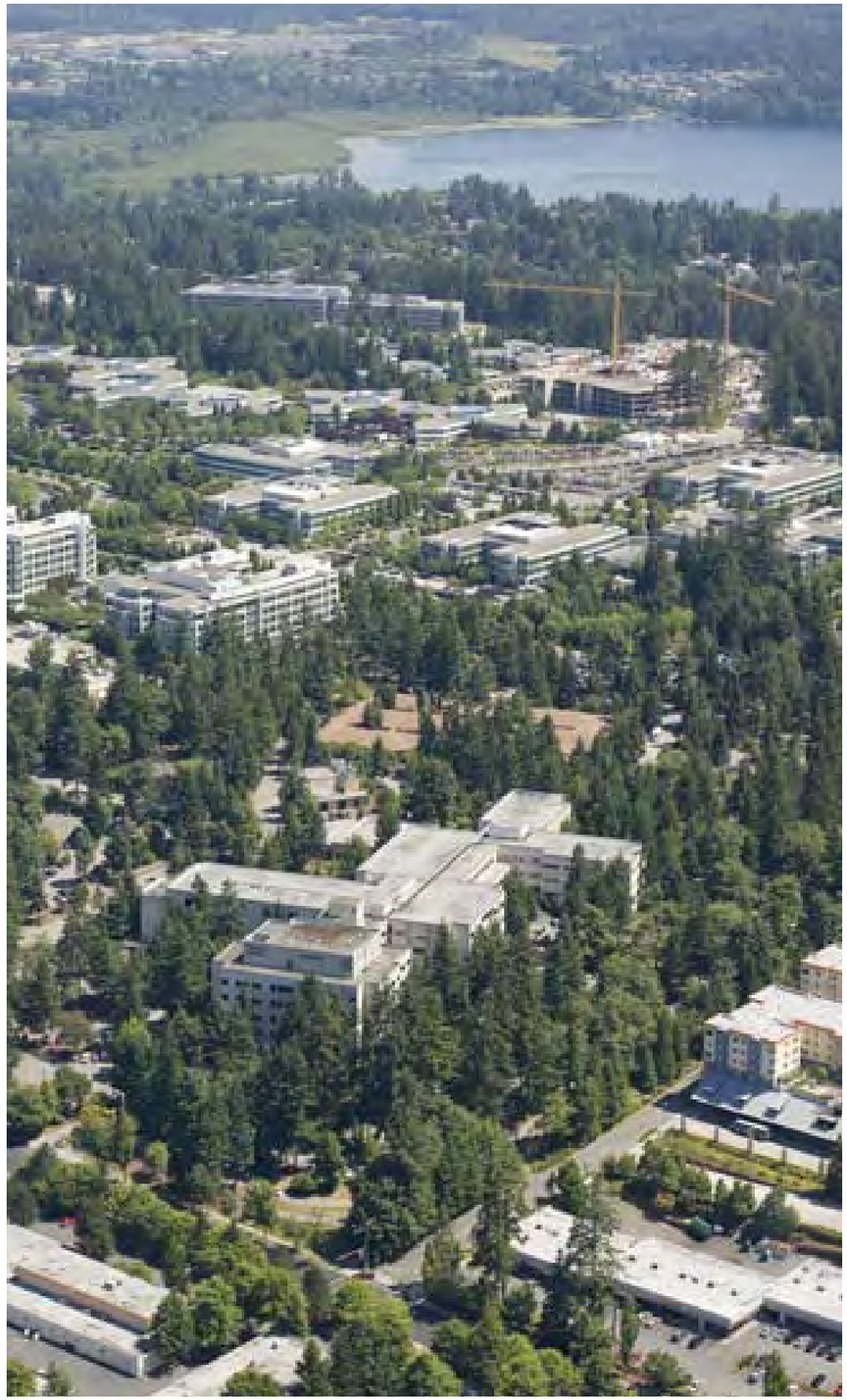

Application Submittal

GROUP HEALTH - OVERLAKE VILLAGE (ZONE 4) MASTER PLAN

August 29, 2011
City of Redmond, Washington

Prepared by CollinsWoerman for Group Health Cooperative
represented by Capstone Partners with assistance from
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Contents

1 Introduction

The Group Health Hospital site is part of the Overlake Urban Center and is envisioned by the City of Redmond's Comprehensive Plan as an integral part of a denser mixed-use neighborhood which will foster opportunities to live, shop, work and recreate in a vibrant mixed-use setting. The entire site has a separate zoning designation, Overlake Village Zone 4, with a unique set of requirements and incentives for development that can achieve the city's future vision of the neighborhood.

The city's objectives for Overlake Village Zone 4 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.

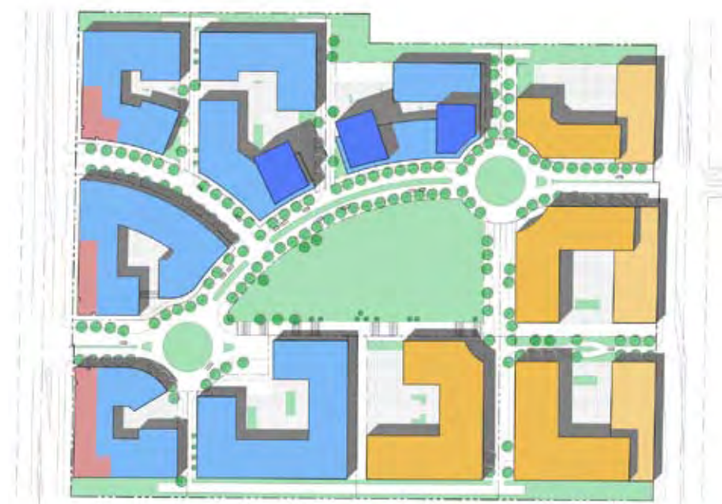
The following Master Plan and accompanying Development Agreement outline the vision, concepts and implementation strategies for Overlake Village Zone 4 necessary to achieve the City of Redmond's goals for development in the neighborhood. The Master Plan and Development Agreement, in conjunction with the land-use code regulations outlined in the City of Redmond Zoning Code (RZC), will become the regulating documents for development in Overlake Village Zone 4. The RZC includes more specific development criteria relative to land use and design standards such as: building configuration, scale, massing and character, building materials, open space and landscape design, parking lot/garage design criteria, site lighting, and pedestrian plaza design criteria.

History of Master Planning at the Group Health Hospital Site

Group Health has been planning redevelopment of its 28 acre hospital site over a period of years. Working closely with the City, and with the help of multiple consultant teams, a vision and Master Plan have evolved that will facilitate development of a vibrant, compact mixed-use community. The coordinated plan includes strategies for infrastructure phasing that will allow the community to grow over time in response to market demand.

Plan by RTKL for
Trammell Crow Company
(single developer)

Plan by Mithun for
Trammell Crow Company
(single developer)



Initial Plan by
CollinsWoerman for
Group Health
(multiple developers)

Overlake Village

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

OV Zone 1

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

OV Zone 2

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

OV Zone 3

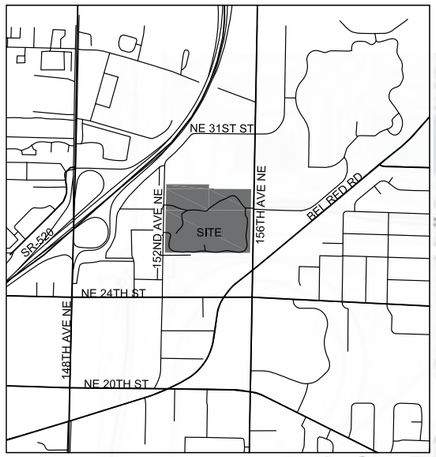
Emphasizes regional retail uses as part of mixed-use developments. This zone is adjacent to current commercial and retail uses, and has the highest visibility and highest trafficked corridors in the district.

OV Zone 4- Group Health site

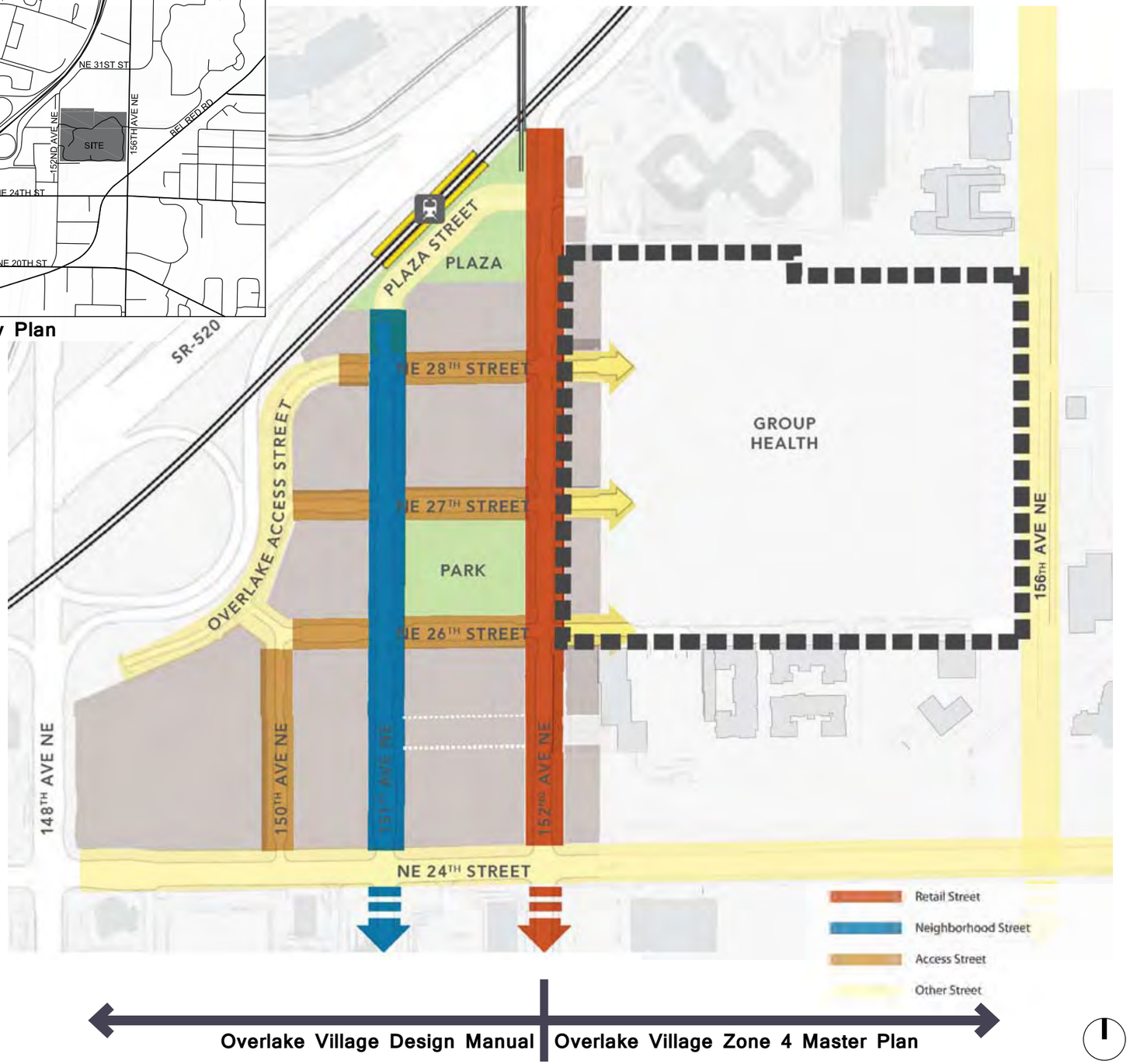
Emphasizes the unique nature of the site, and encourages compact, mixed-use development with significant residential development, commercial and retail uses, and a major urban neighborhood park.

OV Zone 5

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



Vicinity Plan



Site Context

Changing Neighborhood Context

Over the course of the master planning process, several changes to the surrounding context have arisen due to planning by the City of Redmond and regional transit agencies. These changes have required the design team to reconsider the options for development on the site to ensure that the Master Plan provides a vision for a district that blends gracefully with the existing and future context at the site.

Relocated Light Rail Station and Station Plaza

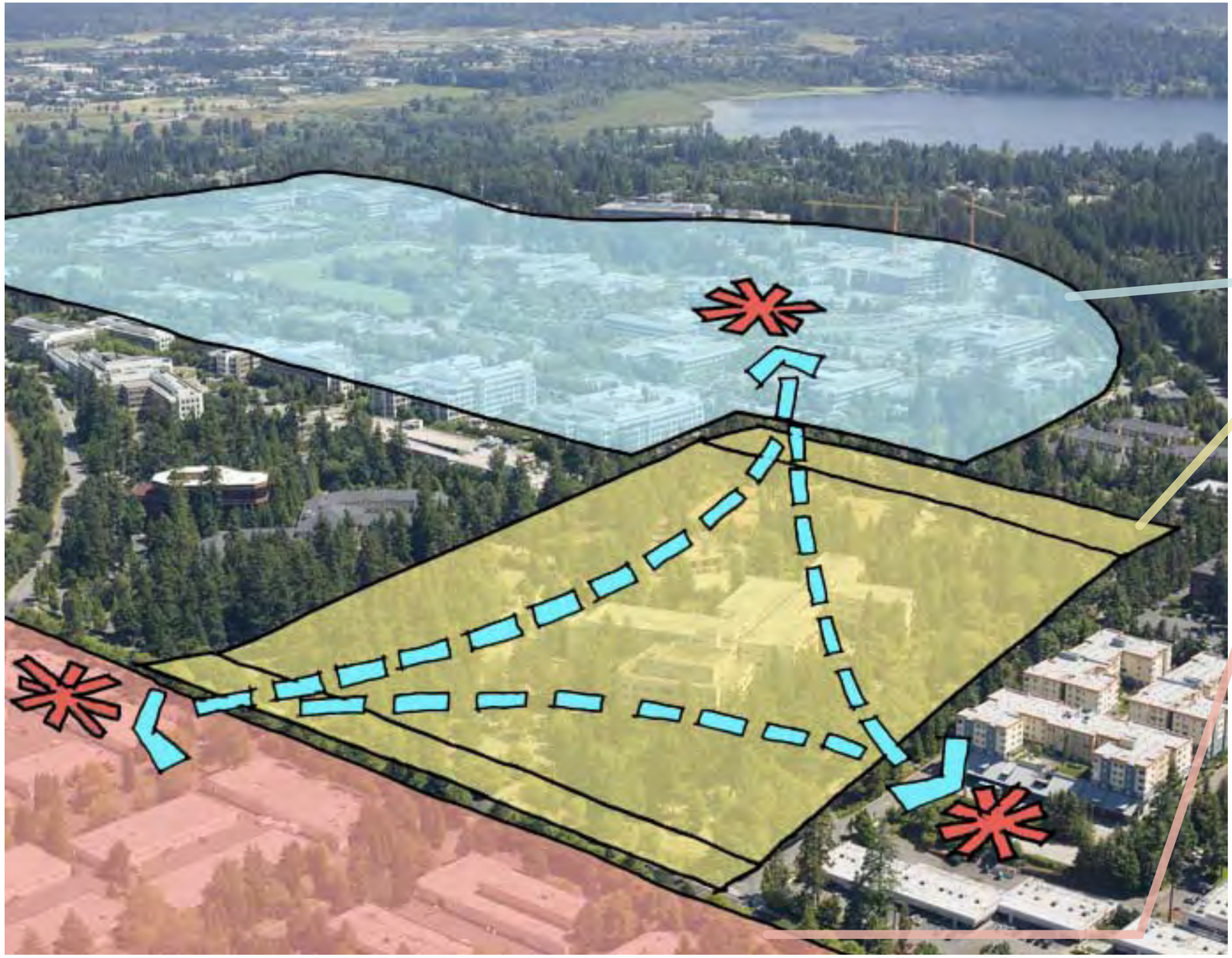
Initial designs by the Trammell Crow Company for Group Health considered a future light rail transit station located along 152nd Avenue NE at the southwest corner of the site. Current plans are to place this station adjacent to SR 520 and 152nd Avenue NE and incorporate a station plaza to the south. This greatly affected planning for Overlake Village Zone 4, due to the transit-oriented nature of the development and the need for a strong connection to the station.

New Off-Ramp from SR 520 Connects to 152nd Avenue NE

Initial designs planned for major vehicular access to the site from the south along 152nd Avenue NE as well as from the north and south along 156th Avenue NE. Recent city and state planning proposals now envision a future eastbound off-ramp connecting through an urban grid of streets east of the site which will bring traffic directly to the site at NE 26th, NE 27th and NE 28th Streets.

New Street Grid, Public Park, and Pedestrian Retail Zone

As part of the City of Redmond's long term planning for the Overlake Urban Center, an Overlake Village Design Manual has recently been proposed which envisions an urban grid of streets east of the site It also proposes 152nd Street NE becoming a major pedestrian-oriented retail street, and a full-block urban park southeast of NE 27th Street and 152nd Avenue NE. Planning for the Group Health site required coordination with the city on alignment of the future street grid as well as consideration of the open space design elements proposed.



Hillside Site

The Group Health Hospital site offers unique opportunities for development due to its location and physical characteristics. The surrounding context, proposed traffic and transit improvements, and the envisioned land uses for the Overlake Urban Center provide the ingredients for a successful mixed use district.

Topography

- Microsoft Plateau
- Overlake District Hillside
- Overlake Village District Plain

Major Destinations

- Sound Transit Light Rail Transit Station
- Overlake Regional Bus Transit Stop
- Microsoft (main corporate campus)

Potential for Connection and Placemaking

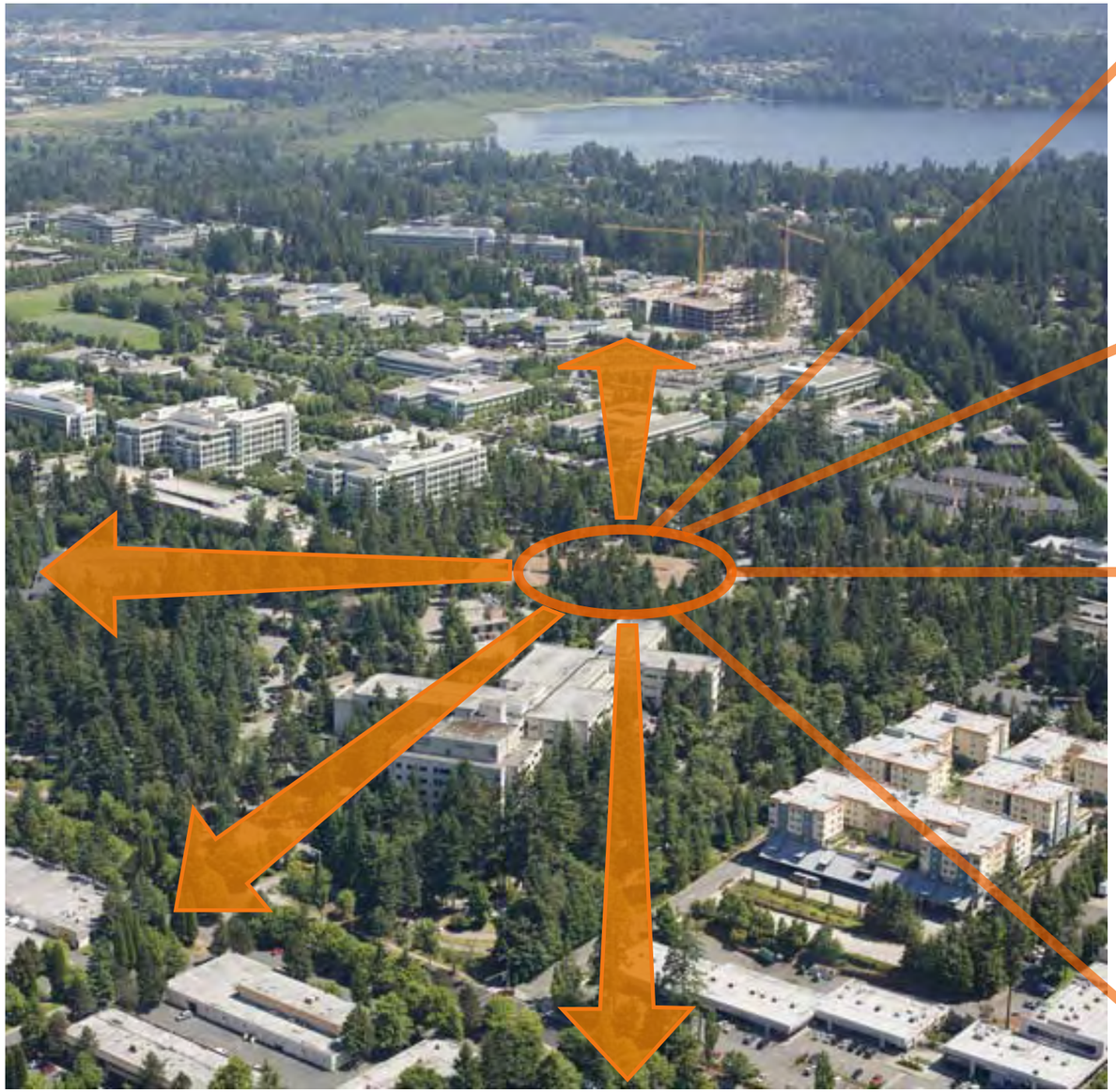
- Connecting major districts within the neighborhood
- Topography used to create a unique sense of place
- Transit Oriented Development (TOD) neighborhood
- People connecting through a mix of uses and activities
- Parks and urban pathways serving the entire neighborhood
- Identifiable Place within the Overlake Neighborhood

Hillside Views

The Group Health Hospital site's hillside location with a topography change of over 65 feet offers unique opportunities for development due to its location and physical characteristics.

Regional Views to:

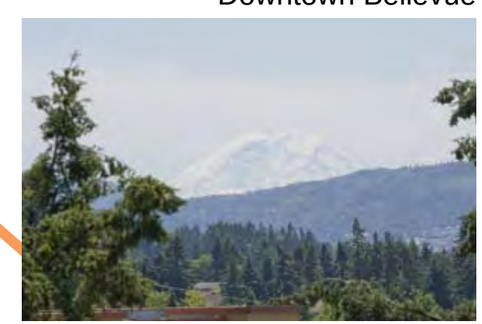
- Microsoft Campus
- Downtown Seattle
- Downtown Bellevue
- Mt. Rainier



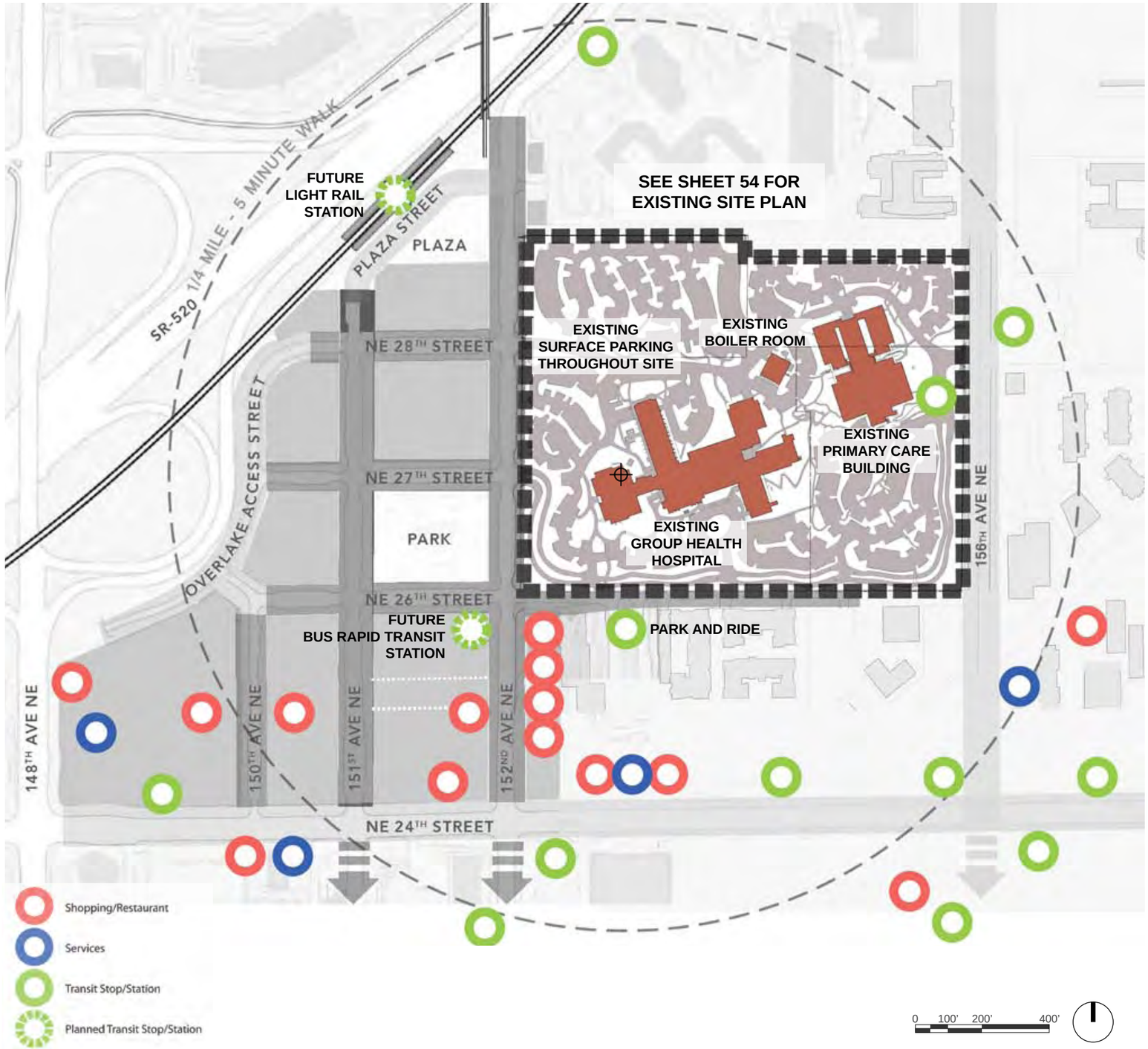
Upper level views north to Lake Sammamish

Downtown Seattle

Downtown Bellevue



Mt. Rainier



Existing Site Use and Community Amenities

- Within 1/4 mile (about a 5 minute walk) of the center of the residential area are:
  - One major supermarket
  - Several restaurants
  - Several banks and other services
  - Existing and future transit stops/stations
  - Major employers
- Within 1/2 mile (about a 10 minute walk) are:
  - 2 department stores
  - Two additional major supermarkets
  - Many more restaurants and services
  - Public high and middle schools

Overlake Village Zone 4 Planning Goals

Planning Goals - City

Natural Geography

- Enhance and celebrate the natural topography
- Strive to conserve healthy specimens of existing trees and clusters of trees

Urban Design

- Scale block sizes to the pedestrian
- Orient corridors and public spaces to direct public views
- Site taller buildings to provide spatial and visual variety and cluster mid-rise buildings only as needed to enhance public views from or into the site
- Set back upper stories of taller buildings
- Integrate streets and development with adjacent properties to augment an interconnected urban fabric

Open Space

- Create public open spaces that serve as strong gateways on 152nd and 156th
- Design open spaces to accommodate a range of functions
- Treat the streets and spaces between buildings as equally important pieces of the public realm

Architecture

- Maintain visual and physical transparency, particularly on ground floor
- Utilize superior materials
- Encourage a variety of architectural styles
- Reduce visual impact of parking

Planning Goals - Group Health

Create Social and Economic Value

- Develop a Master Plan with certainty and flexibility
- Meet City of Redmond planning goals
- Define an appropriate density, with flexibility to build to the market
- Develop infrastructure which meets phasing goals
- Create identifiable sense of place

Phasing flexibility

- Create development parcels which reflect the current and future market reality
- Consider market conditions for various uses
- First phases should set the tone the overall project Vision
- Plan for phasing of infrastructure

Create a positive legacy that reflects Group Health's longtime commitment to the community.

2 Vision

In creating the Vision for the Overlake Village Zone 4 Master Plan, the design team responded to the City of Redmond's planning goals for the site and for the larger Overlake Village area as well as market-based development requirements. The over reaching goal was to create a positive legacy that reflects Group Health's longtime commitment to the community.

The location and physical elements inherent to the project site were considered in shaping the new district. These include a unique hillside topography, the surrounding mixed-use context of land uses (existing and planned), and future transportation improvements.

The Vision for Overlake Village Zone 4 reflects the following design ideas deemed necessary for creating the core of a cohesive neighborhood. The Vision will help create an inherent sense of place and foster opportunities to live, shop, work and recreate in a vibrant mixed-use setting.

Connection of Uses

- Provide connection of employment centers to regional goods & services
- Balance mobility by accommodating pedestrian, bicycle, vehicles and transit throughout the site

Unique Topographic Sense of Place

- Use the hillside topography to create a unique neighborhood character
- Maximize views through hillside building configurations

TOD Neighborhood

- Provide easy access to transit locations
- Encourage reduced dependence on vehicular mobility

Mix of uses and activities

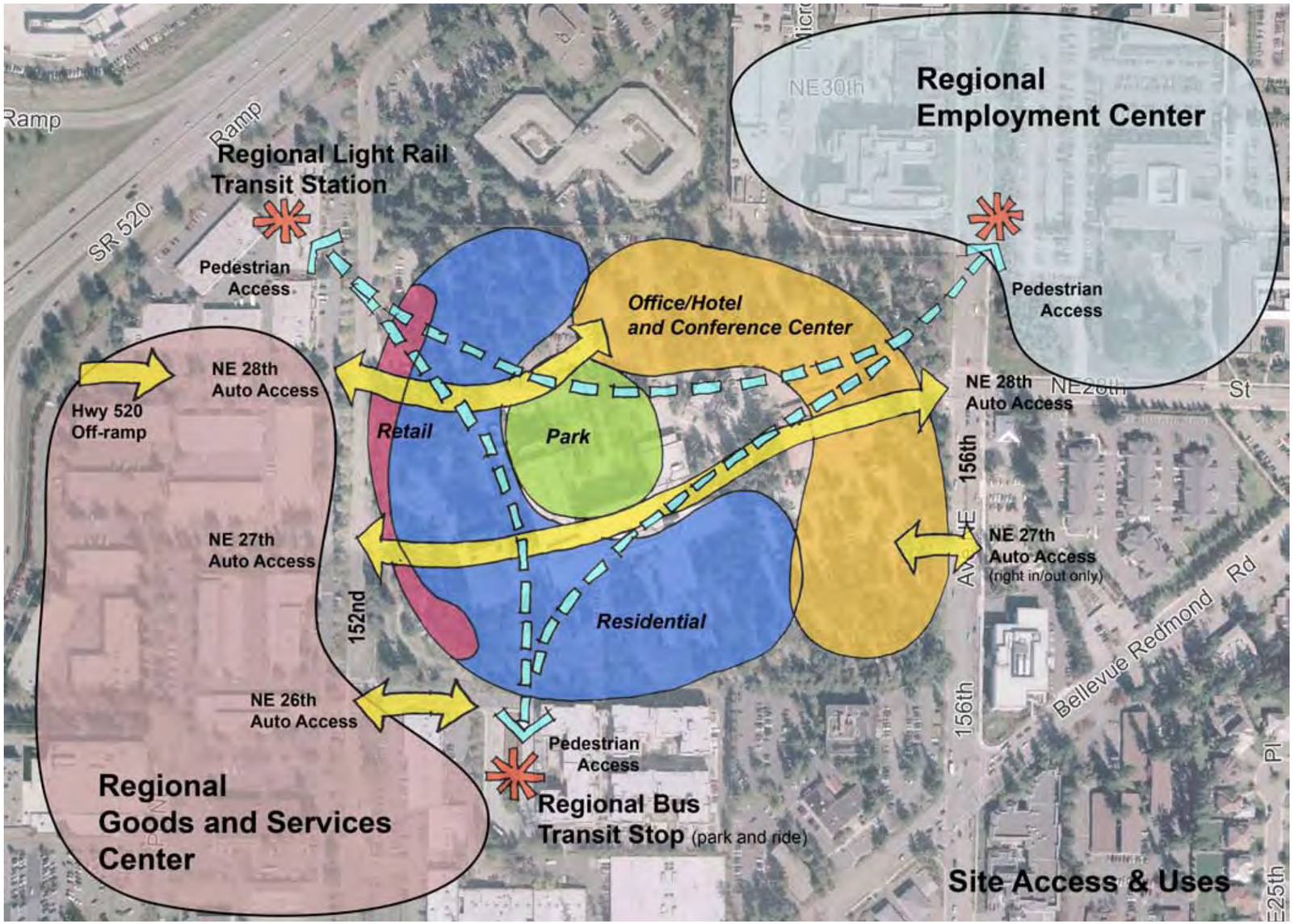
- Balance residential, office, hotel/conference, and retail uses
- Encourage living and working in the same neighborhood

Parks and Urban Pathways

- Provide 2.67 acres of public parks plus a network of urban pathways for use by the entire Overlake neighborhood

Identifiable Place

- Create identifiable places within the development which will be regionally recognizable



Land Use and Density

The site lies in the northeast corner of the Overlake Urban Center, between the main Microsoft Redmond Campus and a large area of regional goods and services providers to the southwest. The lack of public street connections between the principal north/south streets in the area—152nd Avenue NE and 156th Avenue NE—is a significant existing barrier to mobility, connection, and sense of place. Pedestrian, bicycle and vehicular connections across the site have the potential to link Microsoft and the surrounding neighborhood with the proposed Sound Transit Light Rail Station adjacent to SR 520. Creating these connections is essential to the integration of the district with these important neighbors.

Traffic connections to the site provide the starting points for planning adequate access and street connections through the district. The steep topography is also a consideration in providing a solution that works for both pedestrians and vehicles.

The density required for a successful TOD district is higher than what presently exists in the Overlake Neighborhood. The Overlake Comprehensive Plan provides the opportunity to achieve higher densities through a system of bonuses that provide amenities for both the development and the surrounding neighborhood. Density required within the district will balance housing and commercial uses as well as create enough value in the land to fund major infrastructure and amenity improvements.

Parcelization of the site will provide the opportunities for multiple ownerships which will increase the variety of building designs and create a richer urban fabric. The number and variety of development parcels, all tied to a common infrastructure and amenities plan, will allow incremental investment and development decisions to be made in response to the uncertainty of future economic markets.

Major Destinations

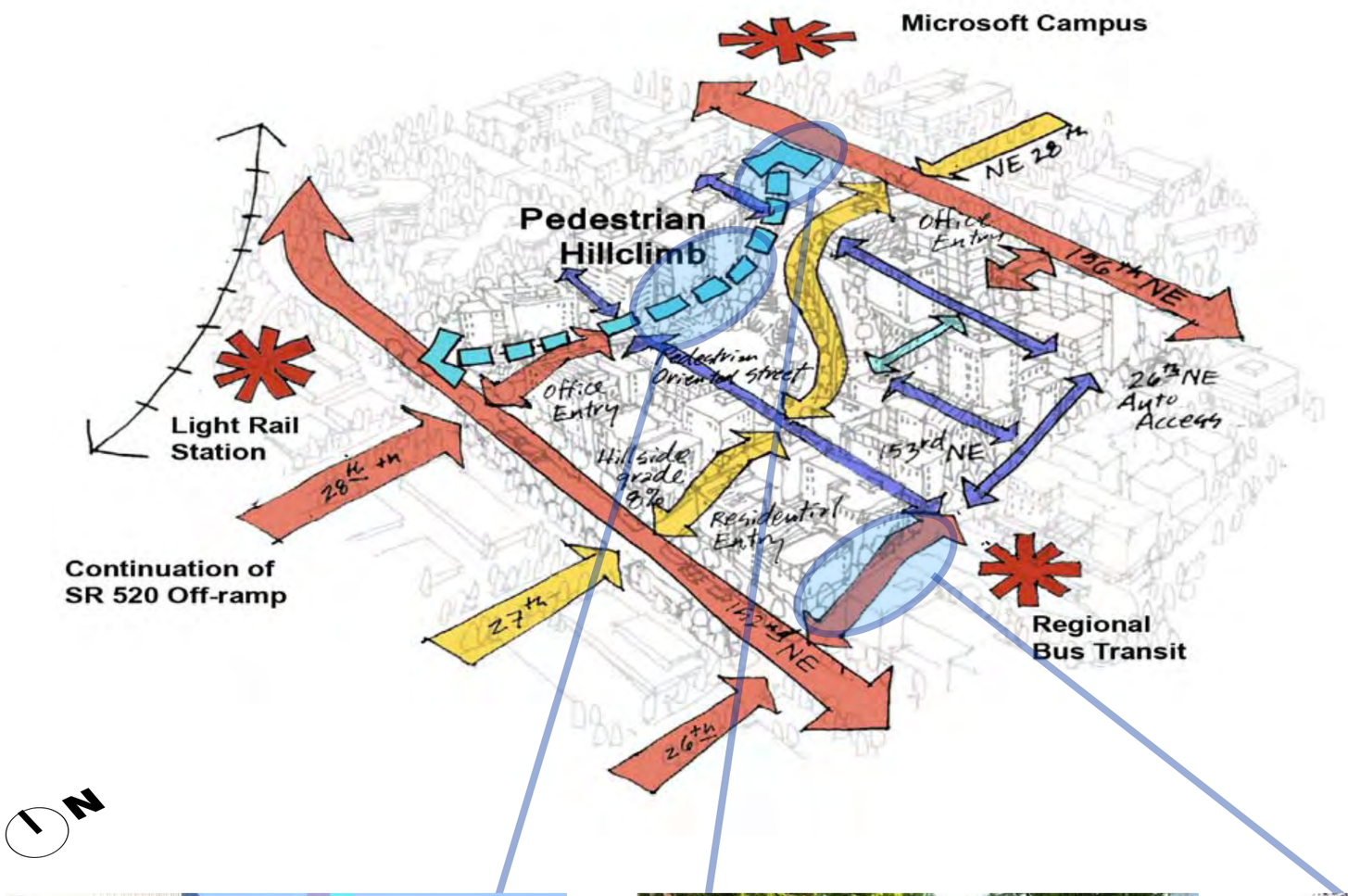
- Light Rail Transit Station
- Regional Bus Transit Stop
- Microsoft

Connections @ 152nd

- NE 28th Street
- NE 27th Street
- NE 26th Street

Connections @ 156th

- NE 28th Street
- NE 27th Street



Mobility & Connection

The vision for the district is one of connectivity, mobility and iconic open space. A pedestrian hillclimb will connect the Microsoft main campus with the future Light Rail Station at SR 520. New streets will connect to all major streets along 152nd Avenue NE and 156th Avenue NE. Additionally a major neighborhood street will connect through the site from NE 27th Street on the west to NE 28th Street on the east. A system of smaller neighborhood streets will extend the proposed grid of streets west of 152nd Avenue NE through the site creating multiple pathways for pedestrian and vehicle flow.

Pedestrian Hillclimb

- Creates an identifiable pedestrian connection east and west across the site
- Provides connections between Microsoft and the Light Rail Transit Station
- Provides the main pedestrian access to the District Park

East/West street connection

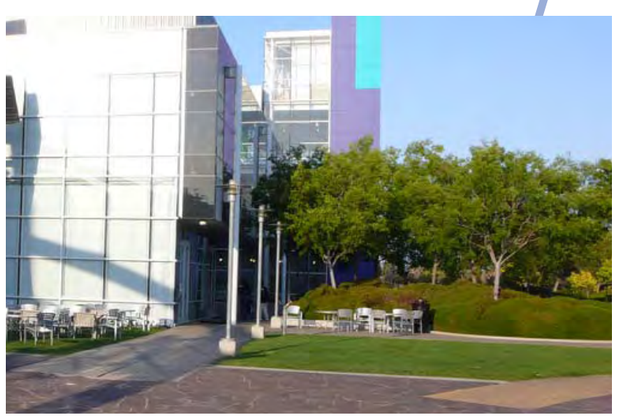
- Provides a curving neighborhood street that works with the hillside topography to connect 152nd Ave. NE and 156th Ave. NE and provide bicycle, pedestrian and vehicle mobility across the site

North/South street connection

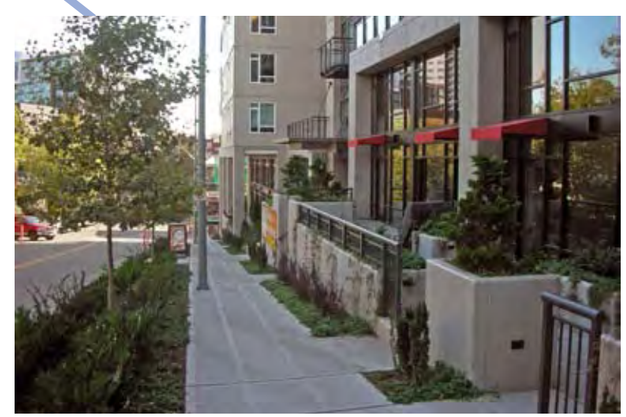
- Provides an internal site connection at 153rd Avenue NE from the Regional Bus Transit Station to the Light Rail Transit Station

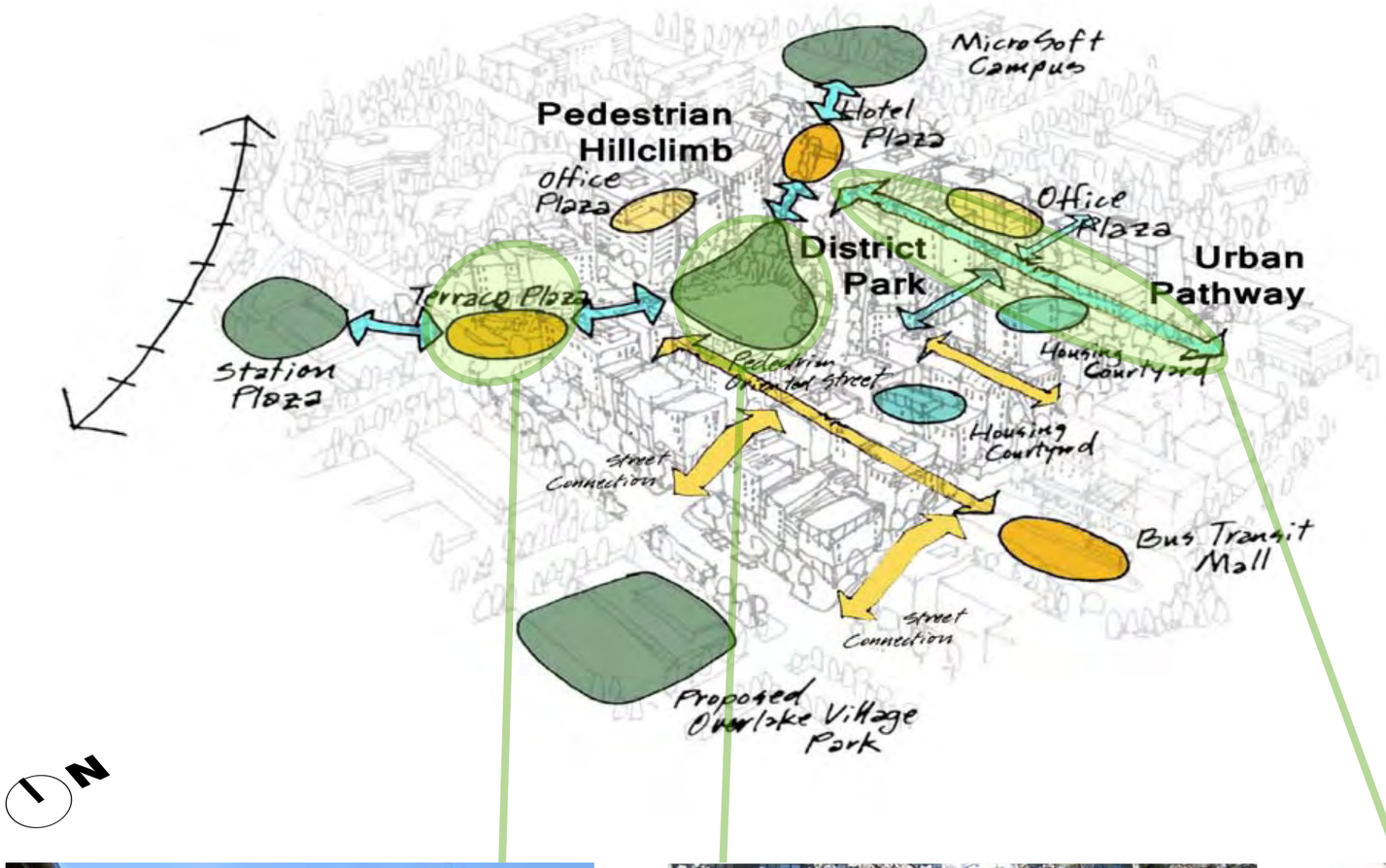
Grid of neighborhood streets

- Establishes a grid of streets that extends into the site providing continuity with the planned street grid to the west of 152nd Ave. NE


Potential for adjacent user activities at the pedestrian Hillclimb

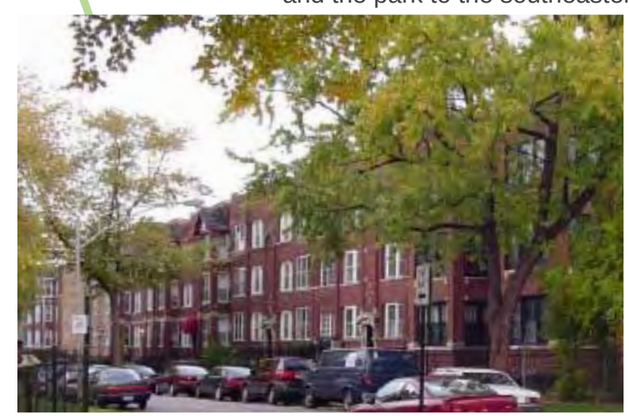

Curving orientation creates unique pedestrian connection


Use of topography to a create a unique pedestrian-friendly environment



Terrace Plaza provides visual and physical connection to the park from the Light Rail Transit Station

Large park creates visual and physical open space at the heart of district



Green pedestrian-oriented streets provide vehicle access

Open Space Network

The primary feature of the open space network is a 2.67 acre community park centered at the heart of the district which provides light, air and views to nearly all of the development parcels on the site. The park includes the pedestrian hillclimb on the north and is adjacent to the curving neighborhood connector street to the south. Locating the street to the south of the park provides additional solar exposure to the park and also increases the perception of the park's open space.

Along the hillclimb, plazas and gathering spaces are provided as a sequence of varying spaces to add interest and variety to the pedestrian experience. A landscaped urban pathway at 155th Ave. NE will also provide a north/south connection from the hillclimb to the southern edge of the district. Additional open space and landscaping will be provided at individual building parcels and, in conjunction with the park open space, will constitute approximately 20% of the total site area (much of which will be public).

District Park and Hillclimb

- 2.67-acre park dedicated to the city for public use
- Connects the district to the larger neighborhood
- Opportunity for various recreation uses
- The hillclimb is situated on high ground within the park and provides views across the district

Urban pathway at 155th Ave NE

- Provides a landscaped pedestrian pathway connecting the hillclimb and the park to the southeastern edge of the district

Neighborhood Gateways

The Overlake Village Zone 4 Master Plan is seen as a catalyst for high density development in the Overlake Urban Center and should provide the first recognizable changes to the neighborhood. Opportunities exist to invite neighbors to the district by providing identifiable gateways at several locations at the site perimeter. These can serve to announce and celebrate the new additions to neighborhood.

NE 28th Street Plaza at 156th Ave NE

This gateway should serve to invite people from Microsoft and the neighborhoods to the east into the park and hillclimb experience.

Hillclimb at NE 28th Street

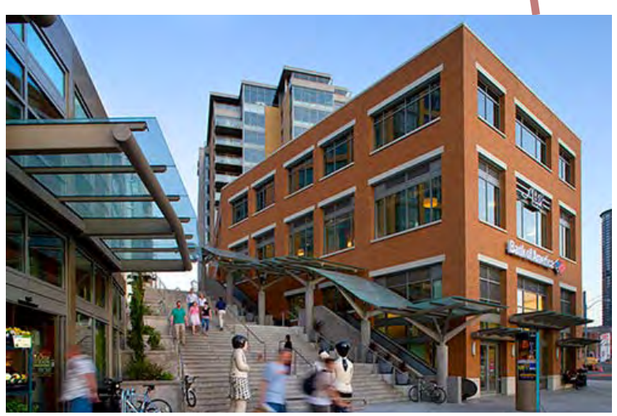
From this gateway the park will be visible beyond and serve to draw pedestrians along the hillclimb and into the park.

NE 27th at 152nd Avenue NE

This gateway can serve to draw pedestrians from the proposed full-block community park, which will be constructed east of 152nd Avenue NE at NE 27th Street, to the new park within Overlake Village Zone 4.

153rd at NE 26th Street

This intersection is adjacent to the regional bus transit station and should serve to invite pedestrians from the station into the neighborhood where they may enjoy the park or dine at a restaurant prior to continuing their transit commute home or to work.



Terrace Plaza creates a strong urban entry to the site adjacent to the Light Rail Transit Station

Streetscape or paver elements at 153rd Ave NE and NE 27th St can mark significant pedestrian and vehicular entries to the site

156th Gateway Plaza draws pedestrians into the site toward the park and urban pathways

Building Character

The building character across the district will have a definite urban feeling with buildings configured to adjoin the sidewalk and provide opportunities for building entries, retail and other pedestrian-oriented uses, small plazas, and landscaped areas adjacent to buildings. The site is configured to achieve the required balance between residential and office/hotel uses by building a majority of the residential in six story buildings which step up the site from west to east.

Commercial development will occur in building configurations of 4-10 stories and typically provide landscaped entry courtyards and plazas which relate to the street environment.

Residential buildings up to 125' are allowed. However, buildings taller than six stories will probably be developed at later stages of the project due to current economic conditions.

Residential building character

- Generally 5-6 story buildings with landscaped courts or plazas
- Retail, live-work, or ground-related units at building bases
- Potential for 12 story high-rise configurations in multiple locations

Office building character

- 4 - 10 story buildings with landscaped courts or plazas
- Opportunities for large floor plate building configurations

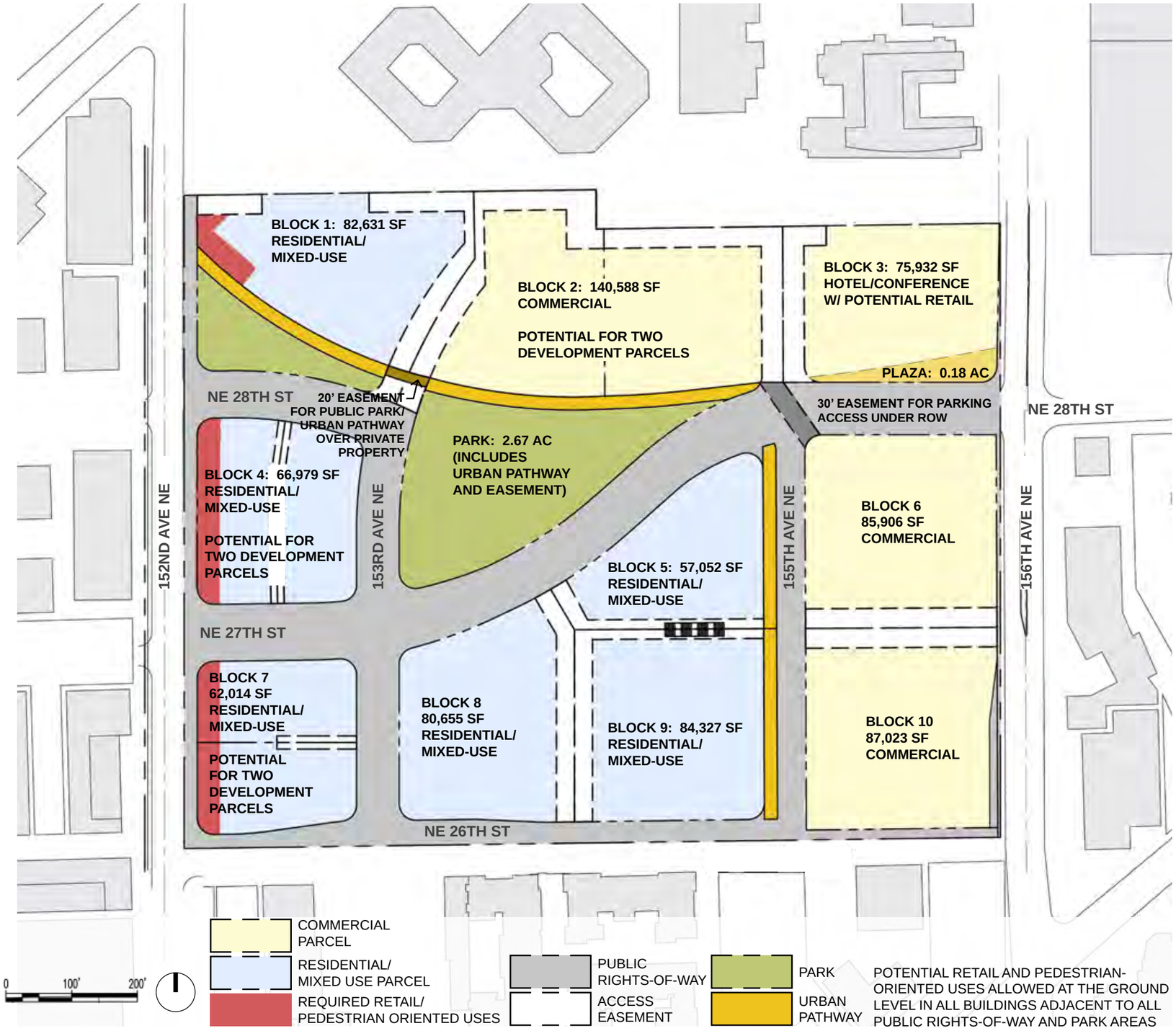
Retail/Pedestrian-Oriented Uses

- Retail or other pedestrian-oriented uses incorporated at the base of residential, hotel/conference and office buildings
- Required along 152nd Ave. NE, optional at other locations

5-6 story residential buildings with street retail at 152nd Ave. NE create appropriate density and building scale for the District

Potential for 12 story residential buildings with 3-4 story building bases create opportunities for a variety of building heights and scales

Plazas at office buildings provide open space to balance 4-10 story building configurations



District Configuration

The planned configuration for Overlake Village Zone 4 consists of new public street right of ways, a public park with urban pathway, and 13 development parcels within a 10 block layout. The parcels are configured to maximize development potential of commercial office, hotel/conference, residential, retail, and other pedestrian-oriented uses. The parcels are located in a manner which reinforces the current and proposed uses in the adjacent neighborhood. An accompanying system of access easements complete the street grid providing flexibility for individual parcel development and access for fire and services vehicles.

Street Right of Ways (ROWs)

Street ROWs are configured to City of Redmond design standards, align with existing and planned ROWs, and provide cross site connections for the district and surrounding neighborhoods.

District Park

A 2.67 acre public park is the heart of the district providing open space and recreation opportunities for the neighborhood.

Commercial Development

Five development parcels at the north and east sides of the district provide for various sizes of building development for office and hotel/conference uses.

Residential Development

Eight development parcels at the west and south sides of the district are configured to accommodate smaller early action projects along 152nd Avenue NE, and larger residential projects south of the public park at later stages of implementation.

Retail/Pedestrian-Oriented Development

All parcels can accommodate retail and other pedestrian-oriented development in combination with residential and commercial uses. Retail uses consistent with the Redmond Zoning Code will be required at parcels adjacent to 152nd Avenue NE and will be optional at all other parcels.

3 Concepts

In order to realize the Vision for Overlake Village Zone 4, more detailed thinking is provided in this Concept section of the Master Plan. The concepts describe the methodology and physical parameters necessary to create the mobility, parks and open space, building configuration, and sustainability strategies for the district.

Mobility Concept

This includes a multi-modal solution for automobiles, buses, light rail, bicycles and pedestrians. A primary goal of the Mobility Concept is to ensure that all types of mobility work together to create a walkable and bikable neighborhood with provision for the automobile as appropriate for 2.8 million square feet of new development. This multi-modal planning has influenced the character of streets and pathways throughout the site.

Parks and Open Space Concept

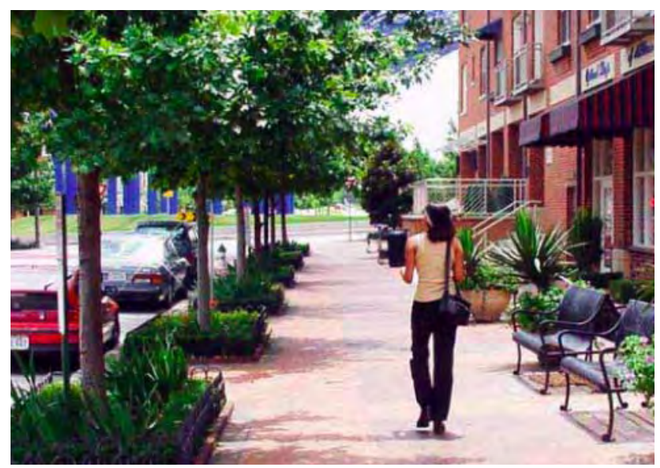
The Parks and Open Space concept ties together several elements required in the City of Redmond's Comprehensive Plan. When woven together, these elements create a connected open space network that provides a variety of outdoor spaces, links those spaces to the surrounding community, and increases the perception of open space within the project.

Building Configuration

The building configuration and massing are major design elements for creating the character of the open space at ground level. Conceptual building configurations and locations show how buildings will shape the feeling of spaces within the district.

Sustainablity Concepts

Several ideas about sustainability show how the district can be a major contributor to a sustainable built environment. The Master Plan takes advantage of a previously-developed parcel in an urbanizing neighborhood, and provides rich access to transit and non-motorized transportation routes and creates a mix of uses with excellent access to shopping and services.



Mobility

Mobility Goals - City

Vehicle Circulation

- Connect 152nd Avenue NE to156th Avenue NE with a through street to serve the development and link the surrounding neighborhoods
- Align new streets in Overlake Village Zone 4 with the street grid established west of 152nd Avenue NE by the City of Redmond's Overlake Village Design Manual
- Accommodate the connection of streets to serve the proposed SR 520 eastbound off-ramp

Bicycle Circulation

- Provide a dedicated bicycle connection through the site from 152nd Avenue NE to 156th Avenue NE that connects to the bicycle network in the area

Pedestrian Circulation

- Create an urban pathway which connects the Light Rail Station Plaza to the Overlake Village Zone 4 Park
- Provide an additional urban pathway from the Overlake Village Zone 4 Park to the future pedestrian plaza and path at the southeast corner of the district

Visitor accommodation

- Provide on-street parking to the maximum amount possible to provide adequate parking for visitors to the neighborhood
- Provide ample street sidewalks with street furniture and landscaping for use by visitors and residents
- Provide space for retail for neighborhood vitality and convenience

Mobility Goals - Group Health

Create a feasible infrastructure phasing plan

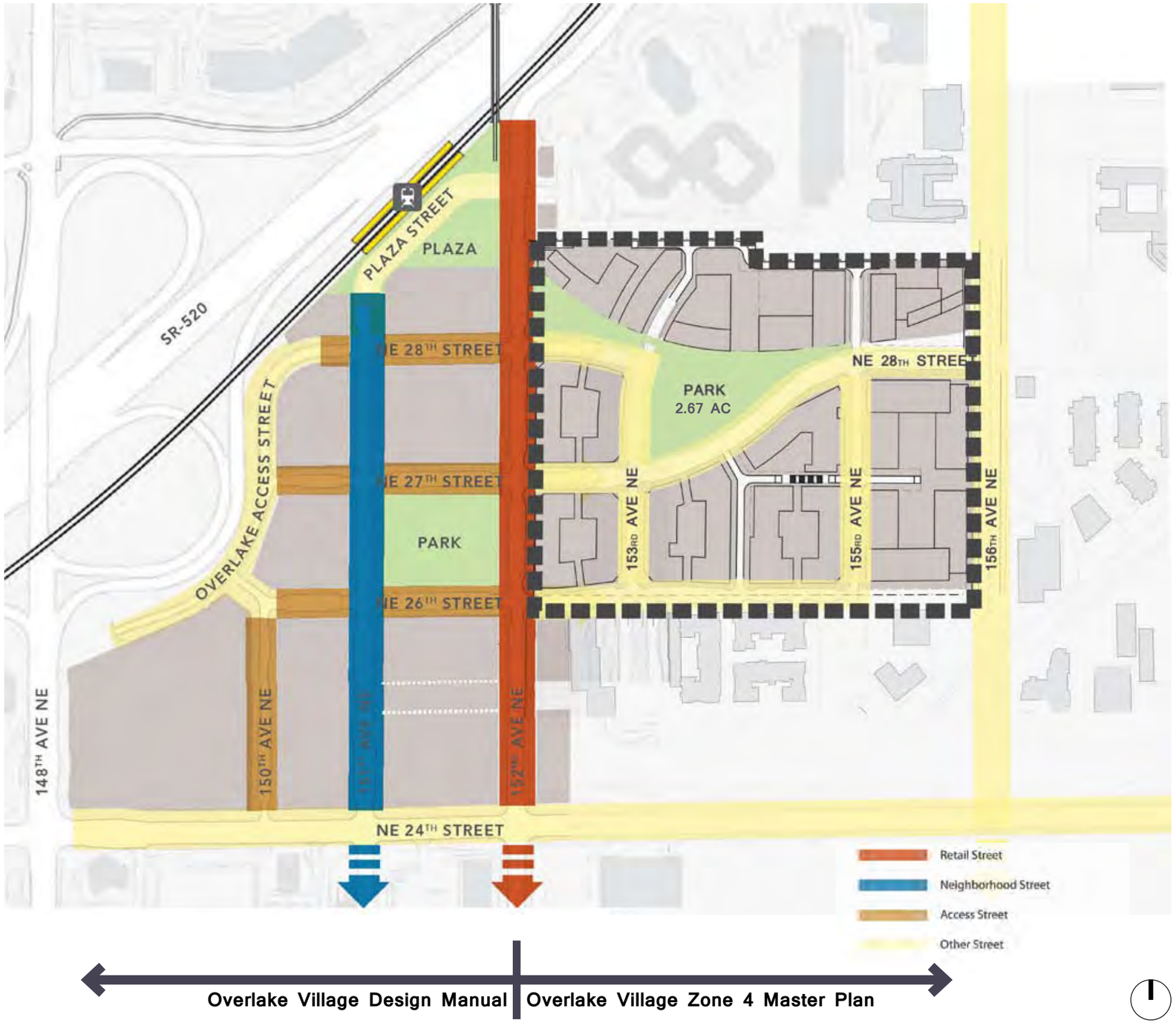
- Develop a Master Plan which provides certainty and flexibility for potential developers
- Accommodate market forces that can deliver the required infrastructure that supports the development and surrounding neighborhoods
- Design street configurations that allow phased delivery of infrastructure
- Ensure adequate internal vehicular circulation for building and fire vehicle access

Create a pleasant pedestrian environment

- Provide pedestrian connections and routes through the site in several locations
- Provide on-street parking to create a buffer between pedestrians and vehicular circulation
- Create plazas at building entries where vehicles can mix with pedestrians safely
- Provide neighborhood streets designed for slower traffic and safe use by bicyclists

Secondary circulation network

- Provide the potential for connection of below grade parking garages which can accommodate a secondary vehicular circulation network



Street Grid

The street network is designed to link the site with current and future neighborhood street grids and traffic patterns. This Master Plan furthers the City of Redmond's mobility goals by providing alternate routes and access through the area for vehicles, bicycles, and pedestrians.

The Master Plan supports access to the site from 152nd and 156th, the major north-south arterials in the area, and creates a street grid that supports the City's urban design goals and the plans for improved access to the area from SR 520.

External vehicular circulation

Provide balanced access to the site from 152nd Ave NE and 156th Ave NE

- A majority of traffic will access the site via 152nd Ave NE
- Additional traffic will access the site from east via 156th Ave NE

Support planned street grid improvements west of 152nd Ave NE

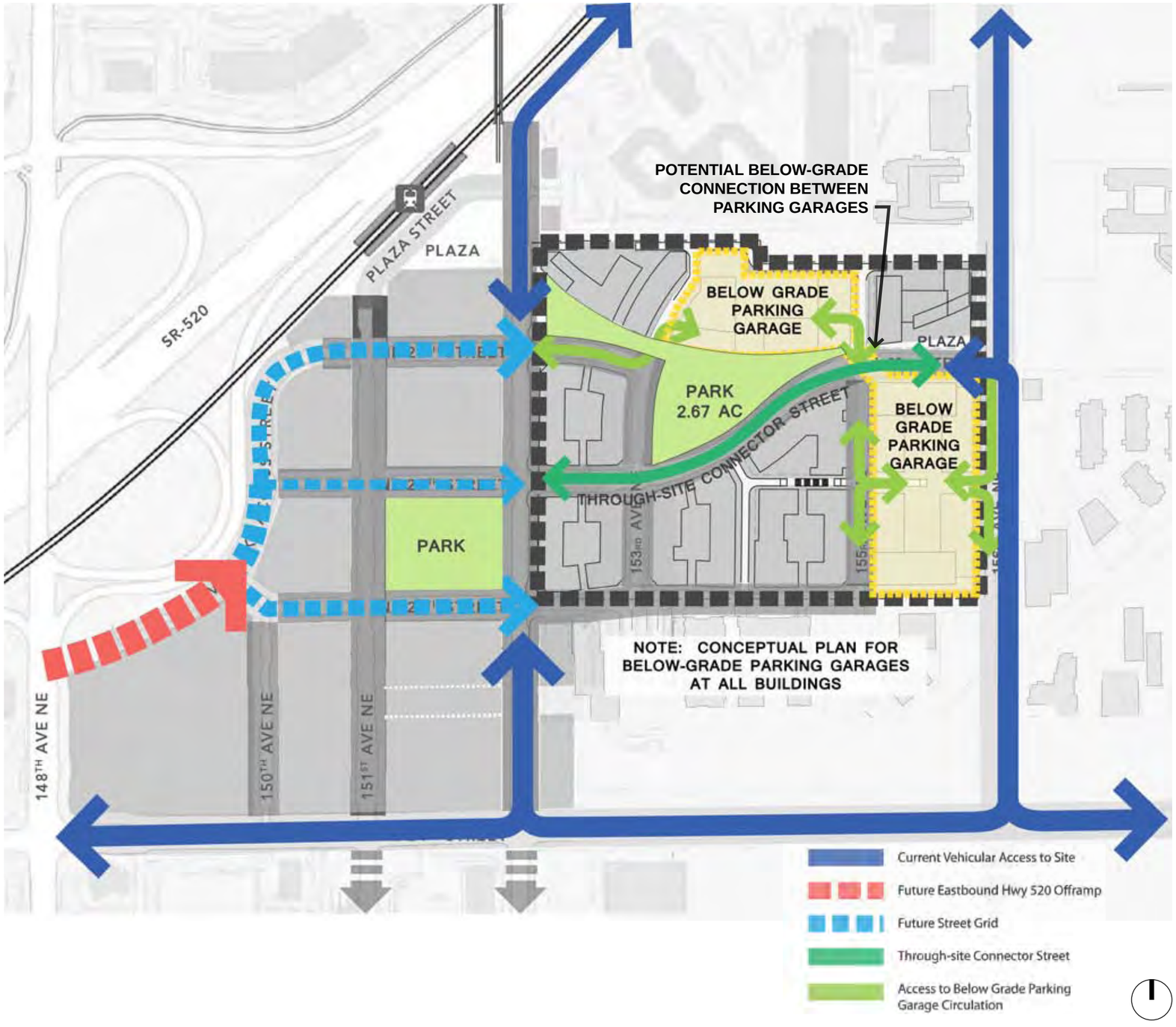
- Align new streets in Overlake Village Zone 4 with the street grid established west of 152nd Avenue NE by the City of Redmond's Overlake Village Design Manual

Accommodate new traffic patterns that will result from the planned exit ramp from SR 520

- Design internal streets to accommodate future increased traffic on NE 26th, 27th, and 28th Streets

Internal vehicular circulation

- Extend the planned street grid east of 152nd Ave. NE into Overlake Village Zone 4
- Provide through connection from 152nd Ave NE to 156th Ave. NE
- Create a network of neighborhood streets which support fine-grained site development
- Create connections to the surrounding neighborhood at NE 26th, NE 27th and NE 28th Streets



Vehicles

The Master Plan envisions a diverse network of streets and access drives that reduces impacts on any single street. Initial phases of development under the Master Plan will utilize the existing neighborhood street grid, providing access from arterial streets on the east and west of the site. The street network is designed to take advantage of planned City street grid improvements as well as the planned eastbound off ramp from SR 520.

Internal streets and access drives on the site direct vehicular traffic along multiple routes to underground parking garages at each building. Potential underground connections between garages on commercial parcels will provide additional travel routes.

Interim Site Access

- Site is accessible from 152nd Ave NE and 156th Ave NE
- New through-site connector street between 152nd Ave NE and 156th Ave NE
- SR 520 access via 148th Ave NE and NE 40th Street on- and off-ramps

Future Site Access

- Planned street grid through PS Business Park connects to new streets on Group Health site
- Planned Overlake Access Ramp from SR 520 distributes traffic between multiple streets that connect to site

Internal Underground Circulation

- Potential for vehicular circulation between commercial parcels through underground garage connections
- Reduced impacts on surface streets

Bicycles

A new bicycle route through the site provides an east-west connection for bicycles and an important addition to the existing and planned bicycle network in the area. Planned City improvements include a new pedestrian and bicycle bridge over SR 520 at the planned Light Rail station, as well as new bicycle routes on neighborhood streets. These improvements provide safe bicycle access throughout the neighborhood, and connect to the regional bicycle trail adjacent to SR 520.

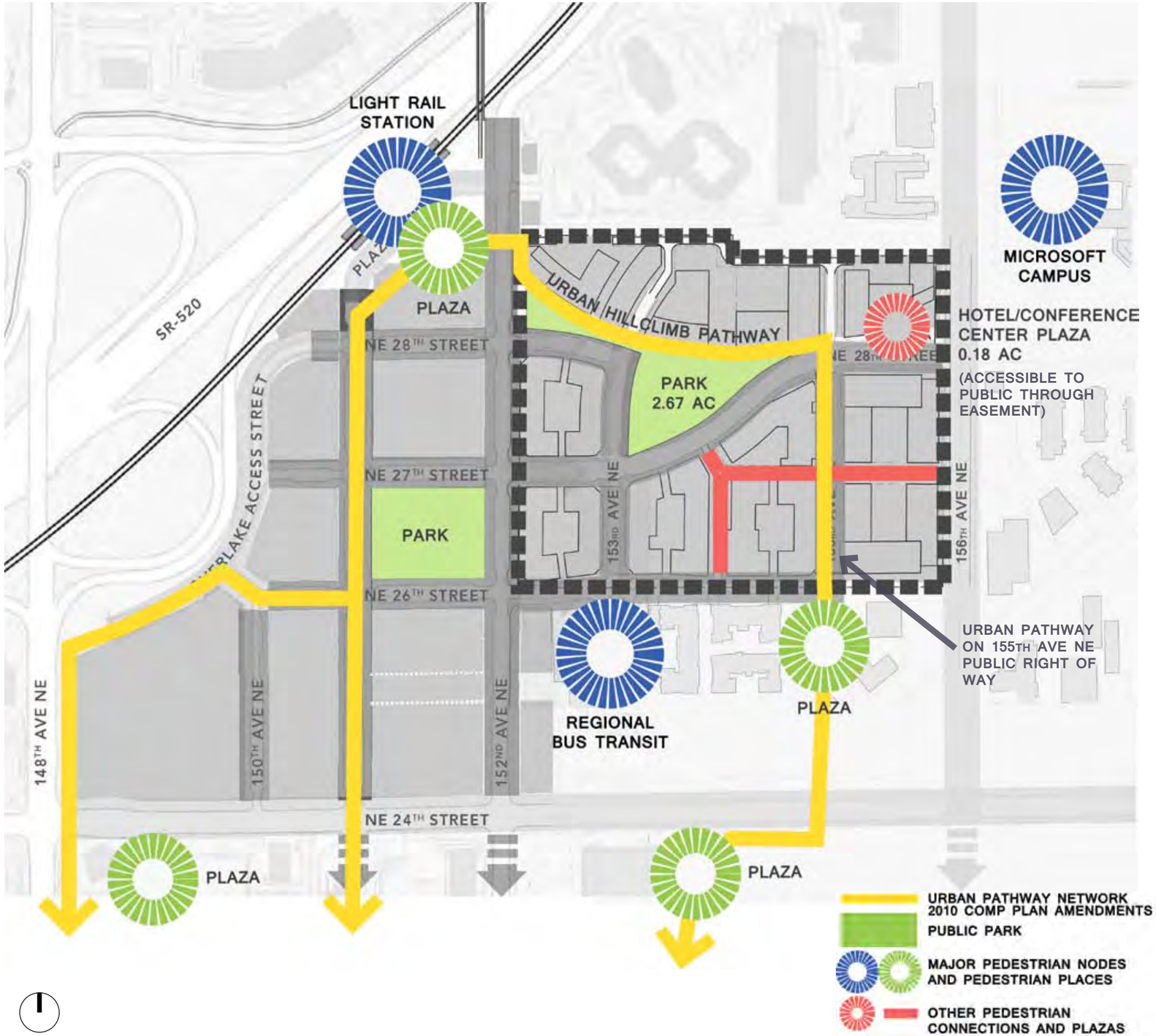
Within the site, the bicycle route will connect the neighborhood to the new district park. The new street grid will also provide safe routes for bicycles on low-speed neighborhood streets.

Overlake bicycle network

- New SR 520 overpass connects to SR 520 Trail
- Major north-south bicycle routes at 152 Ave. NE and 156th Ave. NE
- Bicycle route to the east along Bel-Red Road east of 156th Ave. NE

Site bicycle circulation

- Connects to regional bicycle network
- Dedicated bicycle lanes through the site from 152nd Ave. NE to 156th Ave. NE
- Bicycle lanes located adjacent to the Overlake Village Zone 4 Park
- Network of neighborhood streets provides safe bicycling routes within site



Pedestrians

The planned street grid improvements west of 152nd provide a greatly improved pedestrian experience. The Master Plan envisions extending these improvements through the site with a street grid that provides a diversity of pedestrian routes into and through the site. The planned area-wide Urban Pathway Network, which runs through the site, links the neighborhood's parks and plazas through a series of connected paths and landscaped sidewalks.

The Urban Pathway is a major design feature of the district, providing an accessible route up a relatively steep slope and creating a compelling, ever-changing experience that links urban plazas to the large district park, to retail and other pedestrian-oriented uses, and to new regional transportation hubs.

On the site, every street has sidewalks on both sides, and small neighborhood streets provide safe places to walk.

External Neighborhood Pedestrian Mobility
(Envisioned by the 2010 Comprehensive Plan Amendments)

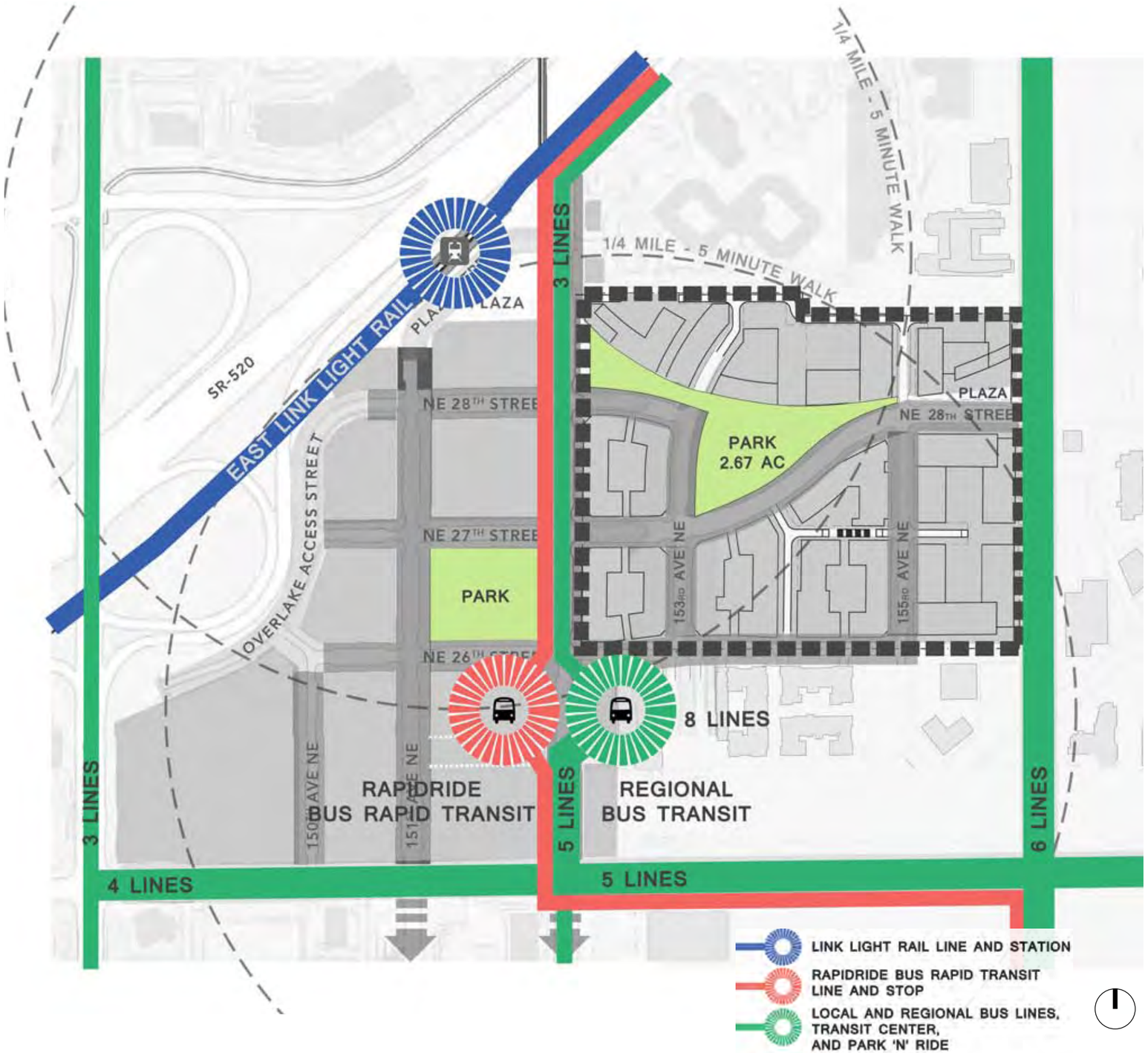
- The Urban Pathway Network connects the site to the Light Rail Station Plaza and to the pedestrian-oriented 151st Ave NE
- The Urban Pathway Network links transportation hubs to major retail destinations in the neighborhood along NE 24th St
- Planned street grid improvements west of 152nd Ave NE will connect to the street grid within the site

Internal Pedestrian Mobility

- Hillclimb connection provides accessible route between the Light Rail Station Plaza and Microsoft's main campus
- Urban pathway connects from the park along 155th Ave. NE to the southeast corner of the site (and to planned pedestrian improvements south of the site)

  Other pedestrian pathways on site will connect to the park via 154th Ave. NE and NE 27th Street

  Sidewalks provided on both sides of all street



Transit

The planned arrival of light rail in the neighborhood has fundamentally shifted the focus of planning for development in the area. The neighborhood is envisioned as evolving into a pedestrian and transit-oriented community. This major transit amenity is mirrored to the south of the site by an existing regional bus station and the imminent arrival of a Bus Rapid Transit stop. These transit facilities are within a 5 minute walk of the majority of the Master Plan site. The easy access to a variety of transit options is a central component of the Master Plan design, influencing land use choices, pedestrian and vehicular circulation, and the placement of public facilities.

Link Light Rail
(Estimated open in 2023)

- East Link will run from Overlake Transit Center (and eventually downtown Redmond) to downtown Seattle (connecting to Central link from the Northgate to Redondo Heights via SeaTac Airport)
- Light rail station construction will include creation of a public plaza and a ped/bike bridge across SR 520

Regional Bus Transit

- 14 King County Metro bus lines within 1/4 mile of the site
- Bus lines connect the site with Bellevue, Renton, Kent, Seattle, Issaquah, Kirkland, and Totem Lake

RapidRide Bus Rapid Transit
(Estimated open in Fall 2011)

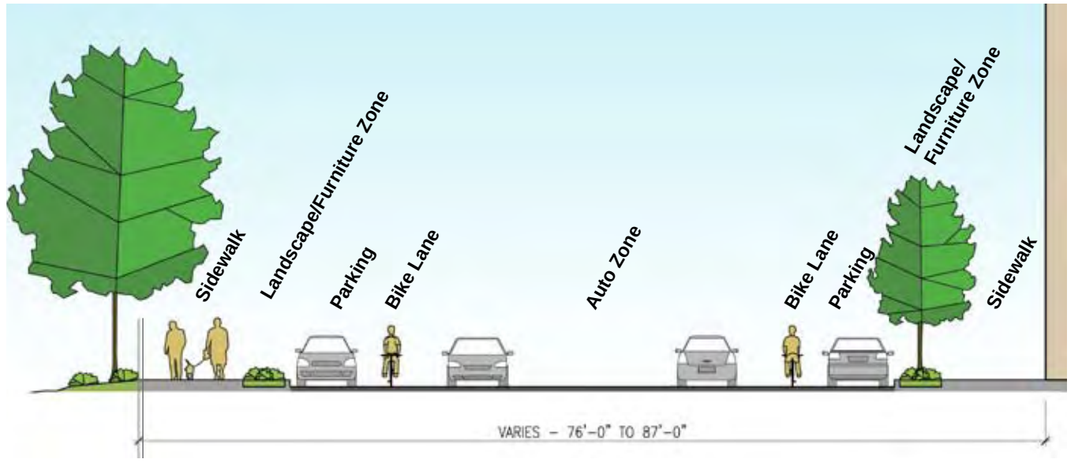
- RapidRide B Line connects downtown Redmond to downtown Bellevue
- Streamlined connections to regional employment centers transportation centers
- RapidRide buses run every 10 minutes during peak hours, and integrate service and reliability improvements over local bus service

Street Types

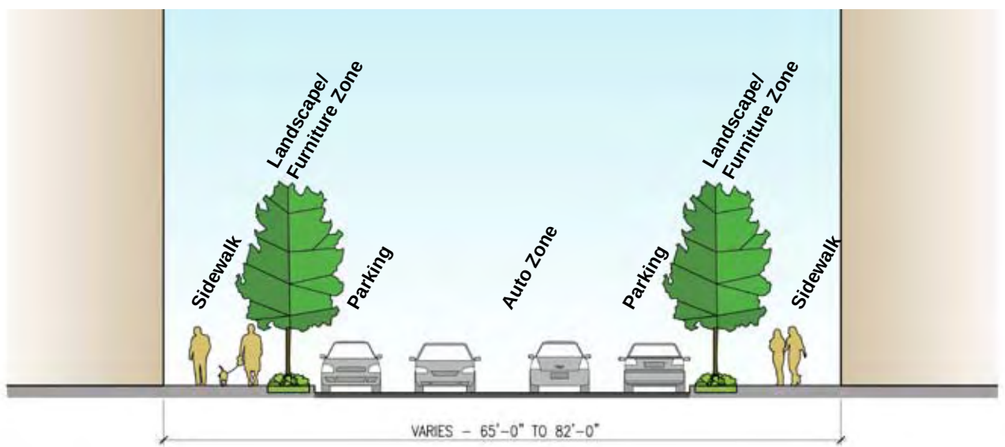
The Master Plan incorporates a range of street types that accommodate multiple modes of travel. Vehicles, bicycles, and pedestrians have a variety of options when moving through the site. This diversity of potential routes lowers the traffic demand on any one particular street, making the entire street network flow more smoothly and creating a pleasant public realm.

All streets have sidewalks on both sides, and the integration of landscape and furniture zones, Urban Pathways and pedestrian paths within the street grid encourage pedestrian use of the site. The through-site street includes bicycle lanes on each side, while slower traffic on neighborhood streets improve bicycle safety.

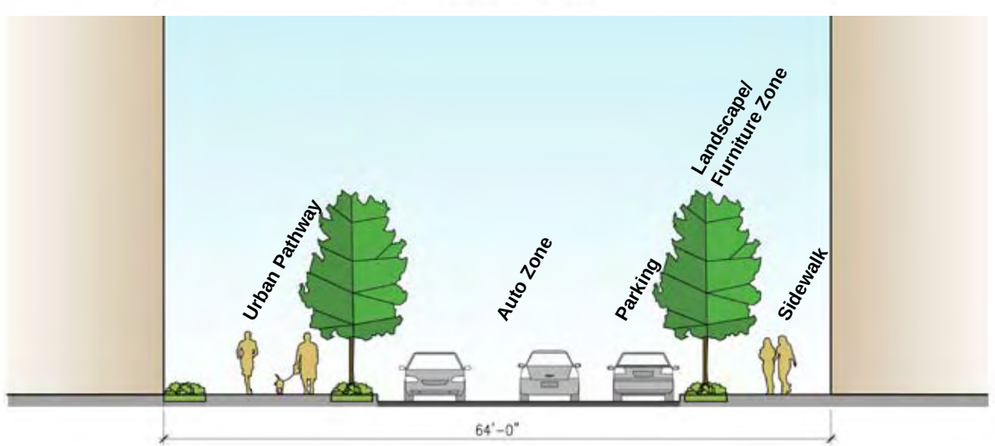
Through-Site Connector



Local Streets



Urban Pathway Street



Through-Site Connector

- Street parking and landscape/furniture zones separate vehicle traffic and pedestrian zones
- Dedicated bicycle lanes in each direction
- Street provides views and access to park

Local Streets

- Street parking on each side support visitors to site
- Landscape/furniture zones and wide sidewalks encourage pedestrian use
- Street-level uses and potential for retail provide interest

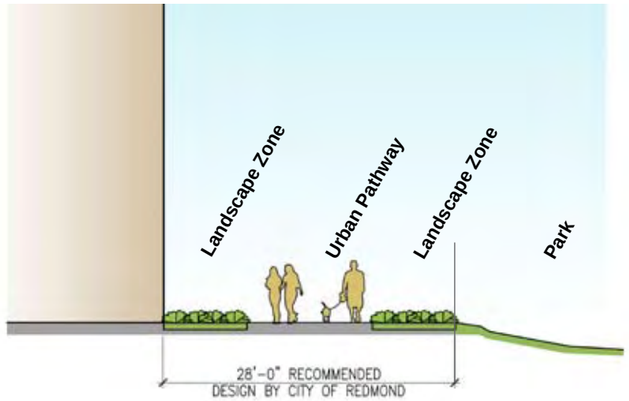
Urban Pathway Street

- Urban Pathway provides major pedestrian amenity
- Landscape/furniture zones and narrow auto zone encourage pedestrian and bicycle use

Pedestrian Connections

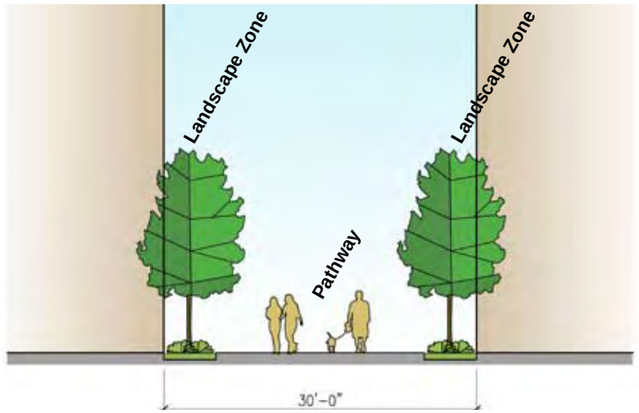
The Master Plan includes pedestrian facilities at every street, including sidewalks, landscape/furniture zones, and on-street parking to buffer pedestrians from traffic along busy streets. Urban Pathways provide additional pedestrian amenities, including wider paved walks and more landscaping. In addition, pedestrian paths connect through the site and provide alternate routes for pedestrians.

Urban Pathway (at the Hillclimb) through the Park



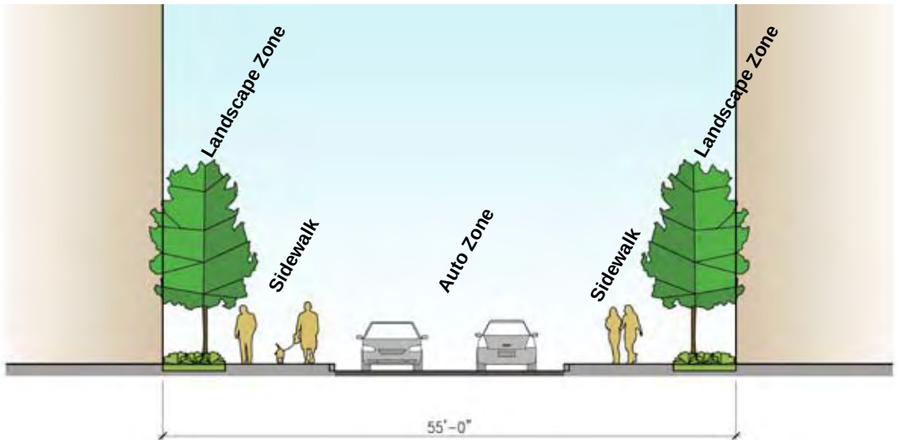
Curving urban pathway adds interest along the pedestrian connection

Pedestrian Pathways (required if no private street is provided)



Pedestrian pathways provide an extension of the street grid across the site

Landscaped Private Streets (pedestrian & vehicle access)



Private streets provide access for vehicles and pedestrians

Urban Pathway Street (not shown)
see page 24

Urban Pathway at the Hillclimb through the park

- Buildings engage the pathway, with ground-level amenities and the potential for retail or other pedestrian-oriented uses
- The Hillclimb provides an accessible route up a relatively steep slope, and minimizes auto crossings
- The Hillclimb provides views and access to the central park

Pedestrian Paths

- Landscaped pathways provide alternative routes for pedestrians
- Adjacent buildings can provide building access and ground-level pedestrian amenities along the path

Landscaped Private Streets

- Wide sidewalks and landscaping along building edges
- Narrow street provides vehicle access but invites pedestrian and bicycle use

Parks & Open Space

Increasing density at Overlake is key to the success of the TOD concept envisioned by the City of Redmond. This increased density needs to be considered in locating land uses but must also be balanced with the appropriate amount of Parks and Open Space to serve the needs of the denser neighborhood. Parks and Open Spaces must work cohesively with the various land uses and circulation routes (vehicular and pedestrian) to create a truly livable urban neighborhood.

The Parks and Open Space concept ties together several elements required in the City of Redmond's Comprehensive Plan. When woven together, these elements create a connected open space network, provide a variety of outdoor spaces, and increase the perception of open space within the project. The primary park space is located at the heart of the project site to maximize visual connections with the largest percentage of the neighborhood. It is linked to an urban pathway, implemented as a pedestrian Hillclimb, which traverses the site north of the park. This location provides for ample sunlight along its length. The location of roadways adjacent to the primary park also increase the perception of open space and provide a buffer from shadow impacts of buildings located to the south and west. Shadow impacts by high-rise building development will also be minimized by a set of location criteria that limit shadows across the park.

Three park design concepts are set out in the Appendix. The design concepts were developed with input from the City of Redmond Parks and Recreation Department and members of the City of Redmond Parks and Trails Commission. These concepts are included as a starting place for further design work that will be completed by the City with input from advisory groups. Construction, operation and maintenance of the park will be provided by the City of Redmond.

Public Spaces

The conceptual plan for Parks and Open Space envisions several types of public open space in the district. The land for these public open spaces will either be dedicated to the City of Redmond or be privately held by private owners with easements providing for public access and use.

The Hillclimb and District Park

The Hillclimb and the district park are the heart of the district and will serve residents of the district and surrounding neighborhood. Land for this park will be dedicated and delivered to the city as part of the first major phase of infrastructure development. Final design and construction of the Hillclimb urban pathway will be provided by developers adjacent to the pathway at time of development as part of the site plan entitlement process. Final design and construction of the District Park will be provided by the City of Redmond. Community input will be included as part of the park design to determine the appropriate uses and configuration. Potential park design concepts are shown In the Appendix, pages 49-51)

The 156th Ave NE Plaza

The character of this plaza will be more hardscaped in nature. It will define the entry into the district and act as a forecourt for a full-service hotel and conference center planned for this parcel. It will be privately owned but public use will be allowed by easement.

Urban Pathway at 155th Avenue NE

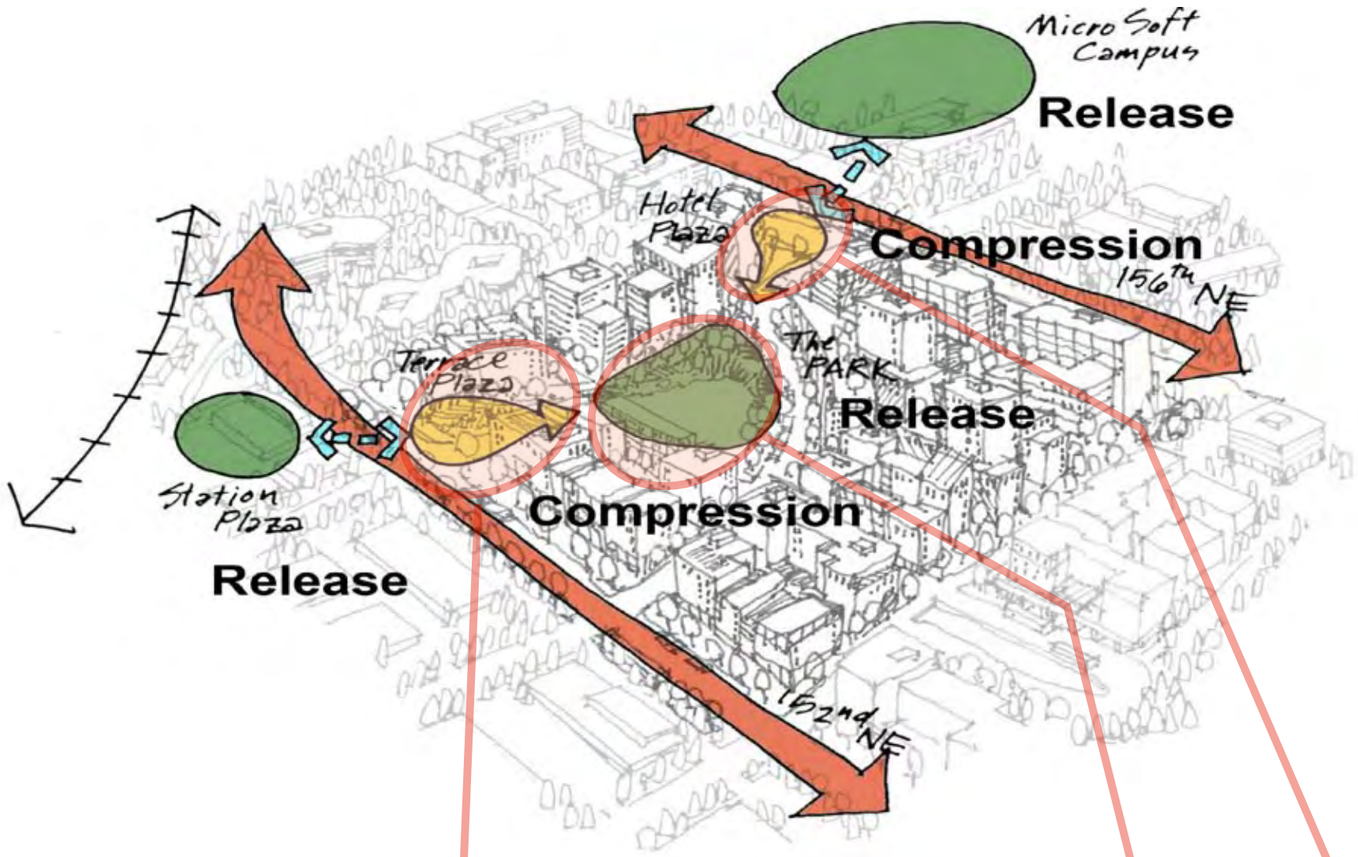
The intent of this urban pathway is to provide a pedestrian connection to the district park and the urban pathway network in the Overlake Urban Center. It will be part of the 155th Ave. NE public right of way (ROW), designed and delivered by private developer when the ROW is constructed, and approved by the City of Redmond.

The Hillclimb Experience

The concept for the urban pathway at the Hillclimb is to move people uphill quickly from the Light Rail Transit Station Plaza via a series of grand stairs with ramps or elevators and cross 153rd Ave. NE via a bridge connection. This locates the urban pathway above the park offering views across the park. It will provide an east/west connection across the district.

The urban pathway has been configured as a gradually curving arc which gains 60' of elevation as it crosses the district from west to east. The curving shape prevents a pedestrian from experiencing the entire length of the connection at once, but rather is intended to draw the user along its extent providing a varying series of outdoor spaces and experiences along the way. Outdoor plaza areas at either end of the Hillclimb become compressed by the adjoining buildings as you move through them, which contrast with the large outdoor open space of the park. In this way, a varying sequence of outdoor rooms are created, each with a unique character. This pattern of compression and release of spaces provides additional visual and experiential interest for the pedestrian user.

Activities along the Hillclimb open space can also change with the changing character of the open spaces. This will provide opportunities for various outdoor recreation and gathering places at the different open spaces.

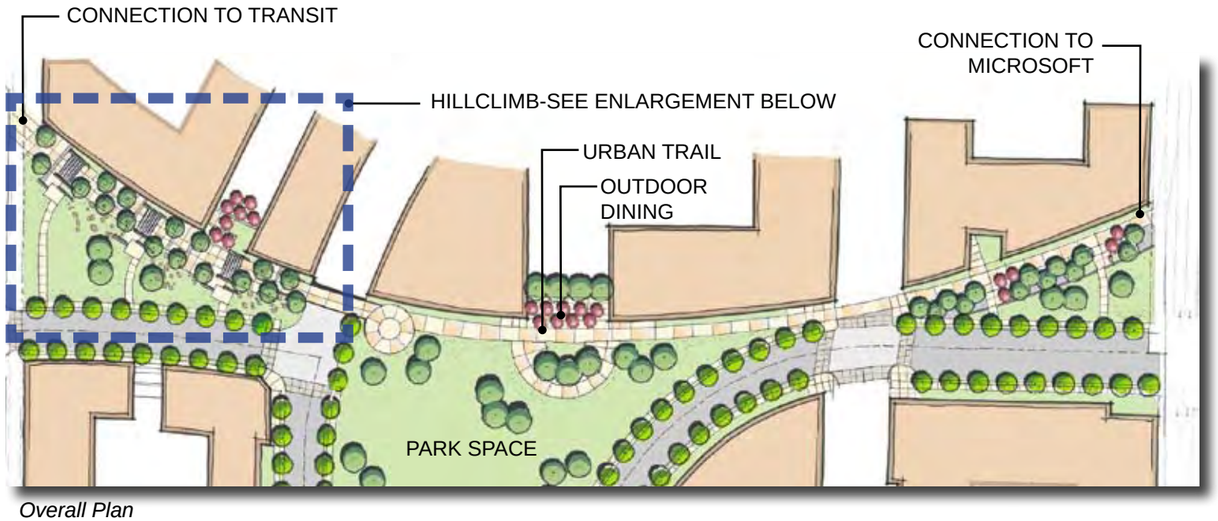


Compression of space at Terrace Plaza creates appropriate environment for retail uses adjacent to the park

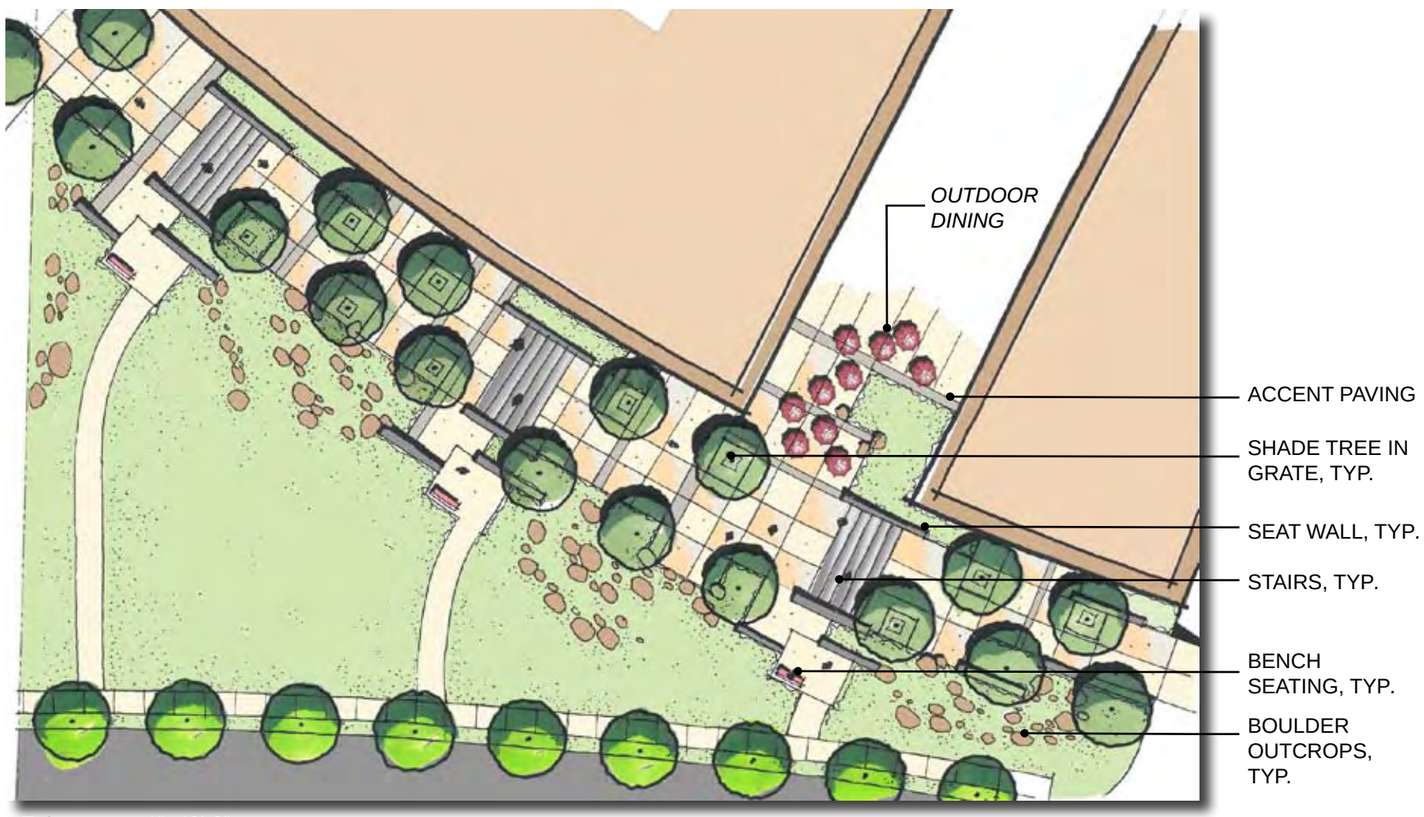
Release to large green open space at the park (perception of park size increased by open space of adjacent streets)

Compression of the urban space as users approach the park creates opportunities for uniquely related open spaces

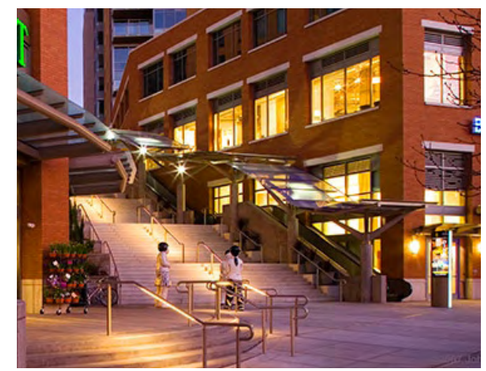
Hillclimb Design Concepts



Overall Plan



Enlargement 1"=40'-0"



Hillclimb to the Park

The Hillclimb will invite pedestrians and transit commuters up and through the park.

View of the Hillclimb from the Light Rail Transit Station Plaza with the park beyond.

Hillclimb in the Park

View of the park looking southwest from the urban pathway at 155th Ave NE

Potential Highrise Commercial
Potential Highrise Residential

Conceptual Building Locations & Massing
(used for district shadow studies)

District Character

High-rise building locations

High-rise buildings can be located on any parcel in the district. In order to provide flexibility of development, locations for high-rise buildings (buildings above 7 stories in height) are not specifically identified in the Master Plan. However, criteria for locating high-rise buildings have been established to control the spacing between high-rise buildings and their relationships to the park.

High-Rise Use Spacing
Residential to residential - min. 120' orthogonally and 80' diagonally
Residential to commercial - min. 120' orthogonally and 80' diagonally
Commercial to commercial - min. 80' orthogonally and diagonally

Park relationship
High-rise buildings must be located so they do not shadow more than 20% of the district park at any time between 10 AM and 4 PM between March 21 and September 21

Building orientation at commercial building parcels

In order to ensure high-rise commercial buildings do not cast excessive shadows or dominate the scale of certain streets, the length of their facades along certain streets will be limited. See page 55 for specific limitations by parcel.

Minimum residential development by parcel

The maximum number of residential units allowed for the district is determined by Floor Area Ratios (FAR) established by the City of Redmond Land Use Code. However, in order to ensure the overall development will achieve an equal balance between residential and commercial uses, a minimum number of residential units are required on each residential/mixed-use building parcel. Some transfers of the required number of units will be allowed between parcels to provide flexibility and to encourage early action projects.

Required building setbacks and modulation

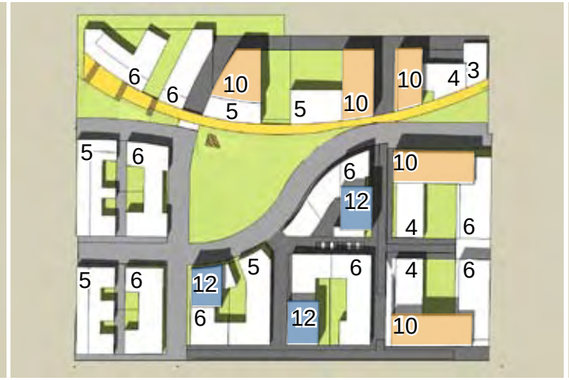
The City of Redmond's Land Use Code identifies building setback and modulation requirements for development in Overlake Village Zone 4. In order to establish an urban character of development at the district, no additional building setbacks within the district will be required.

Shadow Studies

Potential Highrise Commercial
Potential Highrise Residential

Summer Shadows

10:00 AM



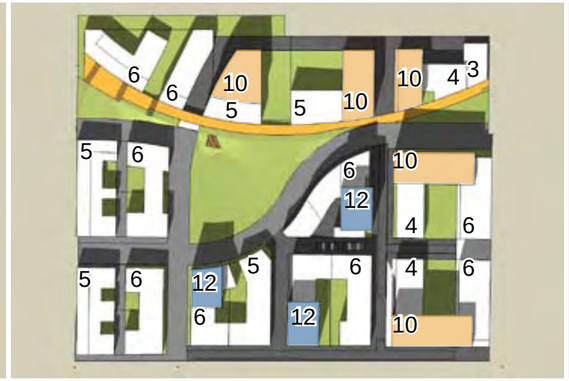
12:00 PM

2:00 PM

4:00 PM

Spring/Autumn Shadows

10:00 AM



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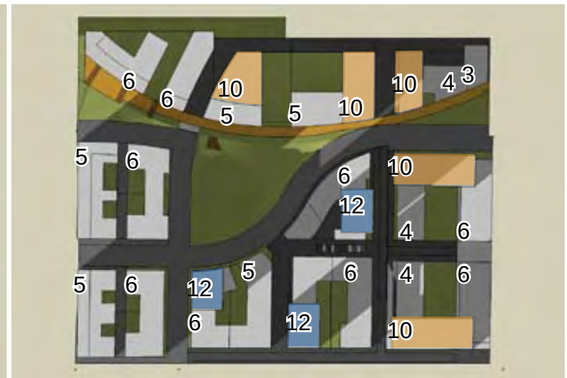
Winter Shadows

10:00 AM

12:00 PM

2:00 PM



4:00 PM

Conceptual Site Plan

This conceptual site plan provides a possible configuration for development within Overlake Village Zone 4. The approach considers not only design and planning goals, but also the financial realities of development required to fund major infrastructure improvements for the entire district. It incorporates several key design ideas identified in the Vision and Concepts sections of the Overlake Village Zone 4 Master Plan regarding mobility, connections, land use, open space and building character. It reflects a merging of these ideas to create a cohesive district with sufficient density, open space and mix of land uses to meet the City of Redmond's planning goals for the Overlake Village Urban Center. Priority design ideas include:

Pedestrian Hillclimb

Creates an identifiable and memorable part of the district.

District park

Located to provide for maximum public use with ample sunlight and opportunities for multiple recreation activities

Multi-modal mobility

Accommodates pedestrians, bicycles, traffic & transit

Mix of land uses

Provides a mix of land uses appropriately located to respond to the neighborhood context and planning goals

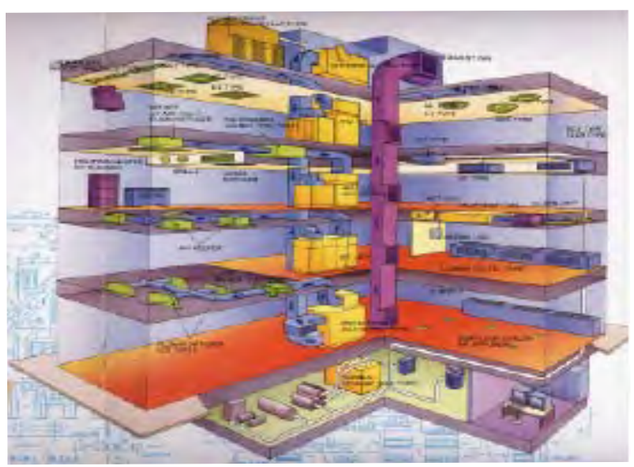
LEGEND

- commercial/hotel and conference center podium
- commercial/hotel and conference center tower
- residential podium
- residential tower
- retail/pedestrian-oriented uses

DEVELOPMENT TOTALS (approximate)

retail/pedestrian-oriented uses	25,000 sf
hotel/conference center	180,000 sf
office	1,180,000 sf
residential	1,400 units

Sustainability Concept



The biggest component of sustainablity within Overlake Village Zone 4 is the nature of the development itself. The high density and mix of land uses adjacent to a regional light rail station enable increased transit ridership and hold the potential for a dramatic reduction in the Vehicle Miles Traveled (VMT) by people living and working in the development. Parking requirements can also be reduced because every trip away from home or work will not need to be by automobile.

The increased density of people living and working in the development will support the retail and other services provided on site and in the adjacent neighborhood. These will also be easily accessible by bicycling or walking, thus further reducing VMT.

Sustainable strategies will also be incorporated in the buildings, infrastructure and neighborhood design. Creating an open connected community, increasing the use of green building techniques and roof gardens and regional infrastructure systems are part of this approach.

The City of Redmond values trees as part of the city character. To sustain that character, while also allowing development at a density necessary to create sustainability and connectivity benefits, the trees removed due to development within Overlake Village Zone 4 will be replaced by trees and understory plants off-site. The replacement trees will be located on city-owned public land for all to enjoy in a park like setting. These will supplement the hundreds of new trees provided along the new streets, and in the public park and plazas provided in the development. Ultimately, when the site landscaping and mitigation area are considered together, development in Overlake Village Zone 4 will provide more tree canopy and groundcover than currently exist on the site.

Access & Connection Strategies

Access to Light Rail Transit

- Increased transit ridership will occur as the site is developed and the light rail transit arrives.
    - In a study of 103 TODs across twelve regions in America found that, on average residents were 2-2.5 times more likely to commute on transit compared to the average resident of the region.[1]
- Reduced Vehicle Miles Traveled (VMT) will reduce the impact of future development on the vehicle transportation network.
- Development at the TOD will reduce parking demand.
    - A parking demand study found that American households near train stations owned 0.9 cars per household compared to 1.6 cars per household across the regions.[2]
    - Lower parking demand will reduce garage size and subsequently reduce the embodied carbon and energy required in building construction.

Access to Bus Transit

- 14 bus routes have stops on streets adjoining the development site or at the Park'n'Ride Transit Station at 26th Ave. NE adding transit options to reduce VMT.

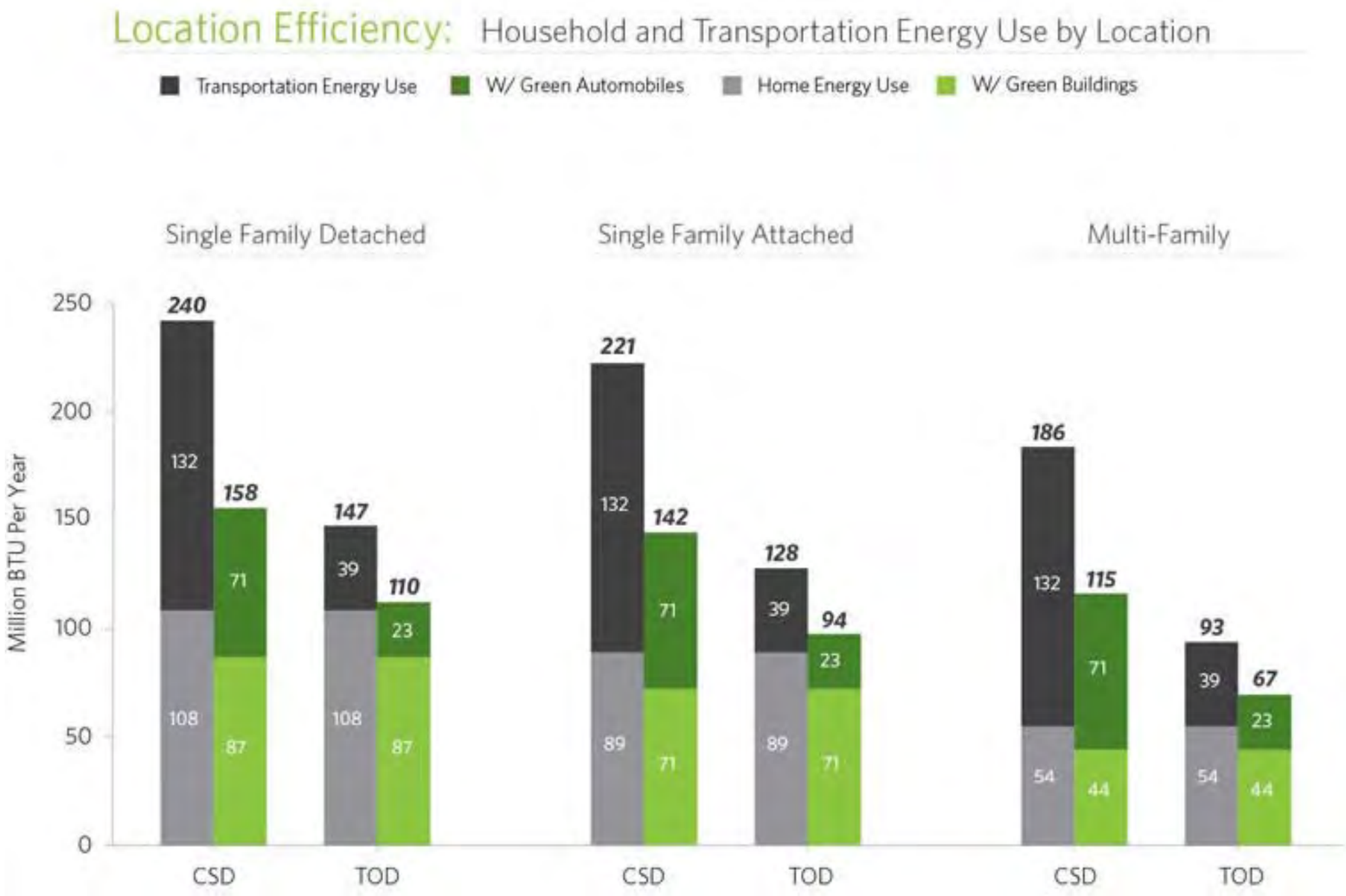
Access to Pedestrian/Bicycle Networks

- Pedestrian/bicycle routes through the site will connect to city and region wide networks providing the opportunity for a larger number of non-vehicle commuters

References

[1] Renne, J. (2005) In *Edward J. Bloustein School and Public Policy*, New Brunswick, New Jersey, Rutgers University

[2] Center for Transit Oriented Development (2004) *Hidden in Plain Sight: Capturing the Demand for Housing near Transit*, Reconnecting America, Las Vegas, NM.



CSD: Conventional Suburban Development
TOD: Transit-Oriented Development

From *Location Efficiency and Housing Type - Boiling it Down to BTUs*. US EPA Smart Growth Program, 2011

TOD Strategies

A 2011 EPA study evaluated the effects of various strategies on the energy consumption of a typical household. The study evaluated the relative effects of:

1. Location of house: Living near transit versus living in an auto-dependent suburb
2. Type of house: Living in a multi-family building versus living in an attached house (duplex, townhouse, etc.) versus living in a detached single family house
3. Energy efficiency of house: Living in an Energy Star-certified home versus a house built using standard practice
4. Energy efficiency of car: Driving a “green car” (cars that average 37 miles per gallon) versus driving a car with average fuel efficiency (20 miles per gallon)

The study found that TOD spurs the greatest reduction in energy use, regardless of the type of house, the construction of the house, or the type of car. Combining these strategies can lead to as much as a 64% reduction in energy use.

Looking beyond simple access to transit, *location efficiency* combines transit access, walkability, and proximity of employment, schools, and shopping. The Master Plan for Overlake Village Zone 4 is extremely location efficient, with a mix of uses on the site, as well as a rich array of services, retail, and transportation options within easy reach.

This Master Plan fosters the development of very energy efficient households - multi-family construction and excellent access to transit, shopping, and services mean that residents of this new development will likely use significantly less energy in their daily lives. These same sustainability benefits apply to businesses and retail that locate on the site.

Land Use Strategies

Mix of Uses

- A mix of office, hotel/conference, and residential uses on the site provide the option of living close to work enabling a non-vehicle commute
- The location of the site adjacent to a major regional employer provides people the opportunity to live close to work, thereby reducing VMT
- A full-service hotel/conference center use on site allows visitors to arrive and connect without the need of a vehicle, thus reducing VMT
- Housing and Jobs Proximity - Residential development equals or exceeds commercial development - (1,400 Residential Units and 1,400,000 square feet of Commercial)

Access to Retail

- Retail and other pedestrian-oriented land uses on site, and major food and service retailers within close proximity of the site, will provide the opportunity for residents and workers to access these by non-vehicular means and subsequently reduce VMT

Access to Open Space

- The central location of the Overlake Village Zone 4 Park allows access for users from the development and the surrounding neighborhood along pedestrian and bicycle routes
- Neighborhood streets and pedestrian routes on site connect to nearby planned parks and plazas providing convenient access by walking and bicycling

Building & Infrastructure Strategies

Green Buildings

- Although LEED certified buildings will not be required, current trends indicate a substantial percentage of buildings will achieve LEED or other green building certification
- Landscaped Roofs
  - Provide open space for residents and employees
  - Contribute to required landscape and open space requirements
- Building Orientation and Configuration
  - Opportunity on most parcels to utilize building orientation and solar access to lower energy needs for heating and cooling
  - Buildings adjacent to parks and other landscaped spaces can take advantage of natural cooling from these areas
- Building Materials
  - Light-colored roofs can reduce solar heat gain in buildings and in the atmosphere
  - Pervious paving materials can reduce demands on stormwater systems and replenish groundwater sources
  - Building materials can be sustainably sourced, can contribute to energy efficiency of the building, and can help create aesthetically-pleasing environments

Green Infrastructure

- Landscaped Roofs
  - Slow stormwater flow during storm events, thus reducing impacts on stormwater facilities and downstream water quality
  - Reduce overall stormwater runoff, returning more water to the environment through evaporation and percolation
- Regional Stormwater System
  - Efficient method to treat and manage stormwater
  - Additional sustainability strategies can be implemented at the district scale

Environmental Strategies

Tree Replacement

Due to the character of dense urban development and the steep topography of the site, which will necessitate major earthwork to provide infrastructure, it will be difficult to retain trees on the site. To compensate for this situation a substantial amount of off-site tree replacement is planned in addition to the planting of hundreds of trees on-site to provide street trees and meet project landscape requirements. The intent of the off-site replacement planting is to create future forest areas on city owned public lands for the benefit of the community. Replacing trees off-site allows for larger and more ecological beneficial forest habitat creation in a context with more public benefit. Not only will the existing trees be replaced, but native shrubs and ground covers will also be planted. Land selected by the City of Redmond Parks Department will be planted with the following:

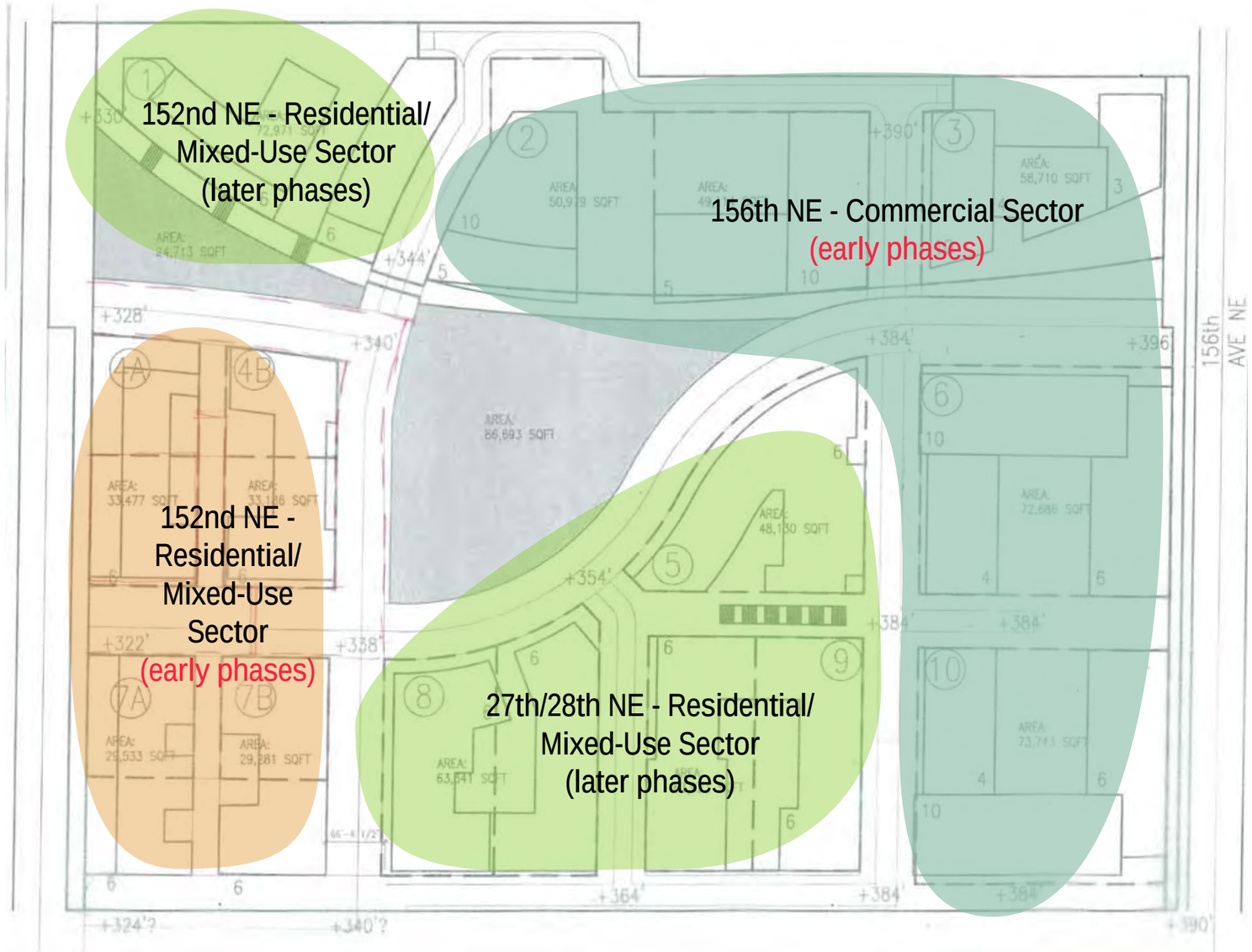
- Native Trees
- Native Shrubs
- Native Ground Covers

To provide a meaningful immediate impact and public benefit, Group Health has committed to an initial minimum mitigation planting of native trees and shrubs on public land selected by the City of Redmond. This initial planting would occur prior to the clearing of existing trees on the site and include 1,000 trees and 9,370 shrubs.

Recycling and Reuse of Site Materials

- Existing Group Health Hospital and other buildings (approximately 470,000 sf) will be demolished and recycled to the maximum extent feasible.
- Since trees will be removed from the entire site, the potential exists for harvest of trees and use of their lumber on-site. This lumber could be used for benches, park structures, play area components, to create continuity with the former character of the site.

4 Implementation



Sectors of Development

The implementation strategy for the Overlake Village Zone 4 Master Plan is a key component for success in developing the district. Implementing the plan focuses on phasing the development in a manner that provides flexibility of development, certainty of the delivery of infrastructure, and the incremental provision of facilities appropriate to the changing needs of the district and the surrounding neighborhood.

Four sectors of development within the district will each have a specific strategy for development and infrastructure delivery. Development of the Commercial Sector will trigger the construction of the largest portions of district infrastructure, including the through connector street from 152nd Ave. NE to 156th Ave. NE and the provision of land which will be ready for construction of the district park (design and construction by the City of Redmond). Residential/mixed-use projects and accompanying infrastructure could be developed in the 152nd Ave. NE - Residential/Mixed-Use Sector without development of major infrastructure (through connector street and district park). This would facilitate smaller early action projects that are more feasible in the current economic environment. Sectors which are developed in later phases will require early phase infrastructure be complete prior to their development.

Assumptions

- Any project site developed within a block parcel will require provision of schematic engineering design of the entire block prior to inception
- Development in the 156th NE Commercial Sector will require major infrastructure construction
- Development and infrastructure can be provided in less than full block parcels at some locations
- Development in the later phase sectors may require completion of infrastructure in early phase sectors prior to construction

Goals

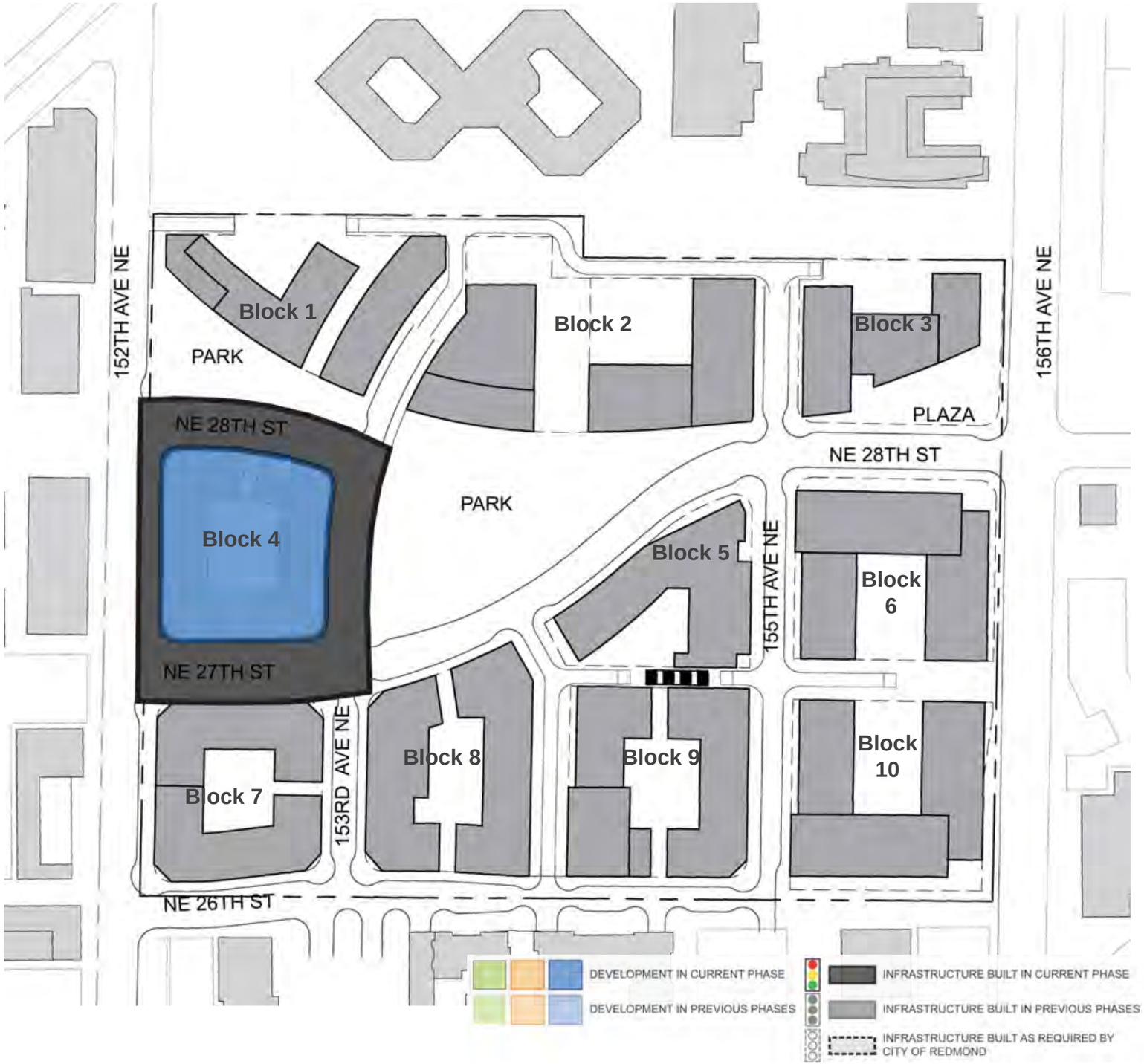
- Infrastructure will be delivered as proposed for planned projects
- Infrastructure will be appropriately sized and delivered to serve the needs of the proposed development
- Provide infrastructure appropriately designed and installed to facilitate future district wide development
- Development phasing timed to ensure infrastructure can be funded incrementally as property within the district is sold.
- Cluster development where ever possible during early phases to help create a sense of place at early projects

156th Ave. NE Commercial Sector

Development of
Blocks 2, 3, 6, and 10

At the time of development of any block in the 156th NE Commercial Sector the following infrastructure will be delivered:

- Build NE 27th Street with all utilities
- Build NE 28th Street with all utilities
- Build the NE 27/28th Connector Street with all utilities
- Build 153rd NE between NE 27th and NE 28th with all utilities
- Build the open space area for the future district park (provide preliminary rough grading, stormwater drainage system and hydro-seeded landscape). Future district park design and construction by City of Redmond.
- Build frontage improvements the entire length of 152nd Avenue NE and 156th Avenue NE
- Provide traffic signalization along 152nd Ave NE at NE 27th and NE 28th Streets and along 156th Avenue NE at NE 28th Street as required per City of Redmond analysis
- Provide full frontage improvements at the perimeter of any block developed

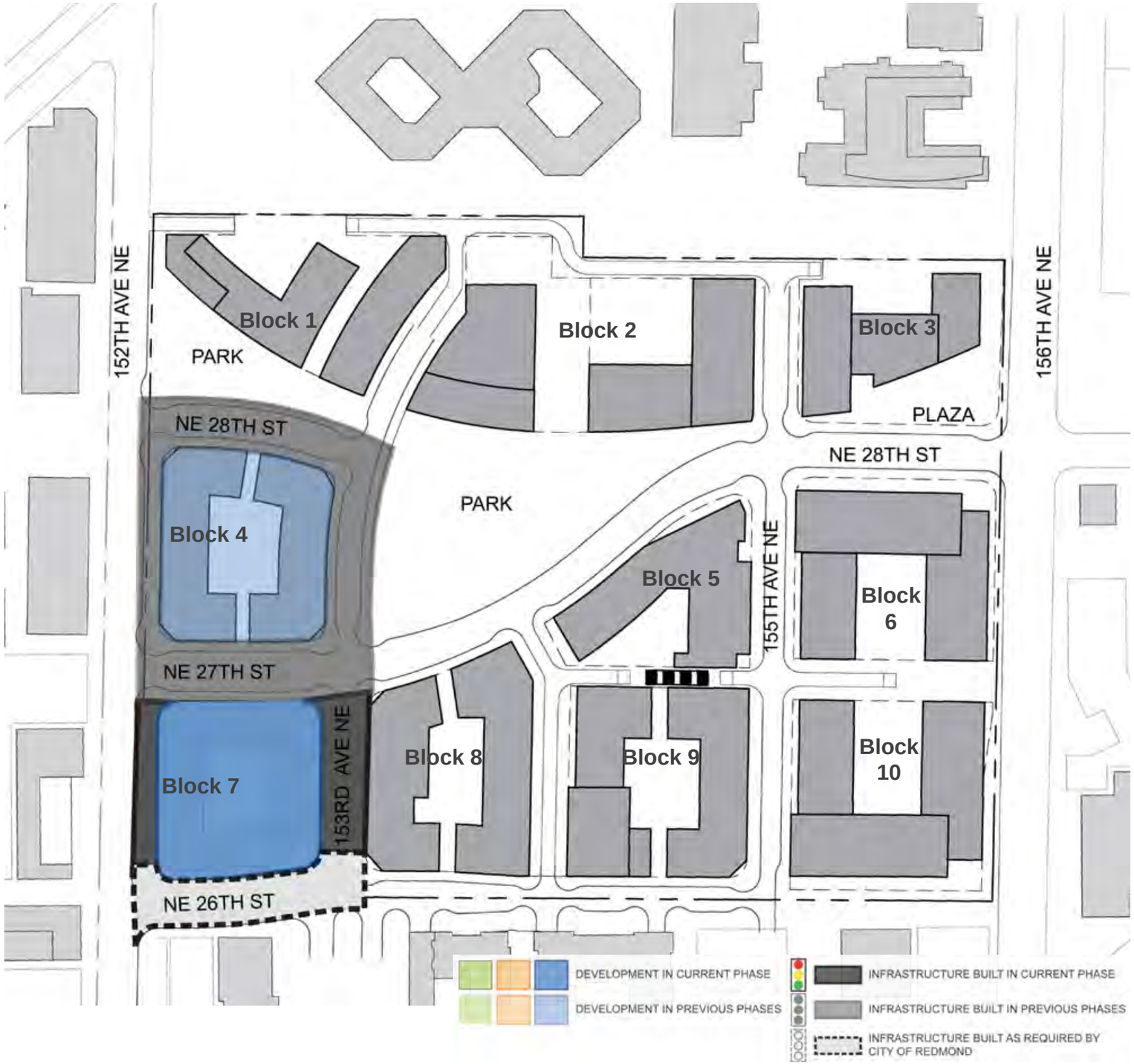


152nd Avenue NE Residential/ Mixed-Use Sector (early phases)

Development of Block 4

At the time of complete development of Block 4, the following infrastructure will be delivered:

- Schematic engineering for NE 27th Street, NE 28th Street and 153rd Avenue NE
- Build 152nd Avenue NE street frontage between NE 27th Street and NE 28th Street
- Build NE 27th Street and NE 28th Street including all utilities to extent required for proposed development (full block construction of infrastructure may not be required for partial block development adjacent to 152nd Ave NE in order to encourage early action development; developers will coordinate infrastructure requirements with the City of Redmond at time of development)



152nd Avenue NE Residential/ Mixed-Use Sector (early phases)

Development of Block 7

At the time of complete development of Block 7, the following infrastructure will be delivered:

- Schematic engineering for NE 26th Street (between 152nd Avenue NE and 153rd Avenue NE) and 153rd Avenue NE
- Build 152nd Avenue NE street frontage between NE 27th Street and NE 26th Street
- Full block construction of infrastructure may not be required for partial block development adjacent to NE 27th Street in order to encourage early action development; developers will coordinate infrastructure requirements with the City of Redmond at time of development
- NE 26th Street will be developed when required as part of a system-wide improvement (timing of construction will be coordinated with the City of Redmond.)

Residential/Mixed-Use Sectors (probable later phases)

Development of Block 1 (anticipated development after initial commercial development on Blocks 2, 3, 6, or 10)

At the time of development of Block 1, the following infrastructure will be delivered:

- Assumes NE 28th is built. If not, provide schematic design for NE 28th Street, NE 27th Street, and 153rd Avenue between NE 27th Street and NE 28th Street with full utilities.
- Build 152nd NE street frontage (unless previously constructed during earlier phases)
- Build NE 28th Street with all utilities between 152nd Avenue NE and 153rd Avenue NE
- Provide full frontage improvements at the perimeter of the block (including required infrastructure)
- Coordinate building design with the proposed city design of the Hillclimb and district park

Residential/Mixed-Use Sectors (probable later phases)

Development of Blocks 5, 8 & 9

At the time of development of Blocks 5, 8, or 9, the amount of infrastructure delivered will be determined by the City of Redmond, based on infrastructure previously delivered, size and extent of development, and fire vehicle access needs. It is possible that Blocks 5, 8, or 9 will be developed before Blocks 1, 4, or 7. Development of blocks 5, 8, and 9 will not be started before commercial development on Blocks 2, 3, 6, or 10. The following infrastructure will be delivered:

- At time of partial development of Blocks 5, 8, and 9, NE 26th Street may not be required if other infrastructure is adequate to support the development.
- Schematic design of NE 26th Street if adjacent to block being developed. (Not required for Block 5)
- Build NE 26th Street to the extent necessary for the proposed development (developers will coordinate infrastructure requirements with the City of Redmond at time of development)
- Provide full frontage improvements at the perimeter of any block developed

Complete District Development

At time of full development the following infrastructure will be provided:

Traffic Signals

- NE 26th Street and 152nd Ave NE
- NE 27th Street and 152nd Ave NE
- NE 28th Street and 152nd Ave NE
- NE 28th Street and 156th Ave NE

Rights-of Way

(See page 55)

- NE 26th Street
  (between 152nd Avenue NE and 156th Avenue NE)
- NE 27th Street
- NE 27th/28th Street (Connector
- NE 28th Street
- 153th Ave NE
- 155th Ave NE (with Urban Pathway)
  (between NE 26th Street and NE 28th Street)

Access Easements

- As required for service and fire vehicles

Park

- Build the open space area for the future district park (provide preliminary rough grading, stormwater drainage system and hydro-seeded landscape, coordinated with the City of Redmond). Future district park design and construction by City of Redmond.

Utilities

- Full water, sewer, and stormwater systems to serve the development. See pages 69-71.

5 Appendix

Park Design Concepts

Development Criteria

Park Concept A

1”=60’-0”

This park option is fairly passive with an open lawn area in the center and children’s play equipment tucked in to the side. The play equipment would provide benefit to residential occupants with small children.

Tiered rain gardens along the southern perimeter would treat a small portion of the adjacent roadway storm water. Signage along the adjacent trail would explain the sustainable benefits.

An outlook node at the west end provides a pause location along the hill climb that looks over the park. Outdoor seating in a patio adjacent to the urban trail would provide lunch time or coffee break opportunities to commercial occupants and users of the trail.

Park Concept B

URBAN TRAIL

PRIVATE OUTDOOR DINING

OVERLOOK NODE WITH PARK ENTRY STAIR

PUBLIC OUTDOOR SEATING WITH SEASONAL VENDORS

PROMENADE WITH BENCH SEATING

TERRACED SEATING

PERFORMANCE SPACE WITH COVERED CANOPY

SW PARK ENTRY COURT WITH PUBLIC ART OPPORTUNITY

1”=60’-0”

An amphitheater that takes advantage of the site topography is a feature of this option. The space could be used for performances, neighbor events or group meetings/ events for the office occupants. An arc shaped promenade provides bench seating with a sunny exposure and provides a logical circulation through park.

A plaza, at the high point of the park and adjacent to the urban trail, provides for outdoor dining and might include seasonal food vendors.

An outlook at the west end of park provides views and includes stair access down into the park.

Park Concept C

URBAN TRAIL

OUTDOOR DINING COURTYARDS

OVERLOOK NODE WITH PARK ENTRY STAIR

GROUP EVENT SPACE

FORMAL PROMENADE WITH BENCH SEATING

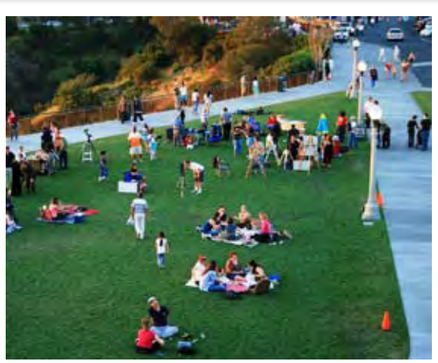
SW PARK ENTRY COURT WITH PUBLIC ART OPPORTUNITY

1”=60’-0”

This park option is more formal in geometry than the others with logical pedestrian connections on all sides.

Rather than having a defined use, it creates a central open space that could be used as passive or active recreation for both individuals and groups. The circular walk surrounding the space would have bench seating that might be used by residential parents watching children on a weekend or by those from nearby offices getting out for lunch.

As with other options, the scheme would include an urban trail overlook and an outdoor dining plaza.



Compliance with Redmond Zoning Code

COMPLIANCE WITH REDMOND ZONING CODE (RZC)

The vision for the Overlake Village Zone 4 Master Plan is in sync with that put forth by the City of Redmond Comprehensive Plan, which describes Overlake Village as “a neighborhood with a sense of place and activity that makes it attractive for living.” Although RZC 21.76.070 (P)(5)(c)(ii) states that “architectural design, exact building shapes and locations, and other detailed information required in a site plan shall not be required [for the master plan]”, the hypothetical scenario included in the Master Plan demonstrates that the various site requirements and incentive elements addressed by the RZC can be achieved. The submittal documents demonstrate compliance with applicable sections of the RZC, such as:

RZC 21.12.070 Site Requirements - Overlake Village Zone 4

REQUIREMENT	COMPLIANCE
MAXIMUM LOT COVERAGE	
85% (on basis of the entire approved master plan, rather than on a site-by-site basis)	Master Plan represents 85% maximum lot coverage. See pages 57-58 for assumptions and calculations.
MINIMUM LANDSCAPE AREA	
20% (as defined by RZC 21.12.070 and per specific requirements in RZC 21.12.130)	Master Plan represents 20% minimum landscape area. Details of planting and plaza design are not included in the Master Plan. See pages 59-60 for assumptions and calculations.
BASE MAXIMUM BUILDING HEIGHT	
without bonuses	Superseded by incentive program - see page 53.
BASE MAXIMUM FLOOR AREA RATIO	
without bonuses	Superseded by incentive program - see page 53.
COMMERCIAL FLOOR AREA	
Not to exceed BROTS Agreement	Relationship to the BROTS agreement will be addressed by the Development Agreement. BROTS Cap restriction will not extend beyond 2012.
BUILDING SETBACKS AND BUILD-TO LINES	
1’ build-to line along 156th Avenue NE 50’ setback for buildings above 6 stories along 152th and 156th Ave NE (RZC 21.12.100(C))	Master Plan complies. See page 55.
STREET CROSS SECTIONS NE 28th Street is to be designed as an Access Street per RZC 21.12.150(C)(2)	Applicant requests substitution of required cross section with City of Redmond staff-approved section as shown on pages 62-66.

REQUIREMENT	COMPLIANCE
GROUND FLOOR USES	
(per RZC 21.12.150(D) and 21.78.160) 152nd Avenue NE: Minimum 50% occupied by pedestrian-oriented uses; up to 50% designed for future pedestrian-occupied uses. Residential uses not permitted. 156th Avenue NE: Limited to commercial or other nonresidential uses.	Applicant requests a departure to allow entry lobbies for upper-floor residential uses as a pedestrian-oriented use.
MINIMUM RESIDENTIAL FLOOR AREA	
(per RZC 21.12.070(C)) Provide residential uses as a minimum of 50% of the gross floor area of proposed uses.	The proposed area for non-residential uses within Zone 4 is 1,384,645 SF. To balance residential use at a minimum of 50% of gross area, it was assumed that residential units would average 1,000 GSF/unit across the site. Subsequently, 1,400 residential units will be provided to meet the 50% requirement.
RESIDENTIAL OPEN SPACE	
(per RZC 21.12.120) 6.25% of gross residential floor area. Can include common space, private balconies, rooftop decks. Does not include parks or other bonus features.	Development on individual parcels shall comply with residential open space requirements. Required landscape requirements, as shown on pages 59-60, can be counted against residential open space required area, provided it meets the design criteria described in the RZC.
TREE PROTECTION AND REPLACEMENT	
(per RZC 21.72)	Applicant requests a departure in order to achieve development density in line with the District vision. City of Redmond staff-approved mitigation strategy is discussed on pages 72-73.
PARKING	
(per RZC 21.40)	Development on individual parcels shall comply with parking requirements.

COMPLIANCE WITH DESIGN STANDARDS

As addressed in a separate exhibit submitted to the Design Review Board, the Master Plan complies with the Citywide, Context, and Site design standards - sections RZC 21.58 through 21.62. It also complies with other design standards that focus on site design issues, such as RZC Appendix 7 Street Design.

Per RZC 21.76.070 (P)(5)(c)(ii), “architectural design, exact building shapes and locations, and other detailed information required in a site plan shall not be required [for the master plan]”. Therefore the Master Plan does not directly address design of buildings or site features on portions of the site to remain as private development parcels. Future development proposals on private parcels will be subject to the underlying zoning and the Development Agreement, and will need to comply with all design standards.

Bonus Calculations

RZC 21.12.020 Master Planning

REQUIREMENT	COMPLIANCE
MASTER PLAN	Per RZC 21.12.020(B), 50% of buildings on a master planned site may be built with one additional floor. This master plan assumes a minimum of 10 buildings on the site at full buildout, and therefore an additional floor is assumed to be allowed on a minimum of 5 buildings.

RZC 21.12.170 Overlake Village Incentive Program Table 1

REQUIREMENT	COMPLIANCE
MAJOR PARK	This incentive is being pursued.
Minimum 2.5 acres; balance of landscaping and plaza space	Master Plan complies. Specific design, funding, and timing for completion, and dedication of the park to be covered in the Development Agreement.

RZC 21.12.170 Overlake Village Incentive Program Table 2

REQUIREMENT	COMPLIANCE
LEED SILVER	This incentive is not being pursued.
75% RESIDENTIAL	This incentive is not being pursued.
60% PARKING BELOW GRADE	This incentive is being pursued. Development on individual parcels shall comply with requirements for parking as described in RZC 21.12.170 Table 2.
COMBINATION OF BELOW GRADE AND WRAPPED STRUCTURED PARKING	This incentive is not being pursued.
20% AFFORDABLE DWELLINGS	This incentive is not being pursued.
FULL-SERVICE HOTEL / CONFERENCE CENTER	This incentive is being pursued.
Land area dedicated to a full service hotel with banquet and meeting facilities to accommodate groups of at least 300 people.	To allow flexibility in the development of the commercial parcels, the Master Plan indicates potential hotel/conference center locations on parcels 2A, 2B, 3, 6, or 10. The Master Plan will require that a hotel/conference center be constructed on at least one of these sites. The hypothetical development scenario illustrated on page 34 indicates the hotel/conference center on parcel 3.
TRANSIT-ORIENTED DEVELOPMENT	This incentive is being pursued.
Located within 2,500 feet of a transit station served by light rail, bus rapid transit, or other high capacity transit service.	Page 23 illustrates proposed and funded transit stations for light rail and bus rapid transit, all within 2,500 feet of the site.
Pedestrian connections to the transit stop.	Pages 22 and 25 illustrate ample pedestrian connections through the site and off site to adjacent rights of way.
Minimum 1,000 residential units.	Page 61 demonstrates that Master Plan will include a minimum of 1,400 residential units.

Maximum Building Height Using Incentive Programs

CATEGORY	Residential	Non-Hotel Comm.	Hotel/Conf Comm.
Base Height (stories)	5	4	4
Master Plan[2]	+1 (on no more than 50% of total buildings on site)		
Major Park[1]	+3	+4	+4
60% Parking Below Grade[3]	+1	+1	+1
Full Service Hotel / Conference Center[4]			+2
Transit-Oriented Development[5]	+2	+1	+2
Maximum Building Height allowed with bonuses (stories)	12 on 50% of bldgs max 11 on all other bldgs	10	13
Maximum Allowable Height per RZC 21.12.070(B) and (C)	12 / 125’	10 / 126’	12 / 135’
Max Heights Proposed by Master Plan	**12 / 125’**	**10 / 126’**	**12 / 135’**

Maximum Floor Area Ratio Using Incentive Programs

CATEGORY	Residential	Non-Hotel Comm.	Hotel/Conf Comm.
Base FAR	2.5	0.40	0.40
Major Park[1]	+1.5	+0.15	+0.15
60% Parking Below Grade	+1.5	+0.15	+0.15
Full Service Hotel / Conference Center[4]		+0.20	+0.20
Transit-Oriented Development[5]	+0.75	+0.25	+0.25
Maximum FAR allowed with bonuses	6.25	1.15	1.15
Maximum Allowable FAR per RZC 21.12.070(B) and (C)	4.0	1.0	1.2
Max. FAR Proposed by Master Plan:	**4.0**	**1.0**	**0.15**

[1]*Site shown for a 2.5 acre park*

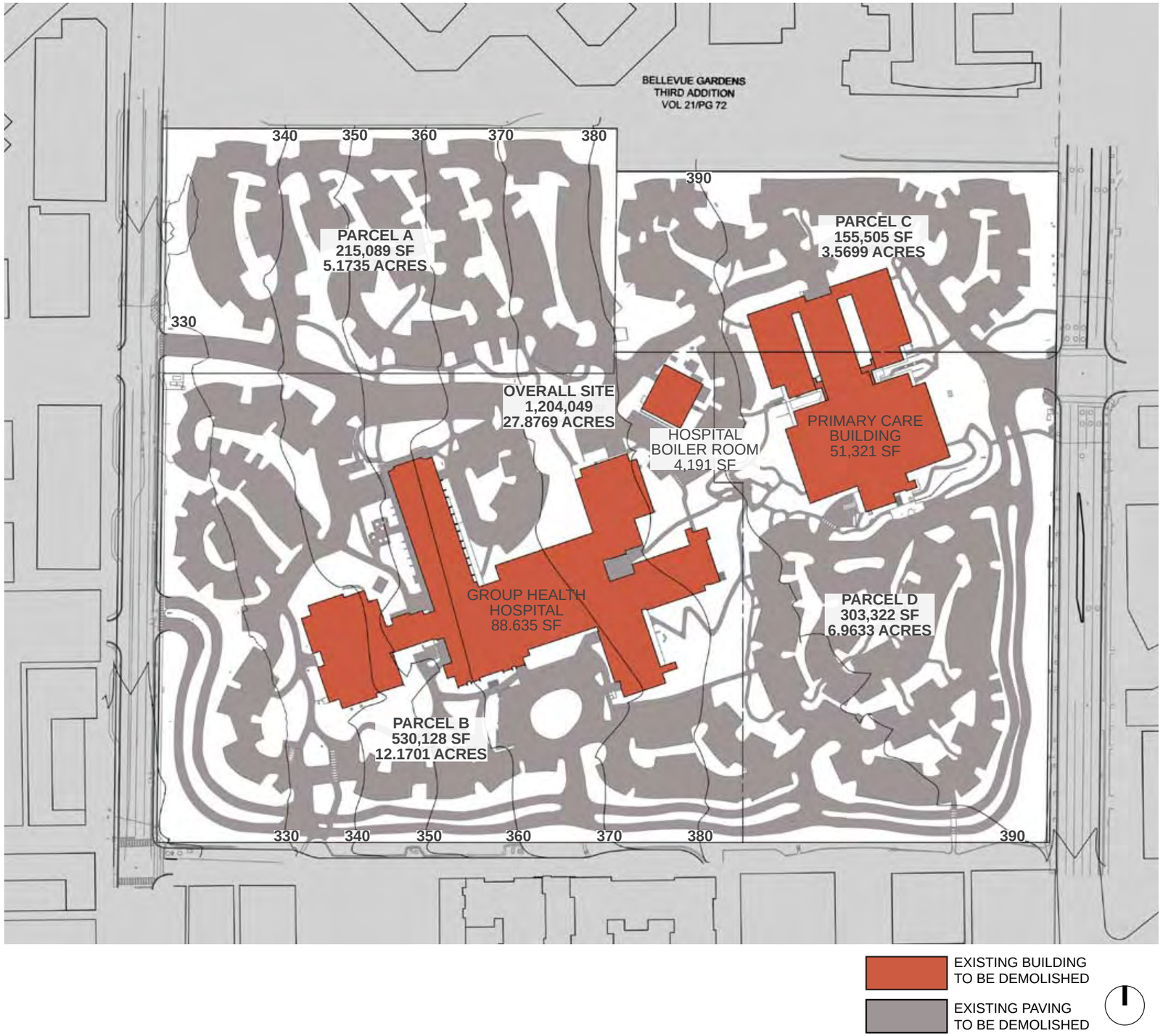
[2]*Developments completing a Master Plan may increase the height of 50 percent of the buildings in the development by one floor.*

[3]*At least 60 percent of off-street parking for the development is located below grade.*

[4]*Land area dedicated to a “full service hotel/conference center” with banquet and meeting facilities for at least 300 people.*

[5]*Provide TOD within 2,500 feet of station or stop for light rail, bus rapid transit, or other high capacity service; connected to the transit station or stop by convenient pedestrian access; and include at least 1,000 residential units.*

Existing Site Plan



Existing Buildings and Paving to be Demolished

	Building Gross Square Footage	Building Footprint
Group Health Hospital	391,118 SF	88,635 SF
Hospital Boiler Room	10,536 SF	4,191 SF
Primary Care Building	71,461 SF	51,321 SF
Total Building Demolition	**473,115 SF**	**141,147 SF**
Existing Paving to be Demolished		**591,968 SF**
Total Impervious Surface to be Demolished		**733,115 SF**

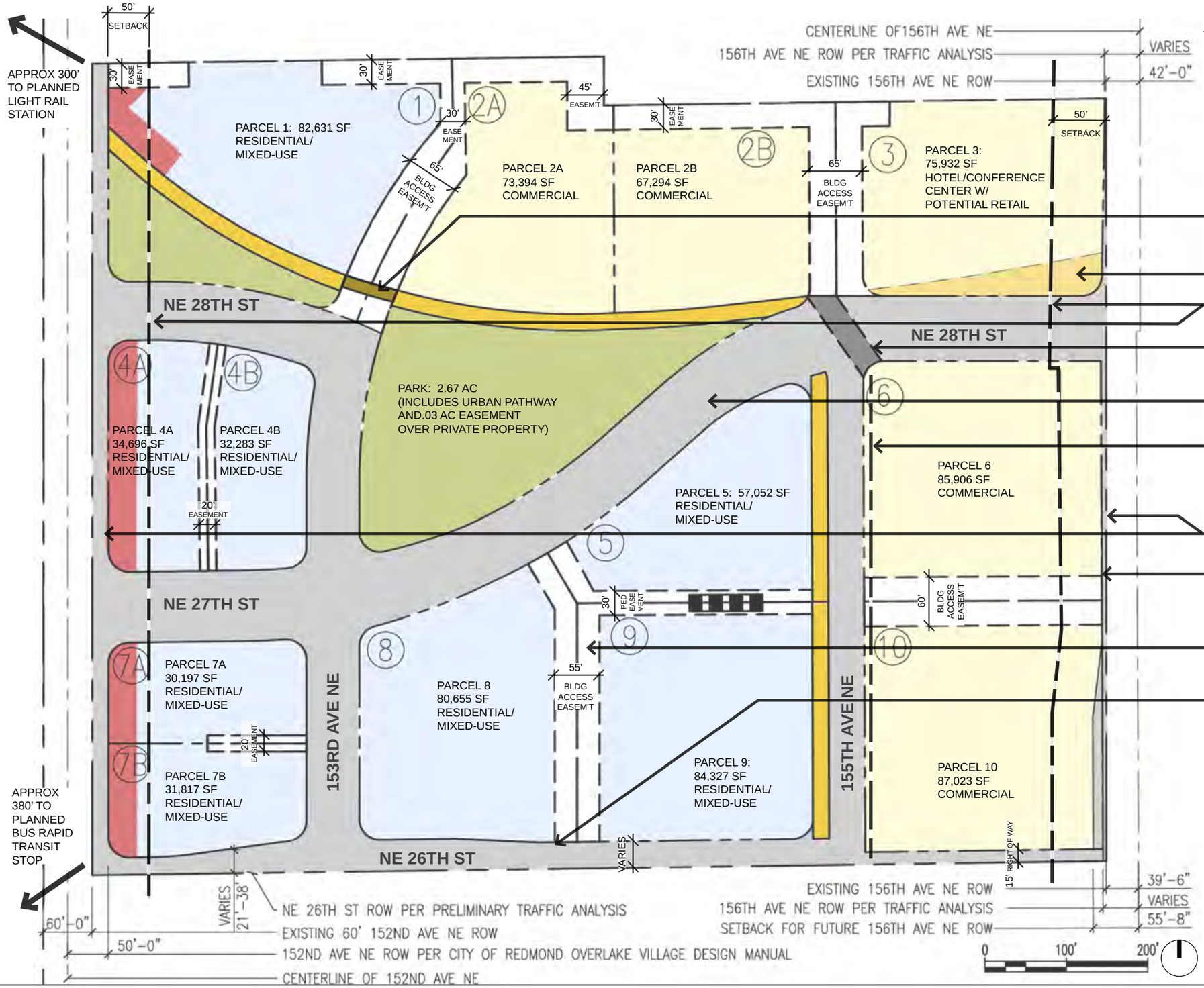
- Building and infrastructure demolition may be phased, and will be coordinated with the City of Redmond
- Existing utilities will be capped and removed as necessary for demolition and infrastructure implementation

Recycling and Reuse of Site Materials

Existing buildings and paving will be recycled to the maximum extent feasible.

Developers will coordinate with City of Redmond to determine extent of tree removal in each phase of development. See pages 72-73 for mitigation strategy.

Dimensioned Site Plan



20' EASEMENT FOR PUBLIC PARK AND URBAN PATHWAY OVER PRIVATE PROPERTY (APPROX. .03 AC)

PLAZA: 0.18 AC (PUBLIC EASEMENT ON PRIVATE PARCEL)

50-FOOT SETBACK ABOVE 6 STORIES ALONG 152ND AVE NE AND 156 AVE NE

30-FOOT EASEMENT UNDER PUBLIC RIGHT-OF-WAY FOR PRIVATE PARKING GARAGE CONNECTION

NEW PUBLIC RIGHT-OF-WAY - SEE PAGE 62 FOR DIMENSIONS

120-FOOT MAXIMUM BUILDING FACADE LENGTH ABOVE 4 STORIES

EXPANDED PUBLIC RIGHTS-OF-WAY AT 152ND AVE NE AND 156TH AVE NE

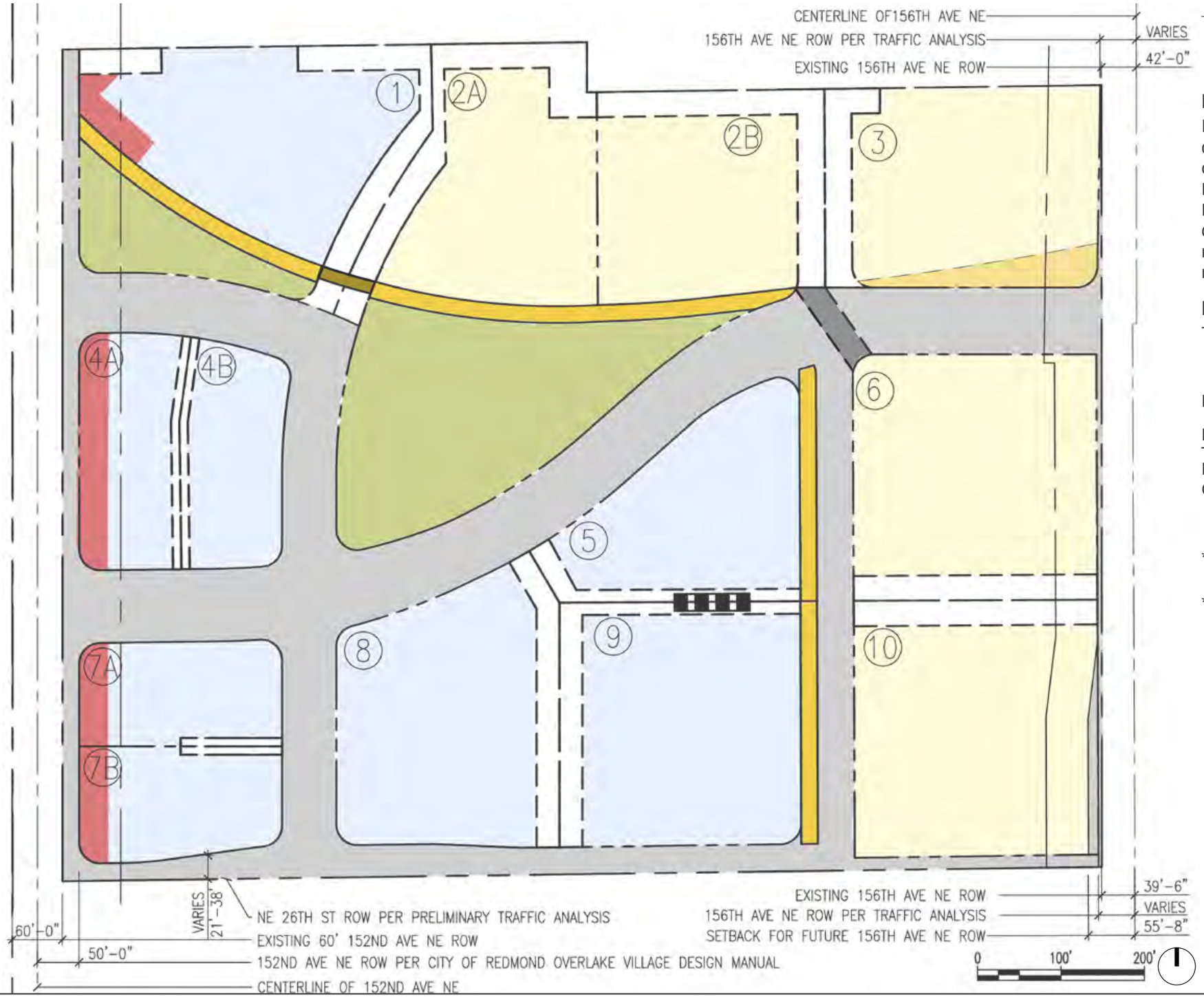
1-FOOT BUILD-TO LINE AT GRADE ALONG 156TH AVE NE

LOCATION OF BUILDING ACCESS EASEMENT COORDINATED BY CITY OF REDMOND WITH KING COUNTY PARK 'N' RIDE GARAGE ACCESS

PUBLIC RIGHT-OF-WAY AT NE 26TH ST

- COMMERCIAL PARCEL
- RESIDENTIAL/ MIXED-USE PARCEL
- REQUIRED RETAIL/ PEDESTRIAN-ORIENTED USE
- PUBLIC RIGHTS-OF-WAY
- ACCESS EASEMENT
- PARK
- URBAN PATHWAY

POTENTIAL RETAIL AND PEDESTRIAN-ORIENTED USES ALLOWED AT THE GROUND LEVEL IN ALL BUILDINGS ADJACENT TO ALL PUBLIC RIGHTS-OF-WAY AND PARK AREAS (AS ALLOWED BY CITY OF REDMOND ZONING CODE)



Development Assumptions

Development for Residential Uses

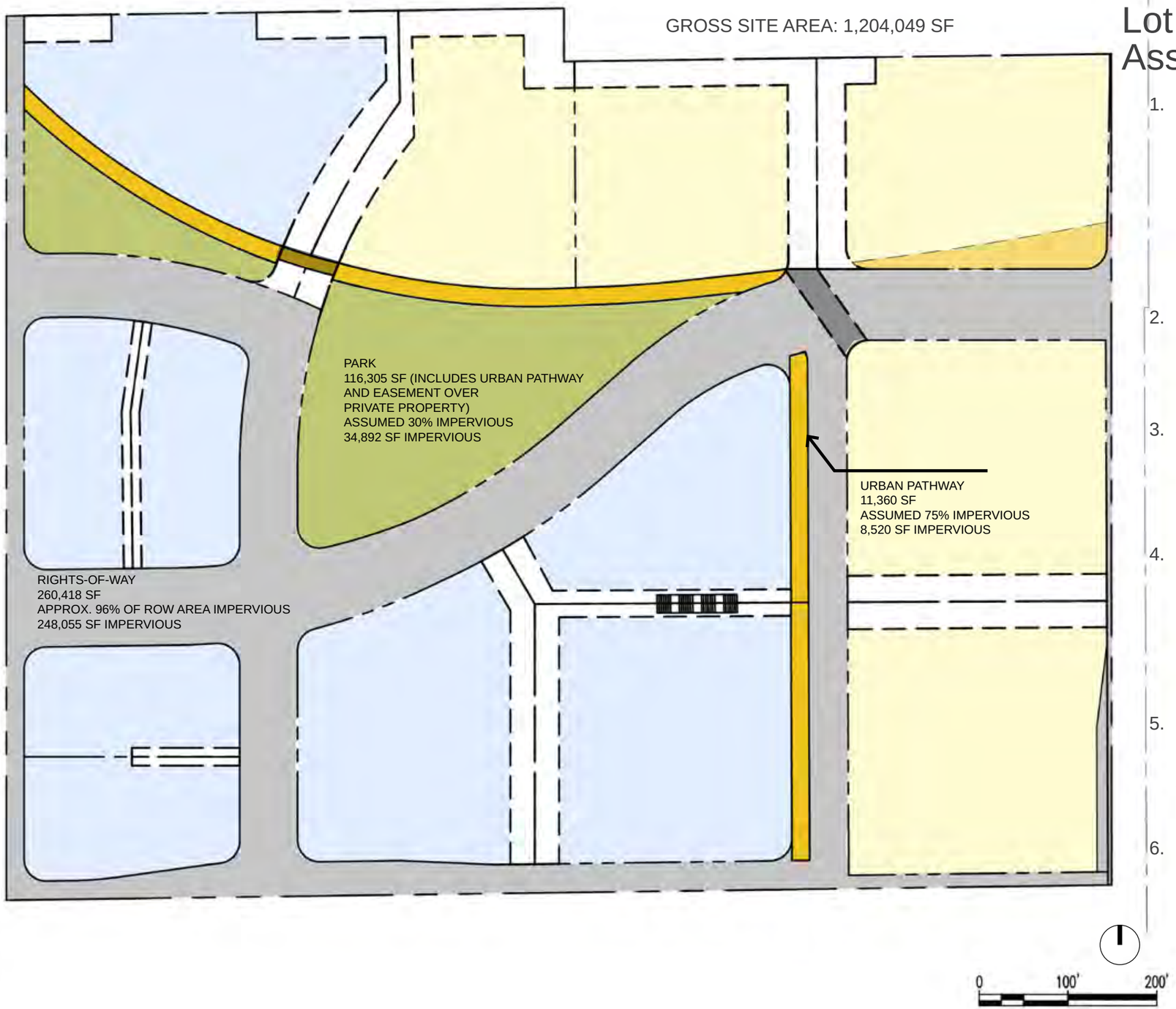
Individual development parcels, and the final overall development, may have an FAR up to the maximum of 4.0, provided development is consistent with this Master Plan and Development Agreement, and the Redmond Zoning Code (RZC). A minimum residential development of 1,400 units required to meet RZC requirements. See pages 52-53 for minimum requirements and FAR bonus calculations.

Development for Non-Residential Uses

Total Site Area	1,204,049 SF
Non-Hotel Commercial* (FAR 1.0)	1,204.049 SF
Hotel Commercial** (FAR 0.15)	180,607 SF
Maximum Total Commercial Development (FAR 1.15)	1,384,656 SF

* Minimum 25,000 SF of retail/ pedestrian-oriented uses

** Hotel commercial uses can occupy a greater area provided that the maximum non-hotel commercial is reduced by a corresponding area for any area over the 180,607 SF noted



Lot Coverage Impervious Area Assumptions

1. In order to assign an appropriate maximum impervious area to each development parcel, assumed impervious percentages were developed for public spaces - the park, on-site rights-of-way, and the Urban Pathway along 155th Ave NE. (The Urban Pathway within the park is included in the assumptions about the park.) The assumptions shown on this page establish the basis for the impervious calculations shown on the Lot Coverage Impervious Area Requirements, page 58.

2. Impervious area requirements are based on the gross site area:

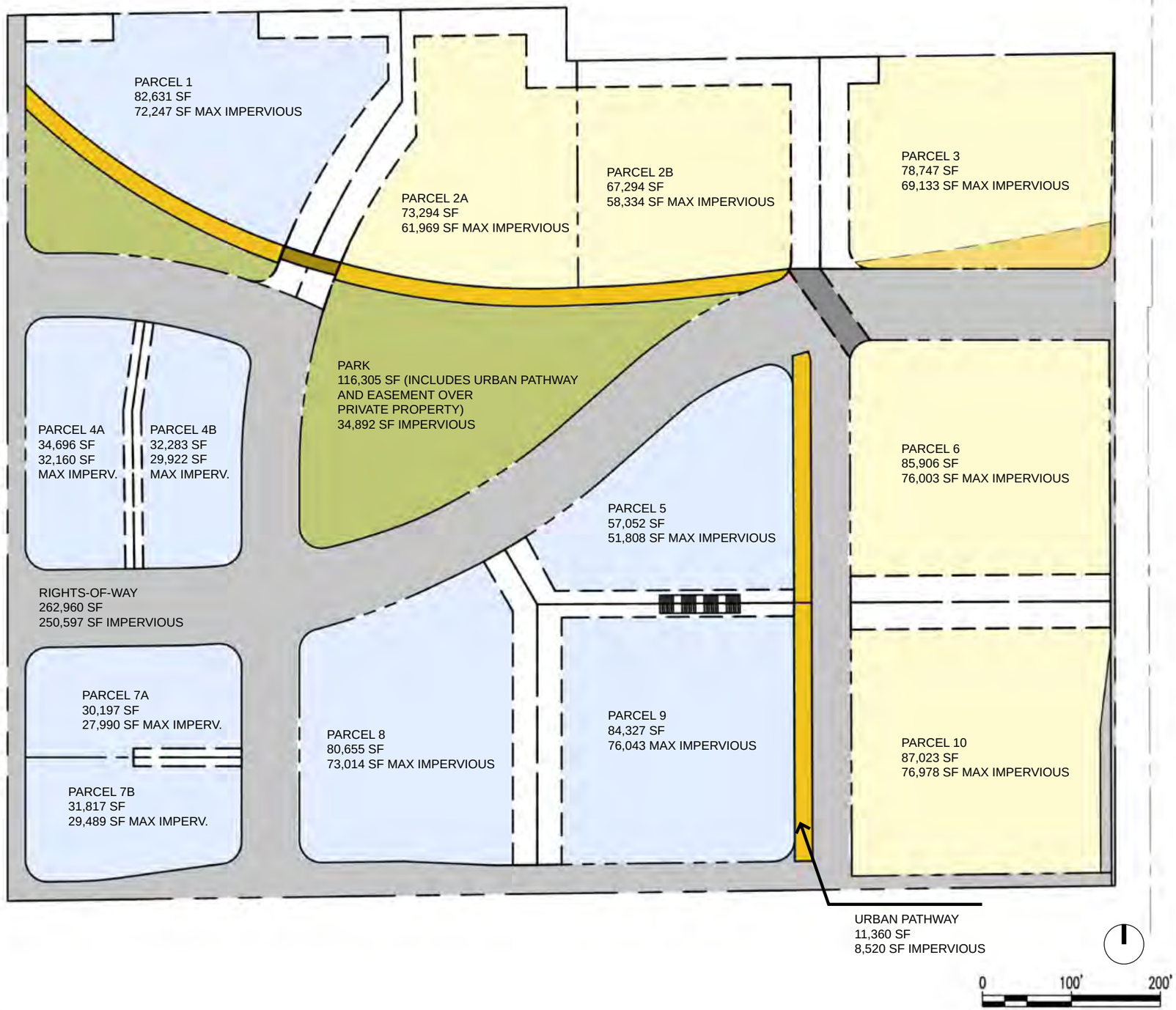
Gross Site Area	Code Maximum	Maximum Impervious Area
1,204,049 SF	85% of site	1,023,442 SF

3. For the purposes of impervious area calculations, public park area, including the integrated Urban Pathway, is assumed to be 30% impervious. The 156th Gateway Plaza is assumed to be 85% impervious. The Urban Pathway along 155th Ave NE is assumed to be 75% impervious.

4. For the purposes of impervious area calculations, approximately 96% (248,055 SF) of the total area of public rights-of-way on the site will be assumed to be impervious area. This is based on an assumption of 4'x6' pervious planting areas in the landscape/furniture zone at 20'-0" on center. See street sections (pages 63-66) for locations of landscape/furniture zones.

5. For the purposes of impervious area calculations, an area over a parking garage or other structure can be considered pervious area, if the percolation rate of the area is equal to the percolation rate of undisturbed soil on the existing site, and the area is accessible from grade.

6. Impervious Area maximum requirements are based on an aggregate calculation for the entire site. The impervious area on any particular parcel may exceed the listed prescribed maximum by up to 15% of prescribed maximum area provided that impervious area(s) on one or more other parcels with a similar use is reduced by the same aggregate area. The impervious area of any parcel will not be reduced more than 25% of its original maximum impervious area.



Lot Coverage Impervious Area Requirements

Gross Site Area	Code Requirement	Maximum Impervious Area
1,204,049 SF	85% of site	1,023,442 SF

Constructed Impervious Areas

Public Spaces:

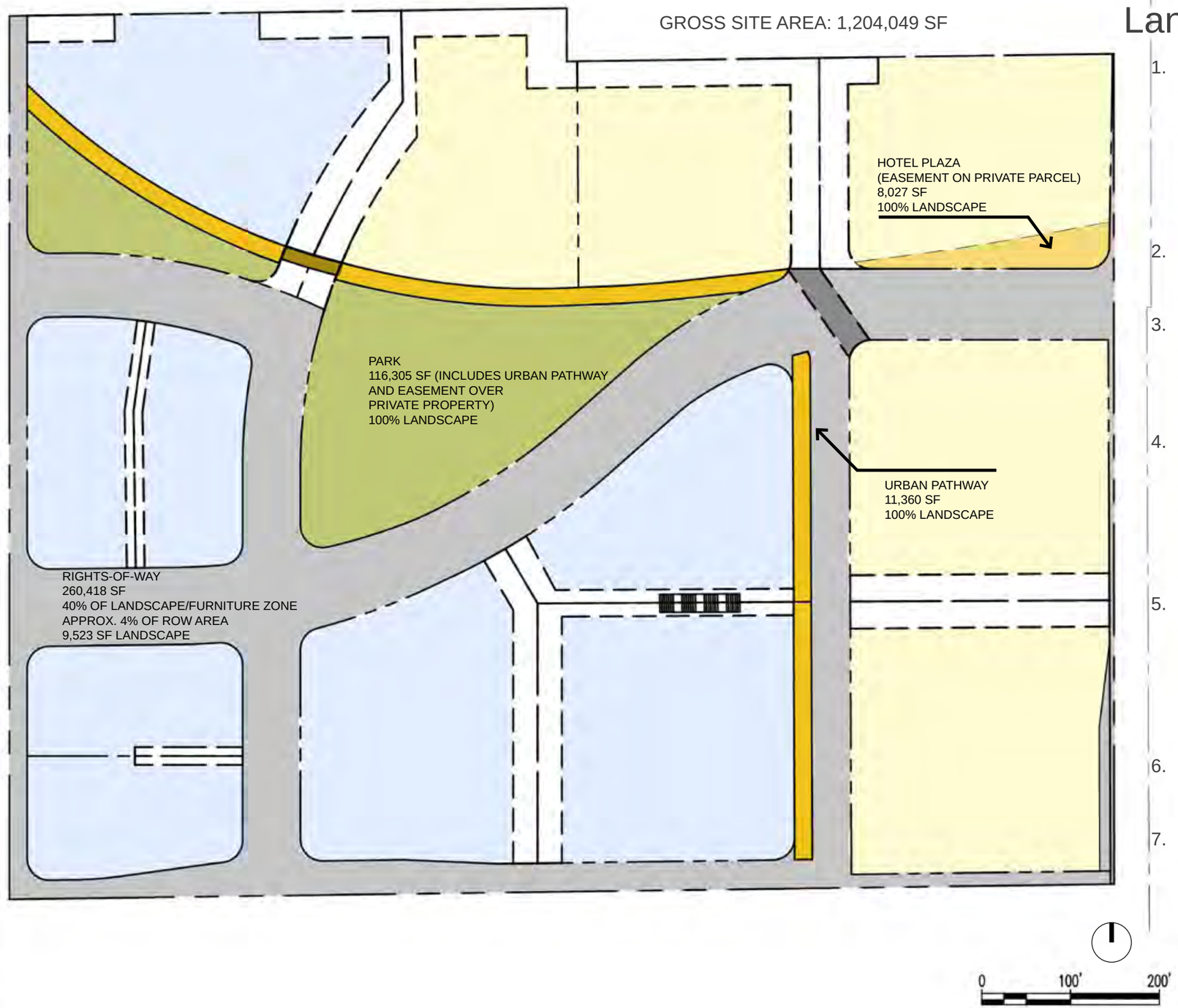
Public Space	Gross Area	% Impervious	Impervious Area
Park	116,305	30%	34,892
Rights-of-Way	262,960	97%	250,897
PUBLIC SPACE TOTAL			**285,489**

Private Spaces:

Residential/ Mixed-Use Parcel	Maximum Impervious Area (92.9% of Developable Area)
1	72,247
4A	32,160
4B	29,922
5	51,808
7A	27,990
7B	29,489
8	73,014
9	76,043
RESIDENTIAL/ MIXED-USE PARCEL TOTAL	**392,674**

Commercial Parcel	Maximum Impervious Area (90% of Developable Area)
2A	61,969
2B	58,344
3	69,133
6	76,003
10	76,978
COMMERCIAL PARCEL TOTAL	**342,427**

MAXIMUM IMPERVIOUS IN PARCELS	**735,101**
MAXIMUM IMPERVIOUS FOR SITE	**1,020,590**

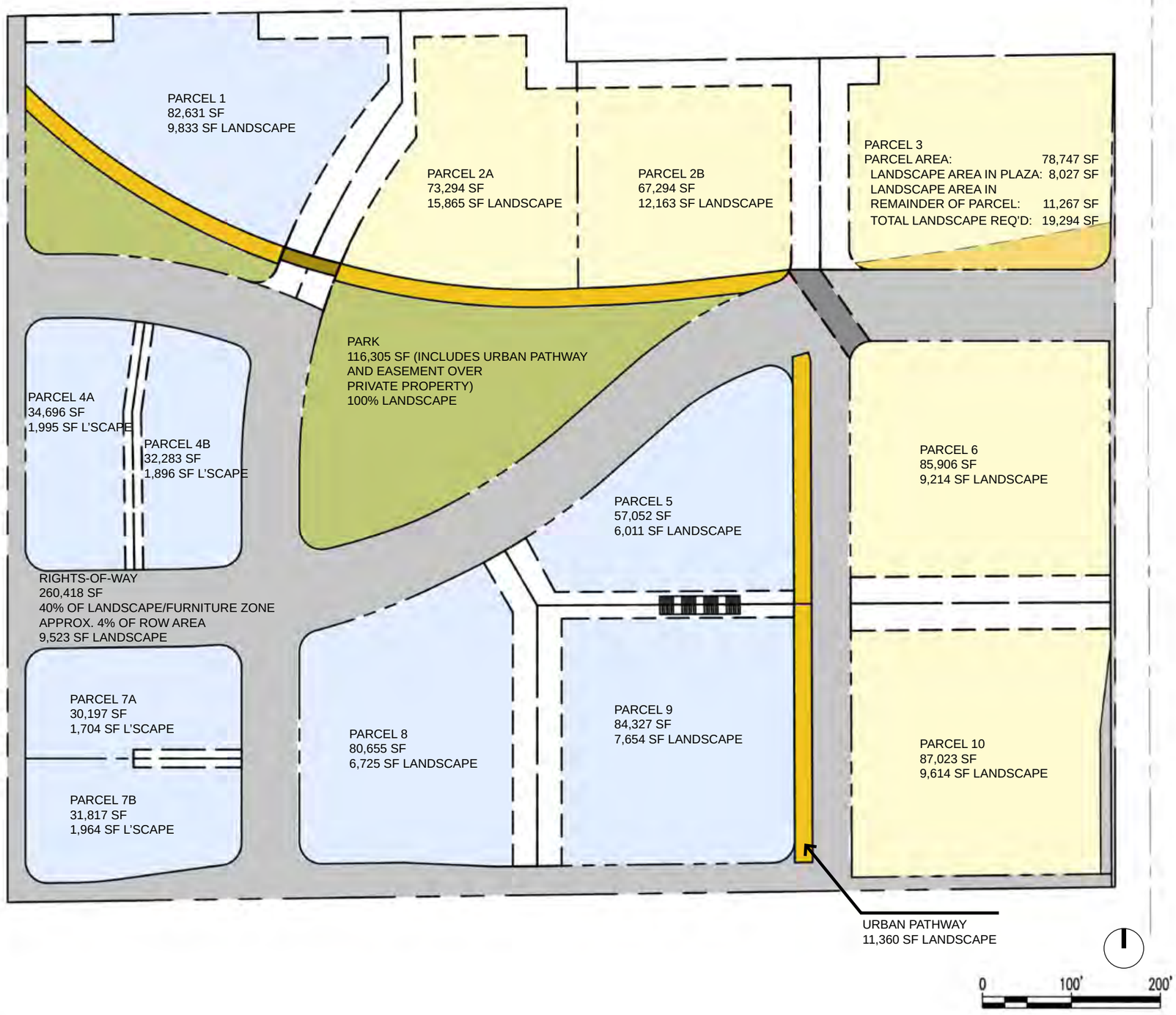


Landscape Assumptions

1. In order to assign an appropriate minimum landscape area to each development parcel, assumed landscape percentages were developed for public spaces - the park, on-site rights-of-way, and the Urban Pathway along 155th Ave NE. (The Urban Pathway within the park is included in the assumptions about the park.) The assumptions shown on this page establish the basis for the landscape calculations shown on the Parcel Landscape Requirements, page 60.
2. Minimum landscape area requirements for each parcel can be combined with residential open space requirements as described on page 52.
3. Landscape area requirements are based on the Gross Site Area:

Gross Site Area	Code Minimum	Minimum Landscape Area
1,204,049 SF	20% of site	240,810 SF

4. For the purposes of required landscape area calculations, the public park, including the integrated Urban Pathway, will be considered 100% landscape. The Urban Pathway along 155th, and the public easement for the 156th Gateway plaza will also be considered 100% landscape. Impervious materials in these locations will be less than 50% of their combined aggregate area.
5. For the purposes of required landscape area calculations, approximately 4% of the total area of public rights-of-way (9,523 SF) on the site will be considered landscape area. This is based on an assumption of 4'x6' planting areas in the landscape/furniture zone at 20'-0" on center. See street sections (pages 63-66) for locations of landscape/furniture zones.
6. For the purposes of required landscape area calculations by parcel, areas considered landscaped will be limited to a maximum 50% impervious materials.
7. Landscape area requirements are based on an aggregate calculation for the entire site. The landscape area on any particular parcel may be less than the listed prescribed maximum by up to 15% of prescribed maximum area provided that landscape area(s) on one or more other parcels with a similar use is increased by the same aggregate area. The landscape area of any parcel will not be increased more than 25% of its original minimum landscape area.



Parcel Landscape Requirements

Gross Site Area	Code Requirement	Required Area
1,204,049 SF	20% of Site	240,810 SF

Provided Landscape Areas

Public Spaces:

Public Space	Gross Area	% Landscape	Landscape Area
Park	116,305	100%	116,305
Rights-of-Way	260,418	Approx 4%	9,523
Urban Pathway	11,360	100%	11,360
PUBLIC SPACE TOTAL			**137,188**

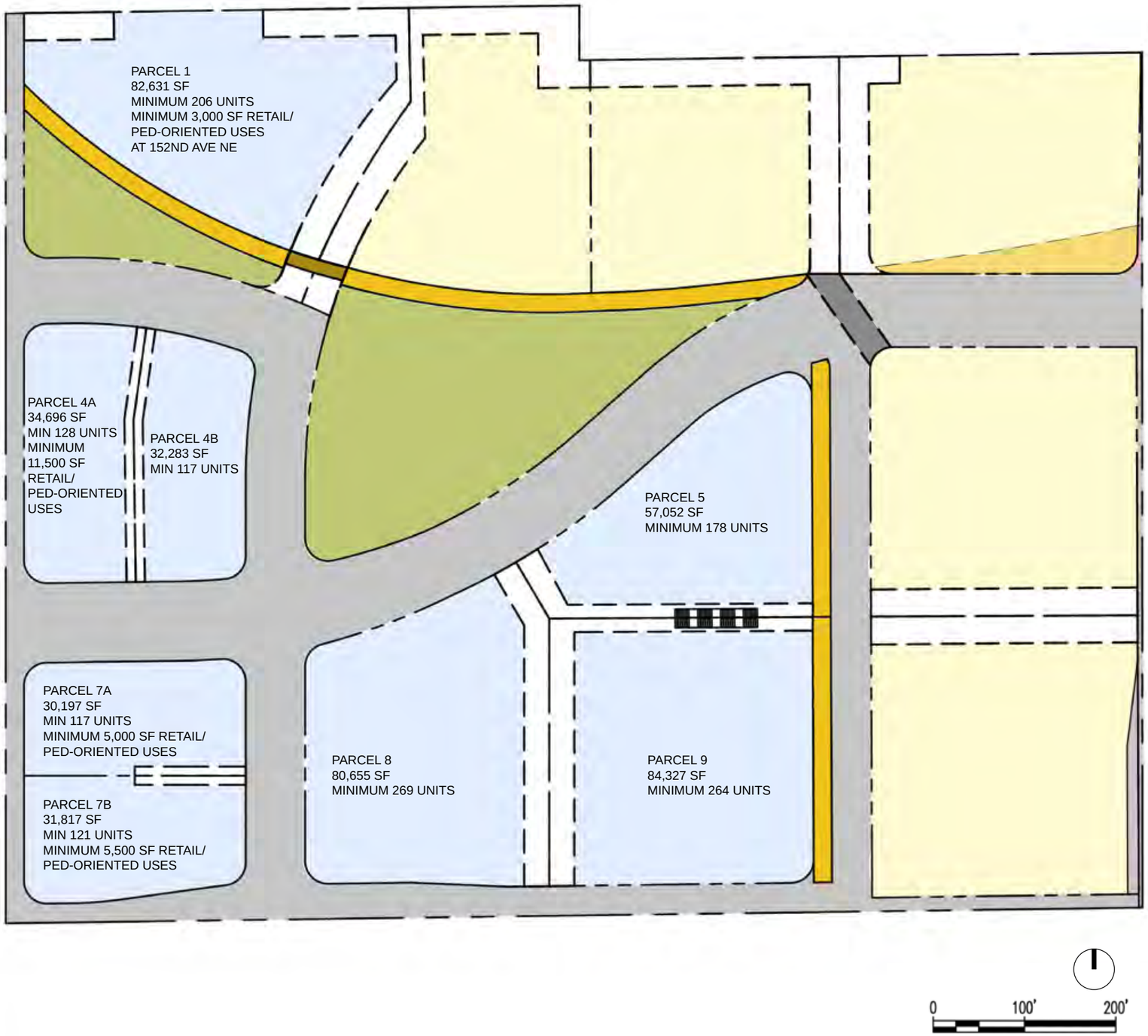
Private Spaces:

Residential/ Mixed-Use Parcel	Required Landscape Area
1	9,833
4A	1,935
4B	1,896
5	6,011
7A	1,704
7B	1,964
8	6,725
9	7,654
RESIDENTIAL/ MIXED-USE PARCEL TOTAL	**38,559**

Commercial Parcel	Required Landscape Area
2A	15,865
2B	12,163
3	19,294[A]
6	9,214
10	9,614
COMMERCIAL PARCEL TOTAL	**65,659**

[A] Includes 8,027 SF landscape in Plaza

TOTAL LANDSCAPE IN PARCELS	**103,872**
TOTAL LANDSCAPE AREA	**241,060**



Required Residential Units and Retail/Pedestrian-Oriented Uses

Residential Unit Assumptions

1. Per zoning analysis and bonus calculations (pages 52-53), the maximum residential development on the site is an FAR of 4. A minimum of 1,400 residential units will be provided to meet the code requirement per RZC 21.12.070(C) and will be apportioned per parcel as noted in the table below.
2. Residential unit requirements are based on an aggregate calculation for the entire site. The number of constructed units on any particular parcel may be less than the listed prescribed minimum by up to 10% of the prescribed minimum units provided that the number of units on one or more other residential/mixed-use parcels is increased by the same aggregate number of units. No parcel may receive more than 20% of its prescribed minimum units through these transfers.
3. If parcels are consolidated for development, the consolidated number of units can be located in any configuration on the resulting consolidated parcel.

Retail/Pedestrian-Oriented Use Assumptions

1. A minimum of 25,000 SF of retail/pedestrian-oriented uses will be provided at the ground floor level at 152nd Avenue NE which conforms with City of Redmond Zoning Code (RZC), and will be apportioned per parcel as noted in the table below.
2. If parcels are consolidated for development, the consolidated retail area can be located in any configuration along 152nd Avenue NE which conforms with the RZC.
3. Ground-floor retail/pedestrian-oriented uses area allowed and encouraged at all parcels.

Parcel	Parcel Area (SF)	Minimum Resid. Units	Minimum Retail Area (SF)
1	82,631	206	3,000
4A	34,696	128	11,500
4B	32,283	117	0
5	57,052	178	0
7A	30,197	117	5,000
7B	31,817	121	5,500
8	80,655	269	0
9	84,327	264	0
TOTALS		**1,400 UNITS**	**25,000 SF**

Street Site Plan

NOTE:
CENTERLINE INTERSECTIONS FOR THE FOLLOWING LOCATIONS ARE AS PROVIDED BY HDR/CITY OF REDMOND ON 02/01/2011.

- NE 26TH ST & 152ND AVE NE
- NE 27TH ST & 152ND AVE NE
- NE 28TH ST & 152ND AVE NE

NE 27TH ST / NE 28TH ST "SPINE ROAD" DESIGN ASSUMPTIONS

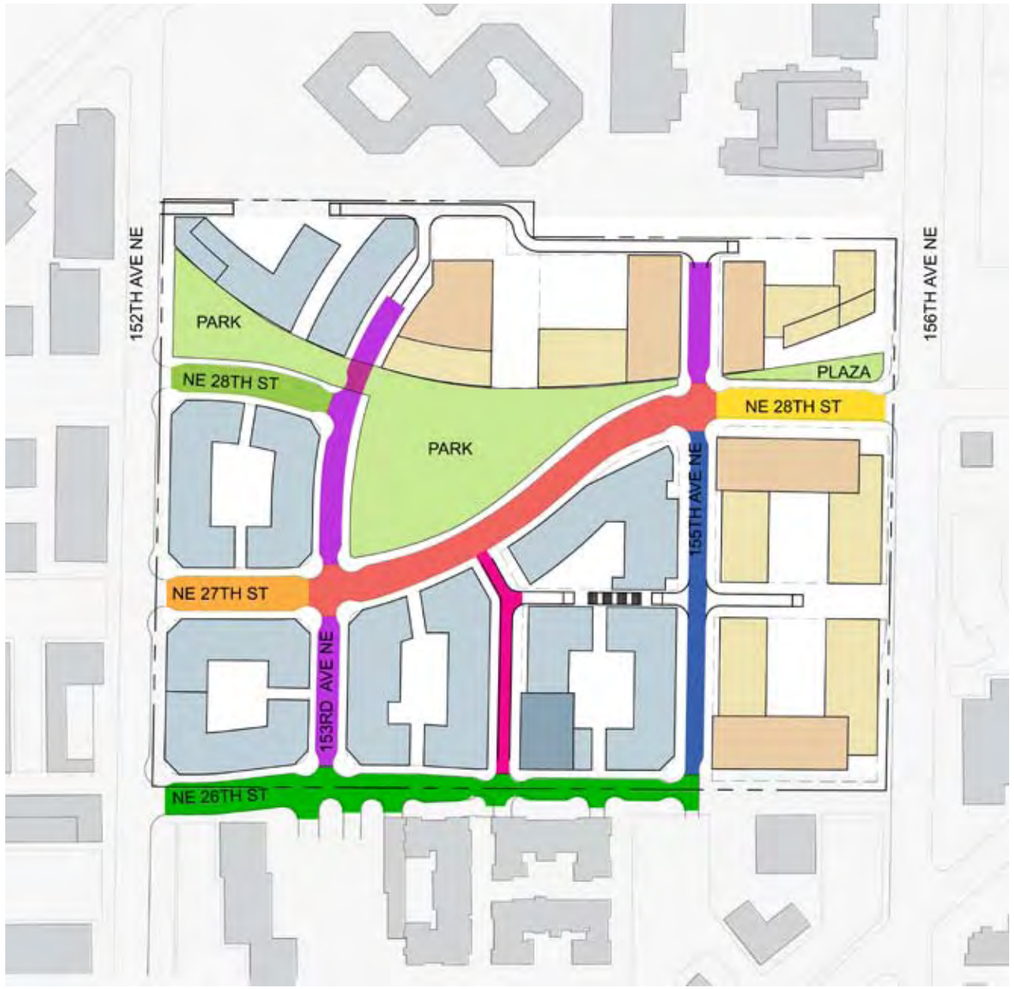
ROADWAY CLASSIFICATION	: LOCAL ACCESS STREET
POSTED SPEED	: 25 MPH
DESIGN SPEED STOPPING SIGHT DISTANCE	: 30 MPH
STOPPING SIGHT DISTANCE PROVIDED	: 227 FT DOWNHILL (9%)*
	: 179 FT UPHILL (9%)*
TYPICAL CROSS SLOPE	: < 8%

*SOURCE 2004 AASHTO EXHIBIT 3-2

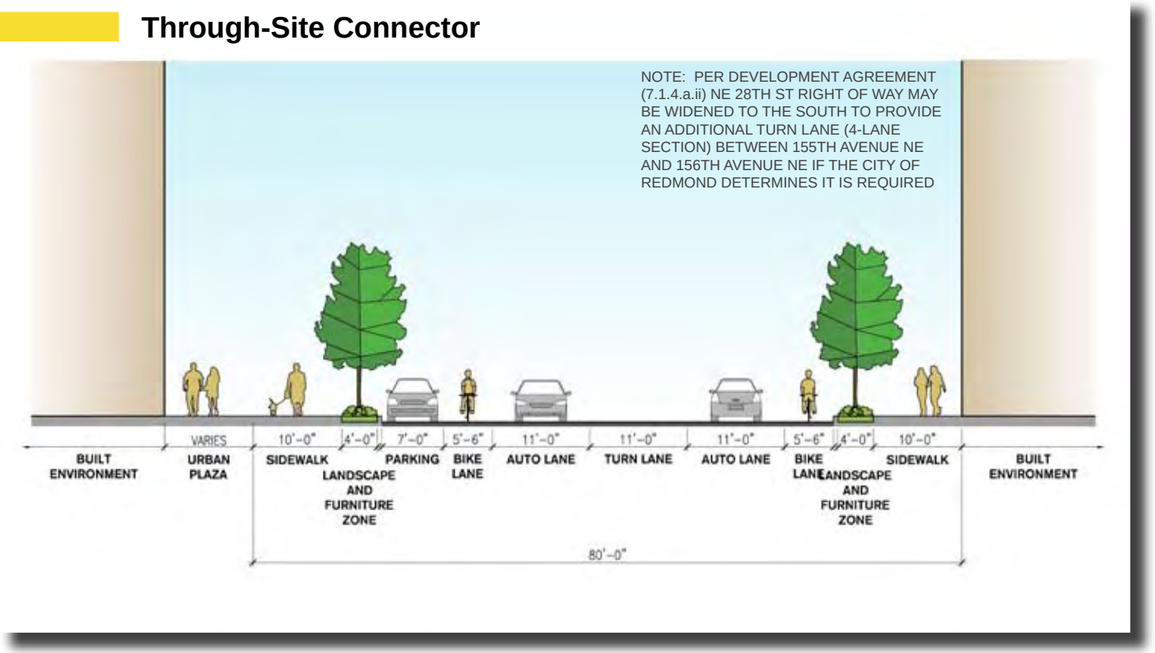
Transportation Engineering NorthWest, LLC
816 6TH STREET SOUTH • KIRKLAND, WA 98033
PHONE: (425) 531-0567 • FAX: (425) 889-8369
CONTACT: JEFF HAYNIE, P.E.

FEBRUARY 9, 2011

Street Sections



Through-Site Connector



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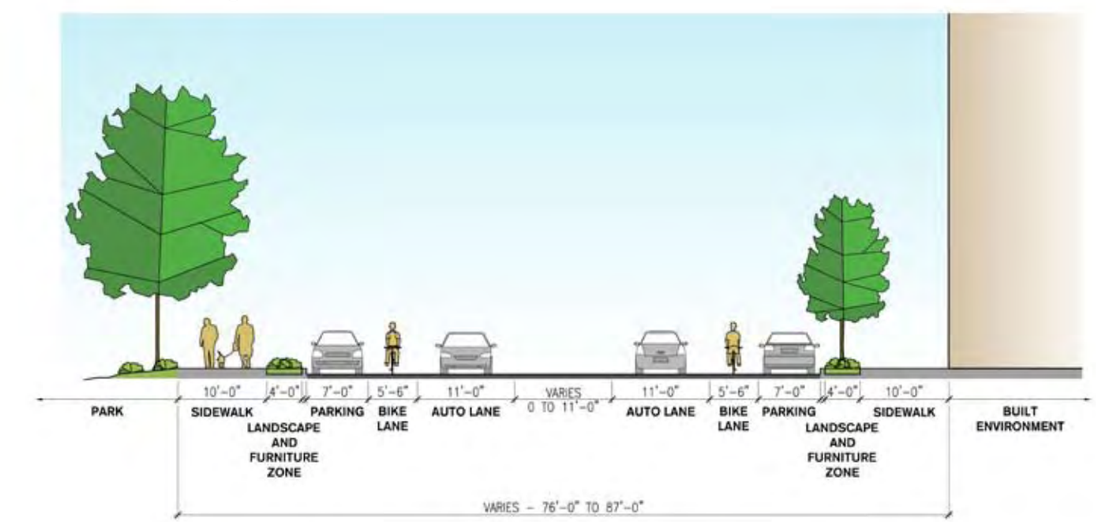
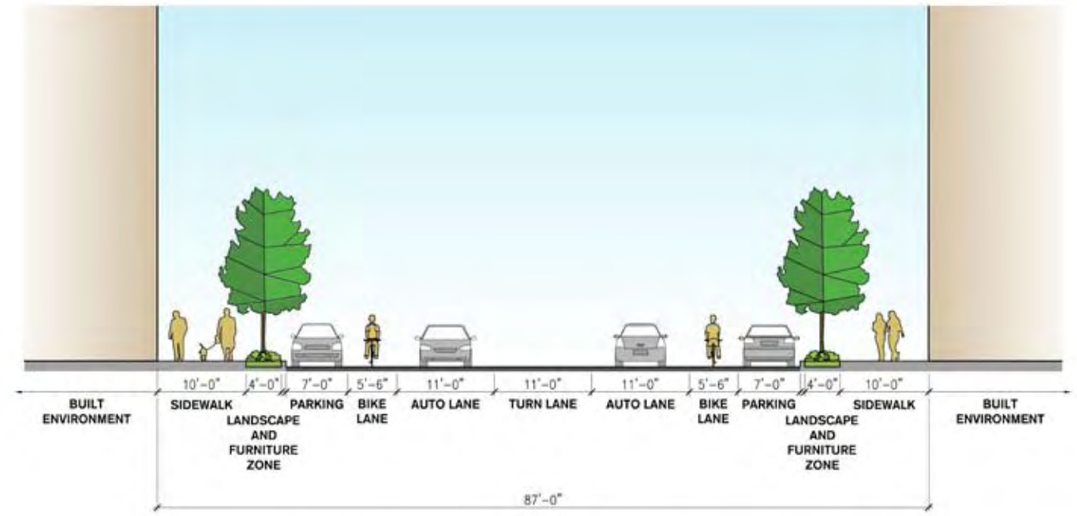
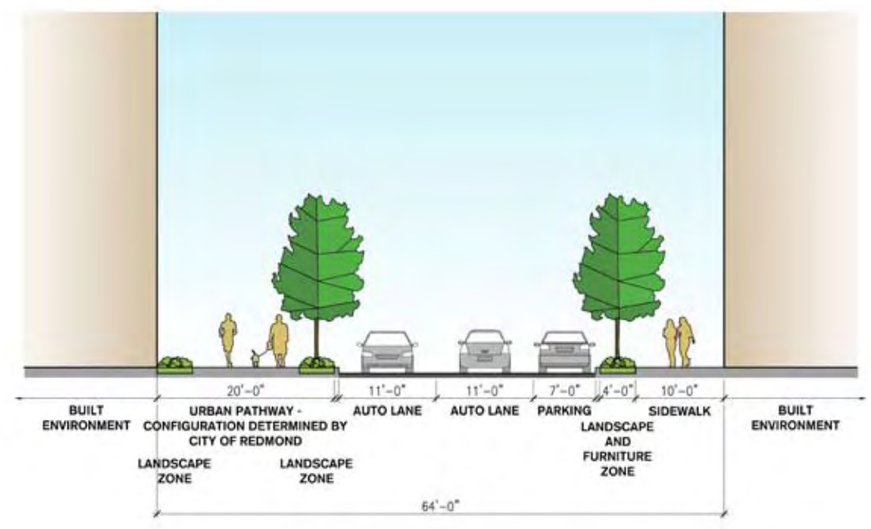


Street Sections

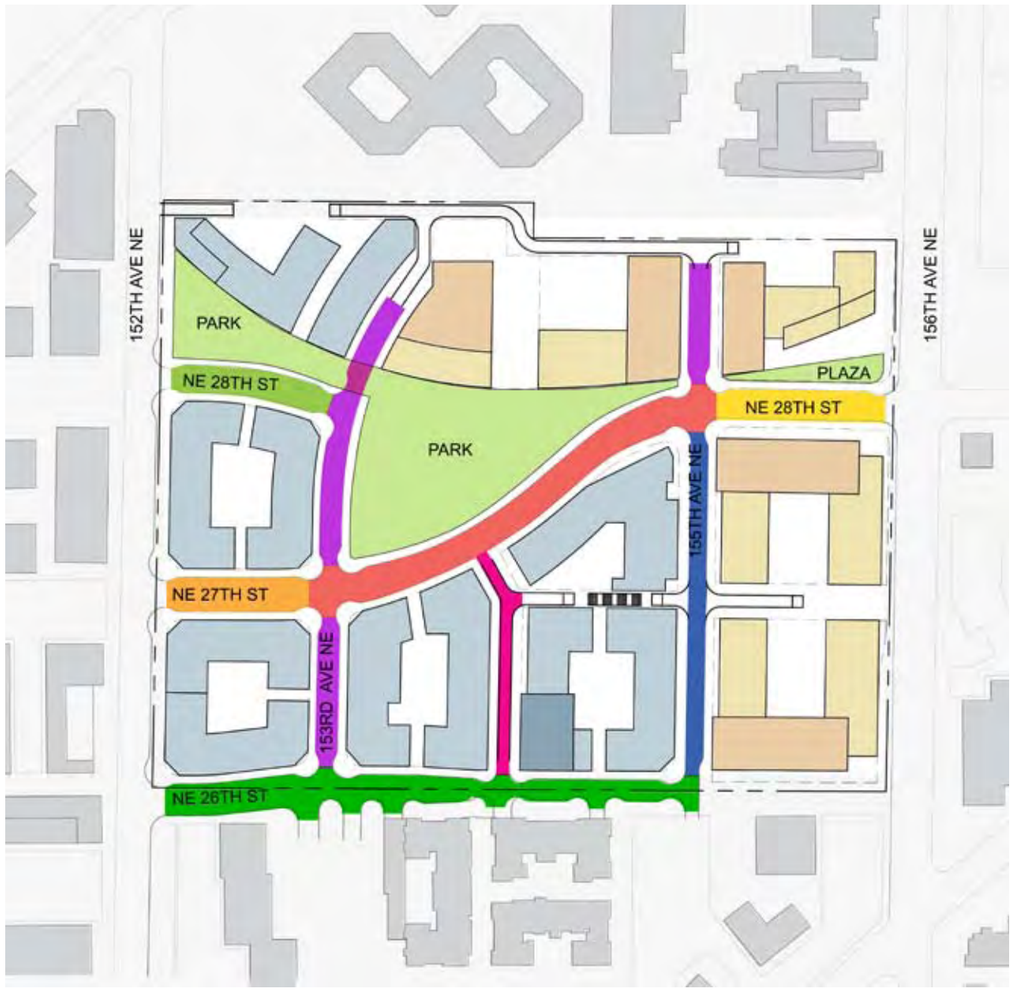
Through-Site Connector



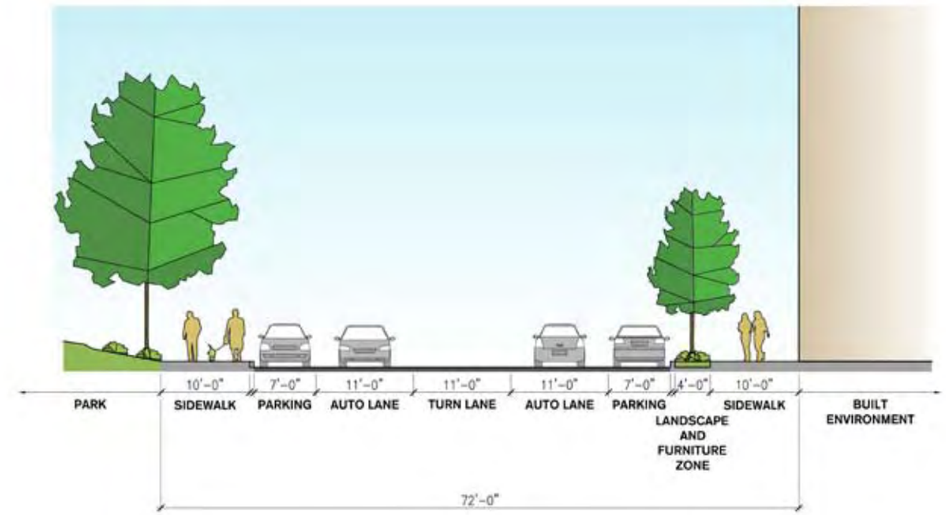
Urban Pathway Street



Street Sections



Local Street



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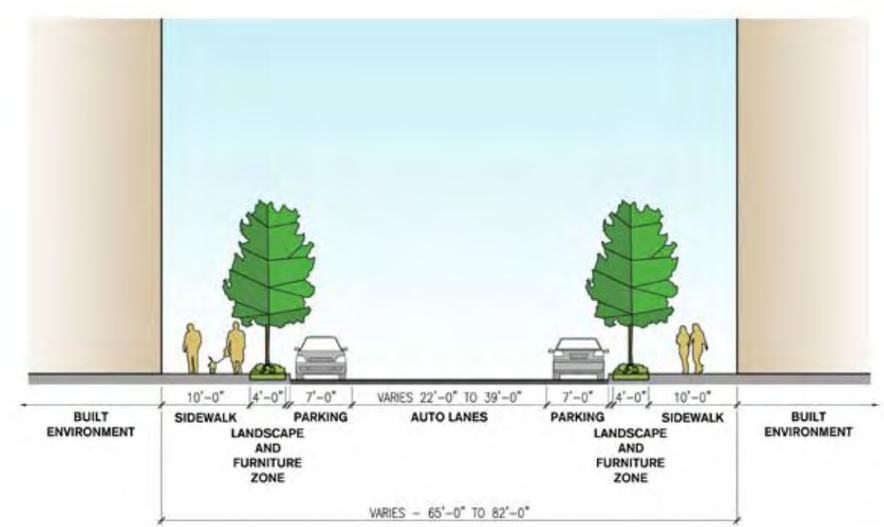
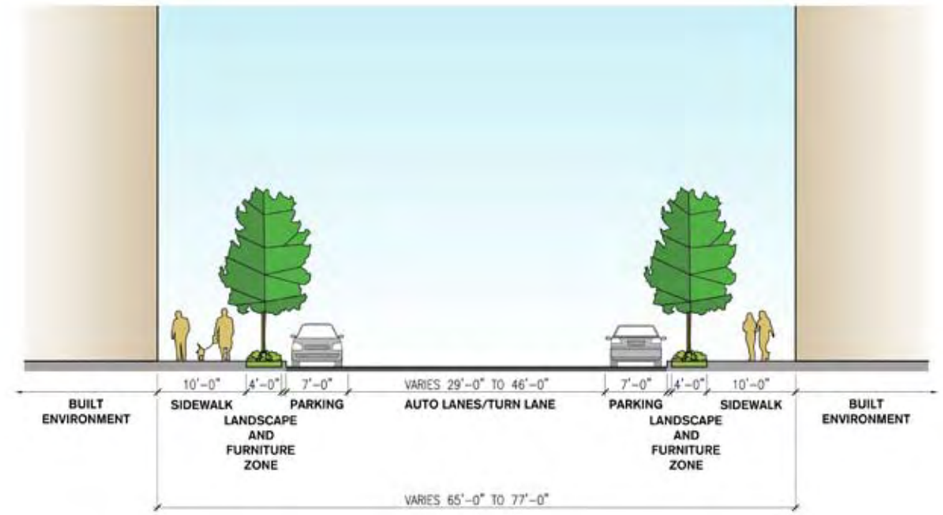
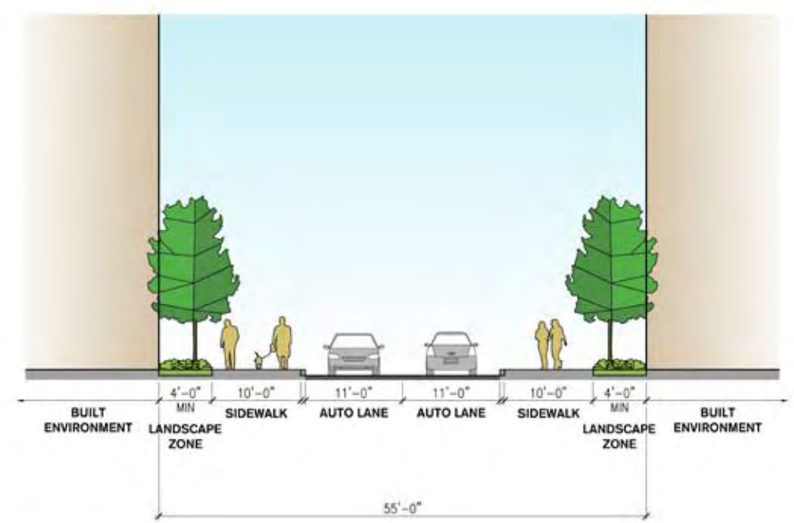


Street Sections

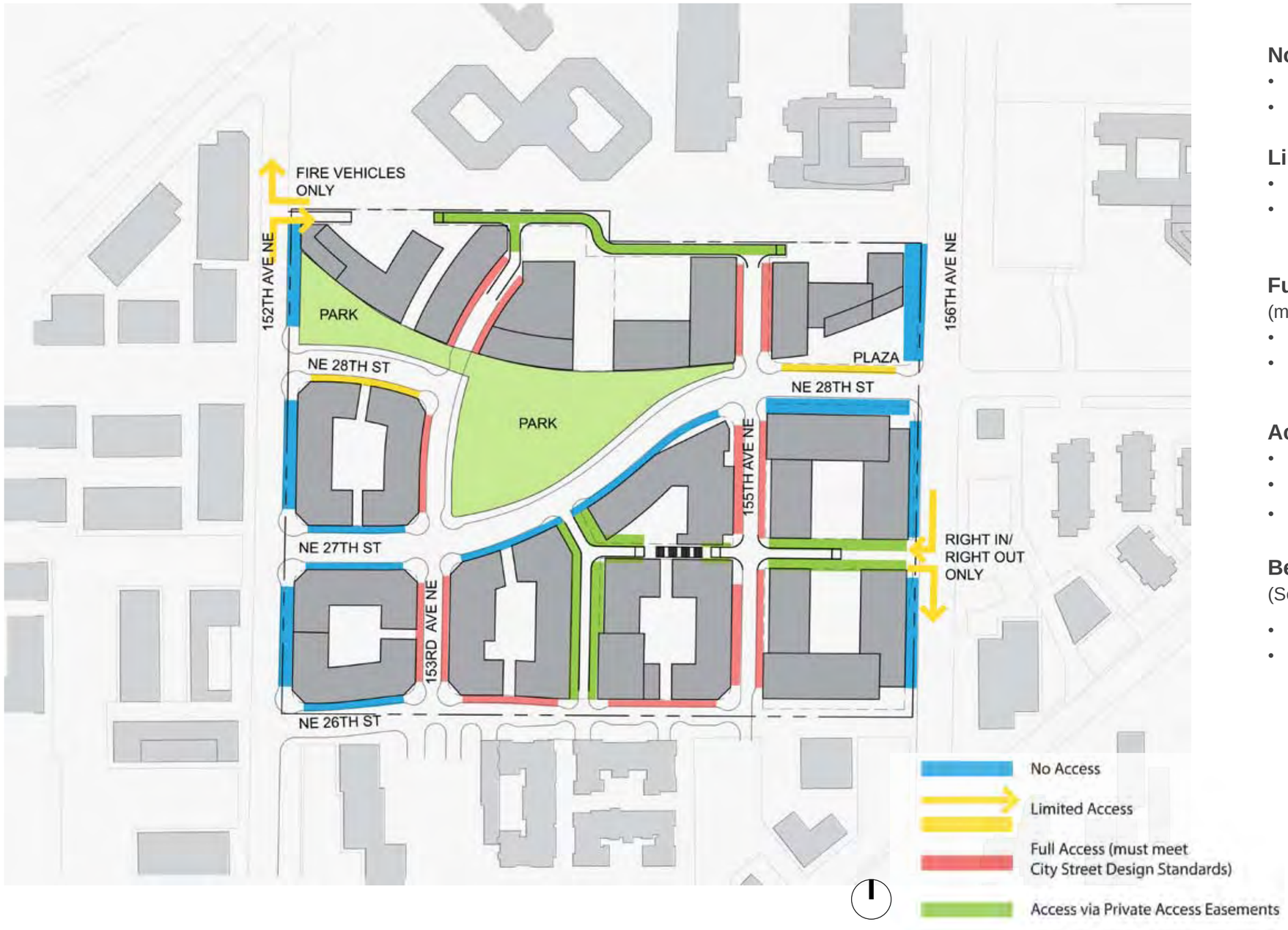
Local Street



Landscaped Private Street



Vehicular Access



No Access

- NE 27th St, NE 28th St. (as shown)
- NE 26th St (152nd Ave NE to 153rd Ave NE)

Limited Access

- Right in/right out access point at locations shown
- Access allowed with review by City of Redmond for configuration and location

Full Access

(must meet City Street Design Standards)

- Majority of streets
- Access allowed with review by City of Redmond for configuration and location

Access by Access Easement

- 154th Ave NE
- 153rd Ave NE and 155th Ave NE (north of NE 28th St)
- NE 27th St (east of 155th Ave NE)

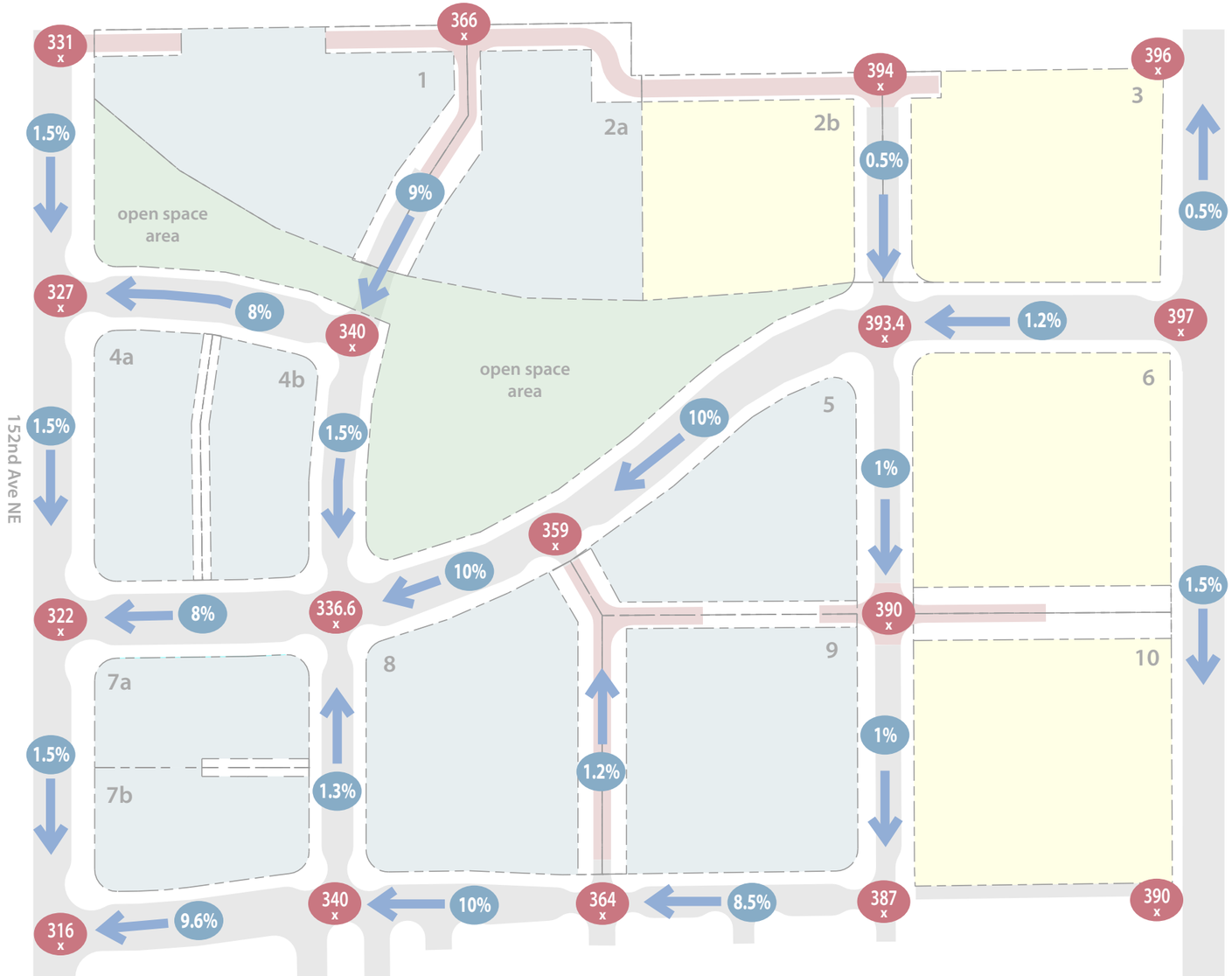
Below Grade Access Easement

(See Dimensioned Site Plan, page 54, for locations)

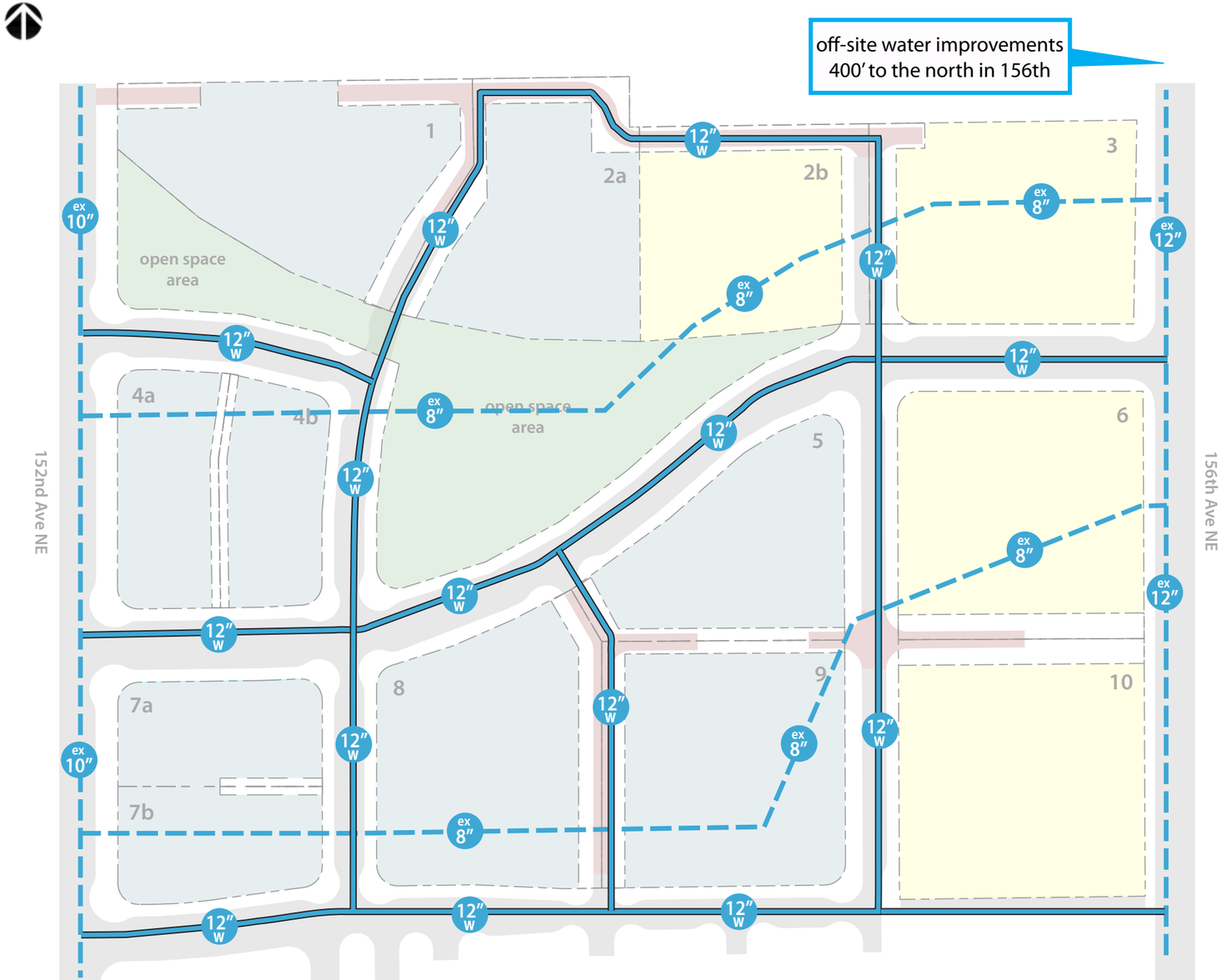
- Below NE 28th St at 155th Ave NE
- Below Park at 153rd Ave NE

Conceptual Grading Plan

The site has 80-feet of vertical relief from a high point of elevation 396 in the north east corner adjacent to 156th to a low point of elevation 316 in the south west corner of the site at 152nd. Grading of the site will be focused around the vertical geometry of the primary connector road. Grading of this road will be in accordance with City of Redmond road design standards. Preliminary grading is provided in this master plan indicating a maximum slope of 10% on the connector road. Vertical alignment of all roadways shall be in accordance with City of Redmond standards and shall meet the requirements for stopping sight distance.



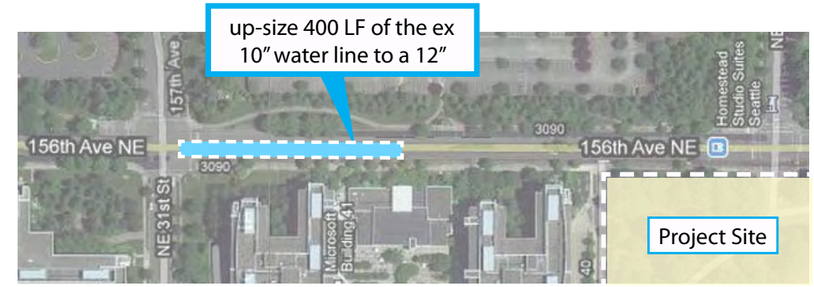
Conceptual Water Utility Plan



The development site is located within the 520 pressure zone of the City of Redmond's water system. This zone is fed from the 520 reservoir and booster in the vicinity of the northwest corner of NE 40th street and 148th Avenue NE and is maintained at minimum operating elevation of 510 feet. City water mains are available in both 152nd and 156th. An 8-inch ductile iron system is currently routed through the site connecting the 10-inch ductile iron main in 152nd to the 12-inch ductile iron main in 156nd. The site will connect to both of these mains with a 12-inch ductile iron pipe loop system through the site. Fire hydrants will be located throughout the site to provide adequate coverage for the master plan development. Development of the water system will be in accordance with City of Redmond development guidelines.

Use of Existing 8-inch System

It may be feasible to utilize the existing 8-inch water main under certain development scenarios. The ability to use this existing line will need to be evaluated by the City of Redmond at the time of development application to ensure adequate fire flow is available. The City will need to run a hydraulic model to determine the available fire flow and compare the available flow with the required flow for the proposed development.



Offsite Improvements Map

Offsite Improvements

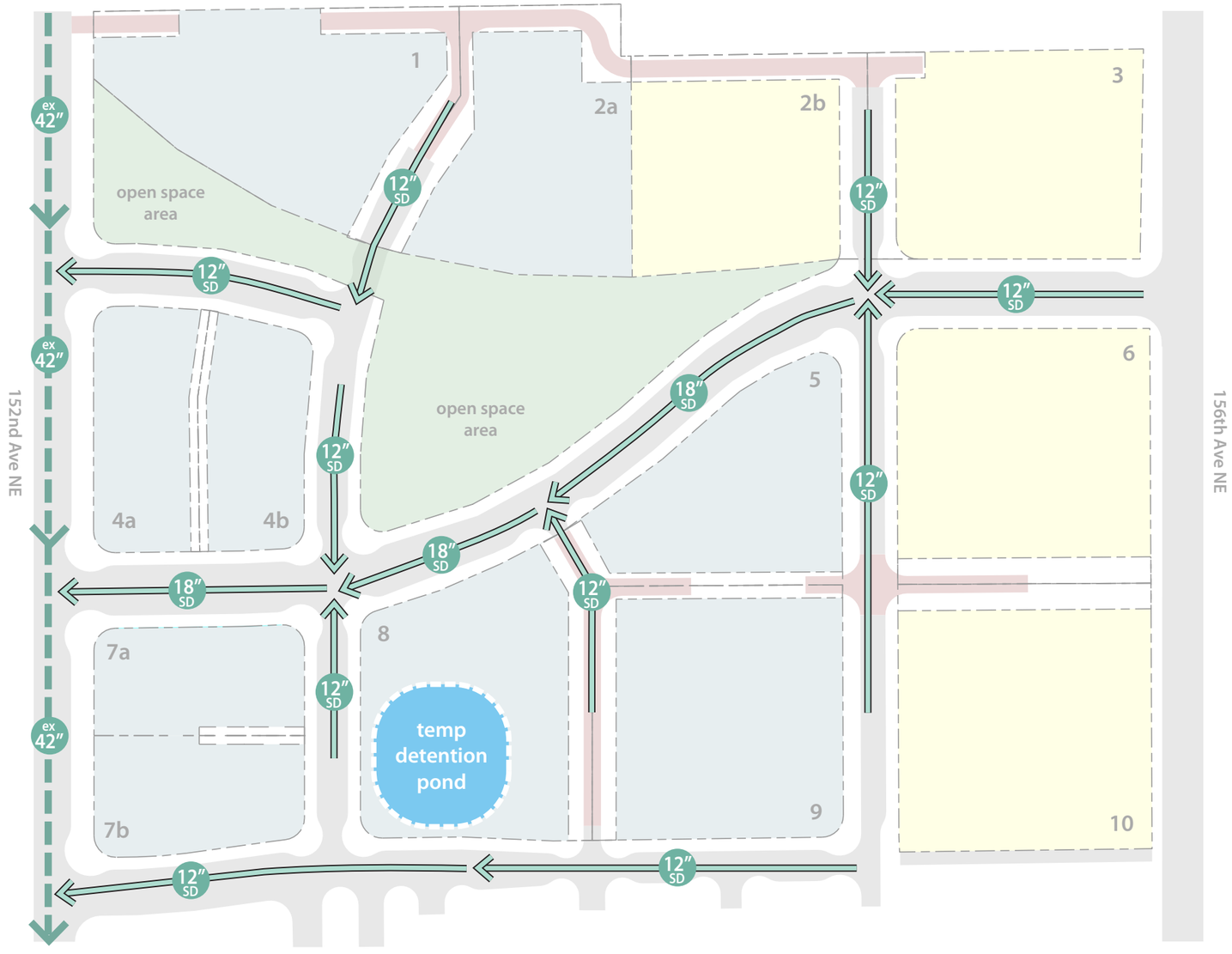
Development of more than 250 residential units and any commercial development will trigger replacement of approximately 400 lineal feet of 10-inch Asbestos Concrete (AC) main in 156th with 12-inch ductile iron pipe. The location of the pipe replacement is within 156th Avenue NE from the intersection of Ne 31st Street south approximately 400 feet. The development will be responsible design and construction of the offsite water main improvements.

Conceptual Sewer Utility Plan

The development lies within the Overlake South sewer basin as defined by the City of Redmond. Previous upgrades within the basin have been completed and the Overlake South Reimbursement Agreement, similar to a late-comers agreement, is in place with the City, under which the City collects the allocated costs for proposed developments within the basin to pay back to the developer who funded the improvements. The agreement allocated cost based on a square foot basis, related to remaining allowable levels of development under the then current zoning in the basin. The sewer mitigation fee is outlined within the development agreement.

Sewer improvements on site will include a series of 6-inch side sewers connected to 8-inch and 12-inch conveyance mains in accordance with City of Redmond development standards. The sewer system will connect to the existing 18-inch City of Redmond Sewer main in 152nd. Grease interceptors will be required for development that includes food preparation. Runoff from covered parking garages will need to be routed through a sand-water separator prior to discharging to the sewer system.

Conceptual Storm Water Utility Plan



Stormwater system design will be in accordance with City of Redmond requirements. The development is located within the Overlake sub-basin which has plans for a regional detention and water quality facility. The project can provide payment of the Overlake sub-basin capital facilities charge in lieu of the requirement to provide permanent on-site detention and water quality facilities.

In the event development occurs prior to the regional detention and/or water quality facilities coming on-line, the project will need to provide interim on-site treatment and flow control. The purpose of interim flow control and/or water quality facilities on the Property is to ensure that redevelopment of this site does not create a greater negative environmental impact on receiving waters by increasing the peak rate of stormwater runoff from the property as compared to the existing peak rate of runoff from the property as currently developed. The release rate criteria for approval of such interim stormwater flow control facilities shall be that the release rate from the property after completion of each such redevelopment project shall be no greater than the release rate from the property as currently developed. The “pre-developed conditions” standard shall not be applicable to redevelopment of the property.

Current “Existing” runoff rates from the site are shown below:

2-Year 4.9 cfs	50-Year 10.6 cfs
5-Year 6.4 cfs	100-Year 11.9 cfs
10-Year 7.6 cfs	200-Year 13.8 cfs
25-Year 9.5 cfs	

Preliminary calculations indicate that full development of the site, assuming 85% impervious area, will require an interim detention volume of approximately 58,000 cf. This could be accomplished by providing an open pond with a footprint of approximately 20,000 sf. Interim water quality for the pollution generating impervious surfaces (PGIS) could be provided by using storm filter cartridge vaults.

The development will be responsible for providing a comprehensive stormwater collection and conveyance system and connecting to the existing City system in 152nd Avenue NE. The collection and conveyance system is anticipated to include catch basins and conveyance pipes.

Tree Mitigation Strategy

Intent

The intention of this mitigation is to eventually approximately replicate the public benefit of the current stand of trees on the Group Health site. City Staff estimates that it would take approximately 10 acres of land area planted with a three tier vegetative approach to create the canopy and value desired for this mitigation. It assumed that no significant or landmark trees will be retained at the completion of development. It is not feasible to preserve trees on an urban project with this level of density for reasons described earlier. Tree mitigation will be provided off site at a 3:1 ratio for significant trees and a 6:1 ratio for landmark trees. Planting of replacement trees will occur at the earlier of a parcel sale by Group Health, or clearing for installation of street, utility or other infrastructure improvements, the construction of which is not required for development of a parcel that has been sold by Group Health.

To provide a meaningful immediate impact and public benefit, Group Health has committed to an initial minimum mitigation planting of native trees and shrubs on public land selected by the City of Redmond. This initial planting would occur prior to the clearing of existing trees on the site and include 1,000 trees and 9,370 shrubs. Group Health will be responsible for replacement tree and vegetation planting per the tree mitigation plan until all tree replacement required by the plan has been completed.

Existing Trees and Mitigation Quantities

Significant and Landmark trees as defined by the COR have been mapped and evaluated by Urban Forestry Services, Inc. in a report last updated on August 9, 2010. Mitigation terms specific to this agreement will be a part of the Development Agreement.

Each significant tree shall be replaced with mitigation trees at a ratio of 3 to 1 and each landmark tree shall be replaced at ratio of 6 to1. In order to meet the three tier vegetative replacement plan requirements, the off-site mitigation shall also include mitigation shrubs at a ratio of 28 to 1 for each significant tree and 56 to 1 for each landmark tree. The size of mitigation trees and shrubs shall be one 1-gallon container stock with the species to be selected from COR approved plant list. Smaller sizes and greater quantities have been selected to enhance survival success.

985 Significant Trees with 3:1 mitigation = 2,955 Mitigation Trees
65 Landmark Trees with 6:1 mitigation = 390 Mitigation Trees

Total Mitigation Tree Quantity = 3,345

985 Significant Trees with 28:1 mitigation = 27,580 Mitigation Shrubs
65 Landmark Trees with 56:1 mitigation = 3,640 Mitigation Shrubs

Total Mitigation Shrub Quantity = 31,220

Total Removed Trees = 1,133

Tree Mitigation Strategy

Timing of Clearing

Tree clearing will occur incrementally as required to implement development with the intent to retain trees in areas not affected by the development activity where reasonably and safely possible. Clearing limits will require approval by the COR on a project basis.

Timing of Planting and Means of Mitigation Calculations

The amount of mitigation triggered by each parcel sale will represent a predetermined prorated share of the mitigation for the entire Master Plan Area based on parcel size. Example: The closing of a sale of a parcel representing 10% of the developable land would trigger mitigation planting of 10% of the total mitigation requirement (335 trees, 3,122 shrubs). There will not be exact number correlation in terms of trees actually required to be cleared for a given project to be built on that parcel and the amount of mitigation trees to be planted at the time of the sale of the parcel or parcels associated with that project. Most project sites will require clearing outside their parcel limits, including areas devoted to utility and infrastructure improvements. Other projects might require no or little clearing of trees but will still trigger mitigation requirements based on the size of their parcel. Predetermined mitigation based on parcel size will ease the entitlement process for the COR and help define in advance the entitlement commitments for applicants.

In the event site work not directly associated with the sale of a development parcel is undertaken, removal of Significant Trees and Landmark Trees in connection with such work shall be mitigated (3:1 for Significant Trees; 6:1 for Landmark Trees, plus associated vegetation), by planting replacement trees and vegetation per the same terms as parcel sales. In this case the remaining tree mitigation obligation for the entire Master Plan Area will be deemed modified by reducing the allocation of remaining replacement trees and vegetation to unsold development parcels by giving proportionate credit to each unsold parcel for the trees and vegetation planted in connection with such site work not associated with land sales. (Example: Group Health elects to install street and utility improvements to enhance marketing of parcel sales. The activity is not associated with any particular parcel sale. 100 Significant Trees and 10 Landmark Trees are removed to install the improvements. Group Health must plant 360 trees and associated vegetation off site on publicly owned land designated by the City. Upon planting of these trees and vegetation, the remaining replacement obligation is deemed reduced by 360 trees and the number of associated plants that were planted off site, and the respective prorated shares of this total obligation assigned to each unsold development parcel are re-calculated using the percentage of total of unsold development land area represented by each unsold development parcel to compute the number of trees and associated vegetation allocated to each unsold parcel).

Location of Offsite Tree Mitigation

The COR will provide approximately 10 acres of publicly owned land for the mitigation planting. Sites selected shall be accessible to construction vehicles and not require improvements other than planting and existing brush removal. Sites shall not be sensitive areas such as delineated wetlands, shorelines or protected habitat land. Priority for site selection in order shall be 1. Overlake neighborhood, 2. Other City of Redmond locations, 3. Private sites protected by easements. The mitigation planting will likely occur in several phases. The COR may choose more than one site for the mitigation work, but only two sites per phase of mitigation planting will be allowed. The COR is obligated to identify the site within 60 days following a request by Group Health which identifies how many trees it intends to plant in satisfaction of a tree mitigation obligation as set forth above. If the COR is unable to identify a site within that time frame, fee in lieu payment will be accepted for the mitigation. The fee in lieu amount shall be $300 per each tree removed requiring mitigation.

Site Preparation at Offsite Mitigation Locations

It is anticipated that most sites will require some site preparation prior to planting. Group Health's obligation to site preparation is limited to removal and disposal of brush, grass, weeds and/or other low existing vegetation prior to planting. Grading, drainage, soil improvements and/or other site work is not included in this scope.

Timing of Mitigation Planting

Group Health will install associated parcel mitigation planting within one year of the receipt of land sale funds at the time of closing. Planting shall occur between the dates of September 15 and May 15. Group Health will make a best effort to plant mitigation materials prior to associated clearing, but recognizing the limitations of the planting time window, the timing of closing in relationship to permitting, site availability for mitigation and construction sequencing may not make this possible for some projects.

Maintenance of the Mitigation Planting

Group Health will maintain and warranty the mitigation planting for a period of three years from the time of approved installations. Dead, dying or missing materials will be replaced during this time period with standard COR landscape bonds guaranteeing the work.

Fire Protection Plan

Public rights-of-way have been designed to City of Redmond standards, and will include fire hydrants and design configurations per City standards.

Access easements shown are potential locations for building and fire vehicle access, but may vary depending on final parcel configurations and building designs.

Public right-of-way and access easement configurations are shown on pages 62-67 of this document.

Final locations and configurations of access easements, fire vehicle access, fire hydrants, and other building access will be determined during the site plan entitlement process for each development parcel.