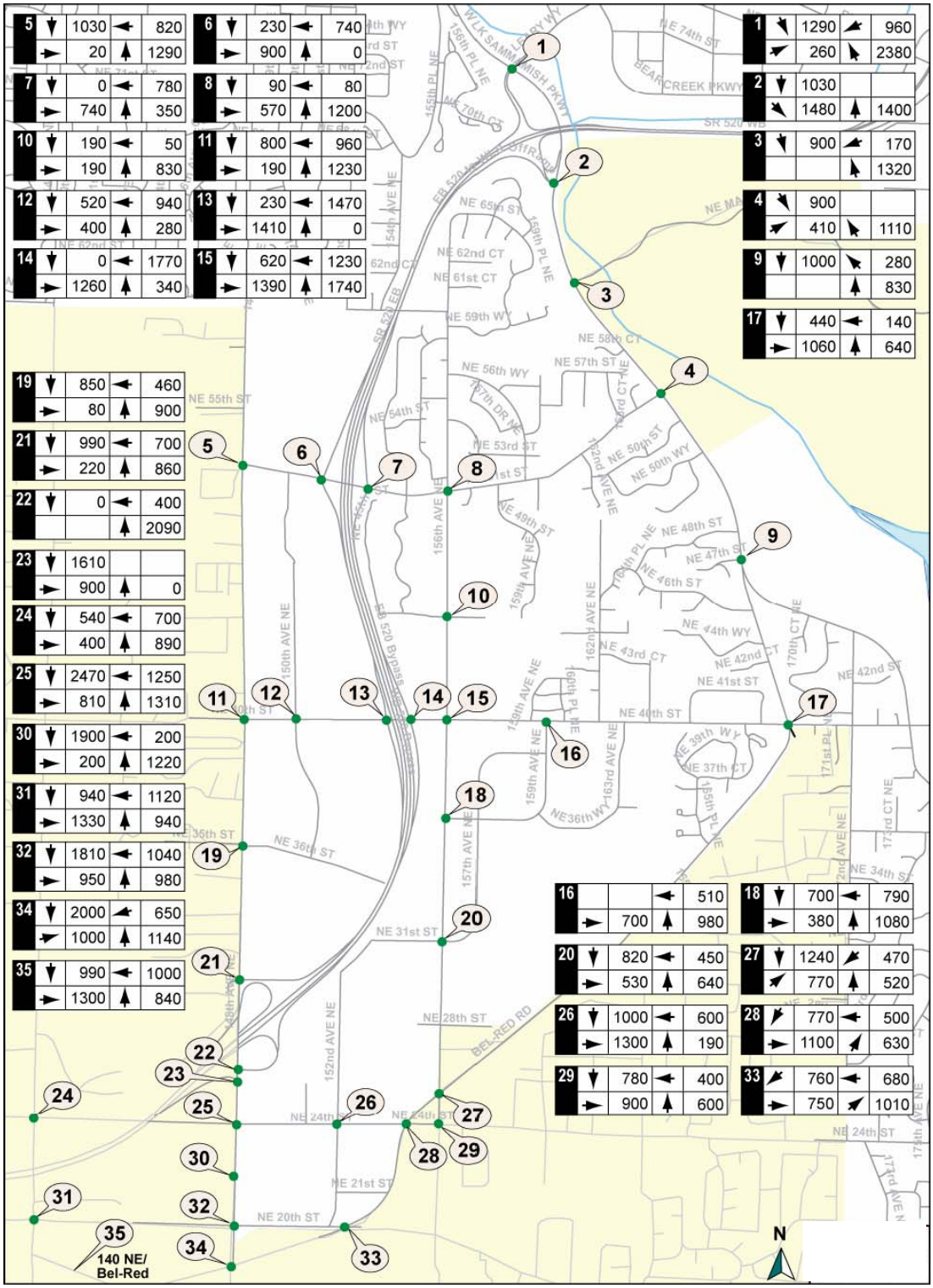
Existing Conditions

This section supplements information related to the existing transportation conditions described in Section 3.8.3 in the SEIS.

Existing Traffic Volumes

In order to calculate existing operation and concurrency levels of service in the Overlake study area, PM peak hour traffic volumes were obtained from City of Redmond and City of Bellevue. When inconsistencies in the traffic volumes were found, the City of Redmond conducted new traffic counting for this study. **Figure E-4** illustrates the existing PM peak hour intersection approach volumes. It should be noted that the traffic volumes on 148th Avenue NE in the southbound direction between Bel-Red Road and SR 520 were increased by about 150 vehicles during the PM peak hour. It is estimated that those increased volumes represent the traffic demand that was not counted during the one hour period because of traffic congestion.

Figure E-4. Existing (2005) PM Peak Hour Traffic Volumes at Intersection Approaches



TRANSIT FACILITIES AND SERVICES

Park and Ride Lots

Within the City of Redmond, there are two types of park and ride lots: permanent lots which are provided by a public agency, such as WSDOT, or a transit agency; and lots at churches or other entities where parking spaces not used during weekdays are leased for use by commuters. Two permanent park and ride lots in Overlake serve as hubs where connections can be made between regional, intercommunity, and local transit services. They are Overlake Park and Ride and Overlake Transit Center at NE 40th Street.

The Overlake Park and Ride, with 203 spaces, is located along 152nd Avenue NE north of NE 24th Street. As a part of King County Metro's transit oriented development (TOD), this park and ride was King County's first completed project that constructed housing above the park and ride lot. Among the bus routes that serve this park and ride are: King County (KC) Metro 222, 242, 247, 249, 250, 253, 261, 269; and Community Transit 441. As of the 4th quarter 2006, the utilization rate was 28%.

The Overlake Transit Center is located at the southwest corner of the 156th Avenue NE and NE 40th Street intersection, between two Microsoft campuses. Sound Transit maintains all 170 parking stalls provided for park and ride purpose. The bus routes that serve this transit center include: KC Metro 222, 225, 229, 230, 232, 233, 245, 247, 256, 268, 269, 644; Community Transit: 441; and Sound Transit 545, 564, 565. As of the 4th quarter 2006, the utilization rate was 106%.

A leased lot might only serve one or two routes, or it might be a meeting place for vanpools and carpools. Currently, WSDOT, King County and Sound Transit do not have any leased park and ride lots in Overlake.

Transit Stops and Shelters

In urban areas, KC Metro's guidelines are four to six bus stops per mile. Sound Transit's stops are less frequent due to their regional service and coverage. All bus stops are located along arterials with the exception of the routes that use the local streets in the Microsoft campus. For Overlake, the stops are located along 148th Avenue NE, 152nd Avenue NE, 156th Avenue NE, 159th Avenue NE, West Lake Sammamish Parkway, NE 51st Street, NE 40th Street, NE 36th Street, NE 31st Street, NE 24th Street and NE 20th Street. In addition to the arterial bus stops, freeway flyover stations are located along SR 520 at the on- and off-ramps for NE 40th and NE 51st Street.

Bus shelters are provided at Overlake Park and Ride and Overlake Transit Center. For other locations, KC Metro's current standard calls for the agency to provide bus shelters at bus stops that have 50 boardings per day.

Transit Service

KC Metro, Community Transit and Sound Transit currently provide bus service within Overlake. KC Metro provides all of the local and regional service. All three transit agencies provide express regional service to other areas of the metropolitan area. Disabled riders who cannot take accessible fixed-route service can take Metro's para-transit van service. In addition to public transit, Microsoft, the major employer in Overlake, provides a private shuttle service connecting their campuses to Overlake Park and Ride, Overlake Transit Center and other major destinations in the surrounding area.

Local Service offers connections to major destinations in Redmond with only one stop in an adjacent municipality. All routes except for route 269 have 30-minute headways during the peak period. Route 269 operates during the weekday, peak hour only and makes connections to Issaquah. The other four routes connect to Bellevue and also run on the weekends. All routes make connections at either Overlake Park and Ride or Overlake Transit Center. **Table E-4** shows local routes and service levels.

Table E-4. 2005 Local Routes

2006 Routes	Origin	Destination	Overlake Park and Ride*	Peak frequency (minutes)	Weekend Service
222	Redmond	Bellevue	1 and 2	30	Y
233	Redmond	Bellevue	2	30	Y
249	Redmond	Bellevue	2	30	Y
253	Redmond	Bellevue	1	30	Y
269	Redmond	Issaquah	1 and 2	60	N

Shaded rows indicate routes that operate during the AM and PM peak hour only.
* 1 =Overlake Park and Ride 2 = Overlake Transit Center

Regional Service offers connections to regional destinations in the Puget Sound Region. All routes have 45 minute or less headway during the peak period. Only route 230 and 245 operate all day and provide weekend service. Route 232 operates only during weekday peak periods. The remaining three routes operate in the peak period in the peak direction only. All routes make connections at either Overlake Park and Ride or Overlake Transit Center. **Table E-5** shows the regional routes and detailed service levels.

Table E-5. 2006 Regional Routes

2006 Routes	Origin	Destination	Overlake Park and Ride*	Peak frequency (minutes)	Weekend Service	One-Way Service	Two-Way Service
225	Redmond	Bellevue, Seattle (Downtown)	2	45	N	√	
229	Redmond	Bellevue, Seattle (Downtown)	2	45	N	√	
230	Redmond	Bellevue, Kirkland	2	30	Y		√
232	Duvall	Woodinville, Redmond, Bellevue	1	20	N		√
245	Kirkland	Redmond, Bellevue	2	30	Y		√
247	Redmond	Bellevue, Renton, Kent	1 and 2	30	N	√	

* 1 = Overlake Park and Ride 2 = Overlake Transit Center

Regional Express Service offers connections to urban centers, town centers and other destinations in the Puget Sound Region. All routes have 30 minute or less headway during the peak period. With the exception of Sound Transit routes 545, 564 and 565, all other routes operate only in the peak hour and peak direction. With the exception of KC Metro route 266, all routes make connections at Overlake Park and Ride and/or Overlake Transit Center. **Table E-6** shows the regional express routes and detailed service levels.

Table E-6. 2006 Regional Express Routes

2006 Routes	Origin	Destination	Overlake Park and Ride*	Peak frequency (minutes)	Weekend Service	One Way Service	Two Way Service
242	Redmond	Seattle (University of WA/ Montlake, Northgate)	1	30	N	√	
250	Redmond	Seattle (University of WA/ Montlake, Downtown)	1	30	N	√	
256	Redmond	Seattle (University of WA/ Montlake, Downtown)	2	30	N	√	
261	Redmond	Seattle (University of WA/ Montlake, Downtown)	1	20	N	√	
266	Redmond	Seattle (University of WA/ Montlake, Downtown		20	N	√	
268	Redmond	Seattle (University of WA/ Montlake, Downtown	2	30	N	√	
441	Edmunds	Redmond	1 and 2	30	N	√	
545	Redmond	Seattle (University of WA/ Montlake, Downtown	1 and 2	30	Y		√
564	Redmond	Puyallup	2	30	N		√
565	Redmond	Federal Way	2	30	N		√
644	Redmond	Kirkland Kenmore	2	30	N	√	

Shaded rows indicate routes that operate during the AM and PM peak hour only.
* 1 = Overlake Park and Ride 2 = Overlake Transit Center

Overlake Neighborhood Plan Update

Transportation - No Action Alternative

New Streets

Project ID	Name	Description
RED-OV-079	NE 36th St Bridge Over SR 520	Construct new NE 36th St and bridge over SR 520 with grade seperation 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.

Nonmotorized

Project ID	Name	Description
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.

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 combind 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-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.

Transit/HOV

Project ID	Name	Description
RED-OV-001	Redmond to Bellevue Arterial Bus Rapid Transit	Provide arterial bus rapid transit from downtown Redmond to downtown Bellevue. The general routes of this BRT line from downtown Redmond are: eastbound Redmond Way, southbound 148th Avenue NE, eastbound NE 40th Street, southbound 156th Avenue NE, southbound 156th Avenue NE and westbound NE 8th Street. An alternative route in the vicinity of the Overlake Activity Center would be from 156th Ave NE - westbound NE 31st Street, southbound 152nd Avenue NE and eastbound NE 24th Street. This route would have service frequencies of 10 minutes all day and include supporting improvements along the route.

Overlake Neighborhood Plan Update

Transportation Actions - Action Alternative

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.

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 to156th 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	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 lanes 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. Improvements include 1 through lane in each direction, accommodations for bus-based transit 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.

Appendix F

Air Quality Technical Appendix

Method of Analysis

Mobile6 - Emission Factor Modeling

Vehicle emissions factors are a critical input parameter to the air quality dispersion modeling. The Puget Sound Regional Council (PSRC) provided the vehicle emission factors used in this analysis based on calculations with the latest U.S. EPA vehicle emissions factor model, Mobile6.2. This tool calculates average in-use fleet emission factors for hydrocarbons, oxides of nitrogen, and carbon monoxide, and estimates emission rates in terms of grams of pollutant per vehicle mile traveled based on average travel speed and a wide array of vehicle classes. Mobile6.2 incorporates information on basic emission rates, driving patterns, separation of start and running emissions, improved correction factors, and changing fleet composition. The Mobile6 input parameters applied by PSRC were consistent with those used in the development of the latest Washington State Implementation Plan for CO.

CAL3QHC Dispersion Modeling Parameters

The CAL3QHC dispersion model is designed to calculate pollutant concentrations caused by transportation sources (EPA 1992). Geomatrix used CAL3QHC Version 2 to estimate peak-hour CO concentrations near the most traffic-congested locations. This model considers "free-flow" and "queue" emissions (based on Mobile6 emission factors) together with roadway geometry, wind direction, and other meteorological factors.

The following assumptions and parameters were used in the CAL3QHC modeling and are consistent with the Washington State CO SIP, CO Maintenance Plan, and EPA guidance for dispersion modeling (EPA 1992).

- Critical meteorological parameters were a 3280.8 feet mixing height, low wind speed (3.28 feet/second), and a neutral atmosphere (Class D).
- The modeling evaluated 72 wind directions (in 5-degree increments) to ensure worst-case conditions were considered for each receptor location.
- A "background" 1-hour CO concentration of 4 ppm was assumed to represent other sources in the project area at all locations.
- The p.m. peak-hour traffic conditions provided by the City traffic consultant would lead to the highest possible 1-hour and 8-hour CO concentrations.
- Model-calculated 1-hour concentrations were converted to represent 8-hour concentrations using a "persistence factor" (i.e., the ratio of 8-hour to 1-hour CO concentrations) to represent variability in both traffic volumes and meteorological conditions. The calculated persistence factor of 0.75 was used and is discussed below.
- The modeling configuration considered road links extending up to 1,000 feet from most intersections. Using the procedures required for the CAL3QHC dispersion model, both free flow and queue links were configured approaching and departing the intersections evaluated. Near road receptors were placed 10 feet, 82.5 feet, 165 feet, and 330 feet from cross streets, 10 feet from the nearest traffic lane, and 5.7 feet above the ground to correspond to a typical sidewalk location at breathing height. Modeling considered up to 48 near road receptors near the intersections.

Persistence Factor Calculation

The "persistence factor" represents variability in both traffic volumes and meteorological conditions and is for converting 1-hour model predicted CO levels to 8-hour levels. The calculation is based on averaging the ratios of the highest 8-hour CO concentrations with the highest 1-hour concentration that occurs within that same 8-hour period. For this project, CO data measured over the past three winters (when maximum CO levels typically occur) near the intersection of 148th Avenue NE with NE 24th Street was requested from the Puget Sound Clean Air Agency (PSCAA). The CO levels in each year were ranked from highest to lowest concentrations and the 10 highest non-overlapping 8-hour periods were selected. Then, the maximum 1-hour CO level within the corresponding 8-hour timer period was determined and used for the persistence factor calculation. The worst 8-hour CO levels from 2004 through 2007 and corresponding maximum 1-hour levels are listed in **Appendix Table 1**.

Intersection Screening/Selection and Cumulative Delay

The air quality analysis focused on signalized intersections, with particular emphasis on the most congested intersections that would be most directly affected by changes in traffic operations due to the proposed plan. EPA guidance suggests modeling intersections where the LOS would deteriorate to a "D" or worse due to a project. After the project-affected intersections are identified based on LOS, the intersections to be modeled must be selected. In the typical selection process, a comparison is made between the intersections with the worst (most congested) LOS, and those with the highest daily or peak-hour volumes. Intersections can also be selected when it is shown that they would be directly affected by a project to the degree that the LOS would be degraded (EPA 1992). Because the LOS during the PM peak hour is generally worse than the LOS during the AM peak hour, the PM peak-hour traffic data and LOS in the design year were used to rank intersections for this project.

To establish which intersections to consider for this project, the traffic data for the most congested intersections (i.e., those with the greatest p.m. peak-hour delay) were selected as a basis for screening probable intersections for consideration with modeling. Because many project-affected intersections perform at LOS D or worse in the traffic study, the intersections were ranked by total cumulative delay (i.e., intersection volume x average vehicle delay). This provides a good metric to compare which intersections are most affected by traffic. Then, from the intersections with the highest expected cumulative delay with the Action alternative in 2030, the single most congested intersection was selected for modeling. Because EPA suggests modeling at least three intersections with the worst delays, two additional intersections were selected for quantitative analysis. For this analysis, the remaining two intersections in the selection process were also based on general geographic location within the study area. The intent of this study is to not only model the intersection(s) with the greatest potential to affect air quality, but also to determine the extent of potential impacts throughout the study area. Based on EPA guidance, two additional intersections were also modeled at the 148th Avenue NE/ NE 24th Street intersection because of their proximity to the major intersection – the intersections of 148th Avenue NE with the 520 on/off ramps. This selection approach resulted in detailed air quality modeling of the overall worst-case intersections/area and the most congested intersection in each of two additional study areas. Project-affected intersections are listed in **Appendix Table 2**.

Appendix Table 1. Persistence Factor Calculations - NE24th in Bellevue

Year	Observed Day & Hour	8-Hr CO	Max 1-hour CO	Ratio
9/2004 - 9/2005	2/23/2005 21:00	4	5.3	0.75
	1/5/2005 20:00	3.8	5.9	0.64
	2/24/2005 21:00	3.4	4.6	0.74
	2/2/2005 21:00	3.2	4.3	0.74
	2/10/2005 22:00	3	3.8	0.79
	12/20/2004 19:00	2.9	4.1	0.71
	1/24/2005 21:00	2.9	5	0.58
	11/4/2004 19:00	2.8	4	0.70
	12/18/2004 20:00	2.8	3.7	0.76
	2/18/2005 21:00	2.8	4	0.70
			Average	**0.71**
9/2005 - 9/2006	11/23/2005 20:00	3.2	4.5	0.71
	12/11/2005 19:00	3	3.8	0.79
	10/21/2005 21:00	2.9	4.3	0.67
	1/24/2006 21:00	2.9	3.7	0.78
	12/16/2005 20:00	2.6	3.6	0.72
	12/13/2005 18:00	2.5	4.6	0.54
	12/15/2005 17:00	2.4	2.9	0.83
	1/20/2006 19:00	2.4	3.4	0.71
	11/22/2005 15:00	2.3	2.4	0.96
	12/10/2005 20:00	2.3	2.4	0.96
			Average	**0.77**
9/2006 - 2/2007	12/8/2006 20:00	3.7	5.1	0.73
	12/7/2006 19:00	3.4	4.4	0.77
	12/18/2006 18:00	3.2	4.2	0.76
	12/17/2006 20:00	2.9	3.4	0.85
	1/29/2007 19:00	2.7	3.5	0.77
	2/2/2007 21:00	2.6	3.9	0.67
	12/6/2006 20:00	2.4	3.3	0.73
	2/1/2007 21:00	2.3	3.2	0.72
	12/7/2006 7:00	2.2	2.5	0.88
	12/8/2006 11:00	2.2	2.6	0.85
			Average	**0.77**
			Overall Average	**0.75**

Calculation is based on averaging the ratios of the highest 10, non-overlapping 8-hour CO concentrations with the highest 1-hour concentration associated with each 8-hour level.

Geomatrix Consultants, Inc., 2007

Appendix Table 2. Intersection Cumulative Delay and Ranking Order

	Street		2012 No Action		2030			
ID	N-S	E-W	Cumulative Delay (hr)	Order	Cumulative Delay (hr)	No Action	Cumulative Delay (hr)	Action
1	**148th Ave NE**	**NE 24th St**	**111**	**2**	**311**	**5**	**143**	**2**
2	Bel-Red Rd	NE 24th St	29	16	63	15	76	21
6	152nd Ave NE	NE 24th St	15	26	71	29	19	16
10	***148th Ave NE***	***EB 520 offramp***	***14***	***27***	***24***	***28***	***22***	***29***
11	148th Ave NE	NE 22nd St	13	28	58	23	36	23
12	***148th Ave NE***	***EB 520 ramps***	***8***	***31***	***13***	***31***	***15***	***32***
19	140th Ave NE	NE 24th St	24	18	68	20	50	17
21	140th Ave NE	Bel-Red Rd	57	9	112	7	130	11
22	140th Ave NE	NE 20nd St	58	8	108	4	146	12
59	**WLSP**	**Leary/ WB 520**	**126**	**1**	**320**	**1**	**338**	**1**
65	156th Ave NE	Bel-Red Rd	27	17	64	9	100	19
66	156th Ave NE	NE 24th St	21	22	60	16	70	22
68	WLSP	EB 520 offramp	73	4	281	2	232	3
87	Bel-Red Rd	NE 20th St	21	21	36	21	46	26
93	148th Ave NE	Bel-Red Rd	88	3	213	8	123	4
117	148th Ave NE	NE 20th St	60	7	183	11	94	6
129	**148th Ave NE**	**NE 51st St**	**46**	**10**	**211**	**3**	**195**	**5**
130	148th Ave NE	NE 40th St	33	13	154	12	84	9
131	WB 520 frontage	NE 51st St	3	35	7	35	7	35
132	EB 520 frontage	NE 51st St	7	33	15	33	12	31
135	156th Ave NE	NE 51st St	15	25	63	22	37	20
137	156th Ave NE	NE 40th St	62	5	117	6	140	10
138	156th Ave NE	NE 31st St	23	20	51	19	54	24
142	156th Ave NE	NE 36th St	61	6	91	10	95	14
145	159th Pl NE	NE 40th St	9	29	13	32	14	33
147	WLSP	NE 51st St	30	15	167	24	33	7
151	WLSP/Bel-Red Rd	WLSP	20	23	72	30	17	15
152	Bel-Red Rd	NE 40th St	38	11	93	17	66	13
179	148th Ave NE	NE 35th St	16	24	156	14	82	8
199	148th Ave NE	WB 520 offramp	32	14	65	18	54	18
203	WLSP	Marymoor Pkwy	7	32	26	26	26	28
225	EB 520 frontage	NE 40th St	24	19	32	25	26	27
228	WB 520 frontage	NE 40th St	35	12	48	13	83	25
260	156th Ave NE	NE 45th St	4	34	8	34	8	34
276	150th Ave NE	NE 40th St	9	30	20	27	22	30
Plan-level Cumulative Delay:			**1148**		**3286**		**2559**	

Modeled intersections are indicated in Bold. Italicized intersections were selected due to proximity with major intersection.

Compiled by Geomatrix Consultants, Inc., 2007

Existing Conditions

Air quality is generally assessed in terms of whether concentrations of air pollutants are higher or lower than ambient air quality standards set to protect human health and welfare. Ambient air quality standards are set for what are referred to as "criteria" pollutants (e.g., carbon monoxide - CO, particulate matter, and sulfur dioxide - SO2). Three agencies have jurisdiction over the ambient air quality in Bellevue: the U.S. Environmental Protection Agency (EPA), the Washington State Department of Ecology (Ecology), and PSCAA. These agencies establish regulations that govern both the concentrations of pollutants in the outdoor air and rates of contaminant emissions from air pollution sources. Although their regulations are similar in stringency, each agency has established its own standards. Unless the state or local jurisdiction has adopted more stringent standards, the EPA standards apply. Applicable local, state, and federal ambient air quality standards are displayed in **Appendix Table 3**. Note that the "primary" federal standards are intended to protect human health with an adequate margin of safety, while the "secondary" standards are intended to protect against other effects like damage to vegetation.

Ecology and PSCAA maintain a network of air quality monitoring stations throughout the Puget Sound area. In general, these stations are located where there may be air quality problems, and so are usually in or near urban areas or close to specific large air pollution sources. Other stations located in more remote areas provide indications of regional or background air pollution levels. Based on monitoring information for criteria air pollutants collected over a period of years, Ecology and EPA designate regions as being "attainment" or "nonattainment" areas for particular pollutants. Attainment status is therefore a measure of whether air quality in an area complies with the federal health-based ambient air quality standards for criteria pollutants. Once a nonattainment area achieves compliance with the National Ambient Air Quality Standards (NAAQSs), the area is considered an air quality "maintenance" area. The purpose of this air quality assessment is to determine whether potential transportation improvements proposed in the updated neighborhood plan would comply with the NAAQSs and whether the updated plan presents any probable significant adverse environmental impacts to air quality.

Typical air pollution sources in the Redmond Overlake area include vehicular traffic, commercial and retail businesses, light industrial uses, and residential wood-burning devices. While many types of pollutant sources are present, the largest contributors of typical pollutant emissions are traffic on area roads and residential wood burning. For traffic sources, the pollutant typically used as an indicator of potential air pollution problems is carbon monoxide (CO). Other pollutants generated by traffic include the ozone precursors: hydrocarbons and nitrogen oxides. Fine particulate matter (PM_{10} and $PM_{2.5}$) is also emitted in vehicle exhaust and generated by tire action on pavement (or unpaved areas) although these levels are small compared with other sources (e.g., a wood-burning stove). Sulfur oxides and nitrogen dioxide are also both emitted by motor vehicles, but ambient concentrations of these pollutants are usually not high except near large industrial facilities. Some of these pollutants are discussed further below.

Appendix Table 3. Ambient Air Quality Standards for Criteria Pollutants

Pollutant	National (EPA)		Washington	Local
	Primary	Secondary	Ecology	PSCAA
Inhalable Coarse Particulate Matter (PM10)				
Annual Average ($\mu g/m^3$)			50	54 [(c)]
24-Hour Average ($\mu g/m^3$)	150 [(a)(b)]		150 [(b)]	154 [(d)]
Fine Particulate Matter ($PM_{2.5}$)				
Annual Average ($\mu g/m^3$)	15 [(e)]	15 [(e)]		15 [(c)]
24-Hour Average ($\mu g/m^3$)	35 [(f)]			35 [(g)]
Carbon Monoxide (CO)				
8-Hour Average (ppm) [(b)]	9		9	9.4
1-Hour Average (ppm) [(b)]	35		35	35

NOTES: $\mu g/m^3$ = micrograms per cubic meter; **ppm** = parts per million; **blank cells** indicate no standard
All values not to be exceeded except as noted; all averages arithmetic.

(a) Particles <10 micrometers in size; Federal annual PM10 standard revoked as of Sept. 21, 2006

(b) Not to be exceeded more than once per year

(c) The 3-year annual average of the daily concentrations must not exceed level

(d) The 3-year average of the 99th percentile (based on the number of samples taken) of the daily concentrations must not exceed level

(e) Attainment based on the 3-year average of the weighted annual mean PM2.5 concentrations from single or multiple community-oriented monitors not exceeding level

(f) Attainment based on the 3-year average of the 98th percentile of 24-hour concentrations at each population-oriented monitor within an area not exceeding level

(g) The federal 24-hour standard for PM2.5 was revised as of Sept. 21, 2006. The current PSCAA standard of 65 ppm is based on the previous federal standard but, has been superseded by the new federal limits. Although PSCAA has not yet adopted the new federal standard, it must do so soon. So as to avoid confusion, only the prevailing federal standard is reported to represent the maximum level that PSCAA can adopt.

Source: Geomatrix Consultants, Inc. based on most recent local, state, and federal rules.

Carbon Monoxide

Carbon monoxide is the product of incomplete combustion. It is generated by transportation sources and other fuel-burning like residential space heating, especially heating with solid fuels like coal or wood. Carbon monoxide is usually the pollutant of greatest concern related to roadway transportation sources because it is the pollutant emitted in the greatest quantity for which there are short-term health standards. CO is a pollutant whose impact is usually localized, and CO concentrations typically diminish within a short distance of roads. The highest ambient concentrations of CO usually occur near congested roadways and intersections during wintertime periods of air stagnation.

The Redmond-Overlake area is located in the central portion of the Puget Sound region CO nonattainment area established in 1991 that encompassed a large portion of the Everett-Seattle-Tacoma urban area. EPA redesignated the Central Puget Sound region as attainment for CO in 1997, and the region remains a CO air quality maintenance area. There have been no measured violations of the standards in many years, and measured CO levels at all monitoring locations have shown a decreasing trend in CO concentrations since the early 1990's (EPA 2007). These trends are the result of federal, state and local plans and vehicle emission control requirements designed to reduce vehicle emissions by implementing use of lower pollutant-emitting vehicles and cleaner fuels.

Particulate Matter (PM_{10} and $PM_{2.5}$)

Particulate matter air pollution is generated by industrial activities and operations, fuel combustion sources like residential wood burning, motor vehicle engines and tires, and other sources. Federal, state, and local regulations set limits for particles concentrations in the air based on the size of the particles and the related potential threat to health. When first regulated, particle pollution was based on "total suspended particulate," which included all size fractions. As sampling technology has improved and the importance of particle size and chemical composition have become more clear, ambient standards have been revised to focus on the size fractions thought to be most dangerous to people. At present, there are standards for PM_{10}, or particles less than or equal to about 10 micrometers (microns) in diameter as well as for $PM_{2.5}$, or particulate matter less than or equal to 2.5 microns in diameter. The latter size fraction is now thought to represent the most dangerous size fraction of airborne particulate matter because such small particles (e.g., a typical human hair is about 100 microns in diameter) can be breathed deeply into lungs. In addition, such particles are often associated with toxic substances that are deleterious in their own right that can adsorb to the particles and be carried into the respiratory system.

Based on the most recent studies, EPA has recently redefined the size fractions and set new, more stringent standards for particulate matter based on fine ($PM_{2.5}$) and coarse (PM_{10}) particulate matter. The new standards focus on the smaller size fractions.

There are several $PM_{2.5}$ monitoring stations in Puget Sound, including one at 305 Bellevue Way NE. Measured 24-hour and annual average concentrations of both PM_{10} and $PM_{2.5}$ at all monitoring locations in the Puget Sound area since 1997 have complied with the applicable ambient air quality standards (PSCAA 2007). But with adoption of a new more stringent standard for $PM_{2.5}$ (as of 9/21/06, EPA 2006), several areas of the Puget Sound region may once again be out of compliance with the federal fine particulate matter standard. As an example, in 2002 and 2003, the Bellevue Way monitor measured an exceedance or near exceedance of the new $PM_{2.5}$ 24-hour standard but measured concentrations decreased in the following two years to below-standard levels (PSCAA 2007).

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