

## **G. Overlake Neighborhood Policies**

The Overlake Neighborhood, with its mixed-use and commercial areas, corporate campuses, and residential neighborhoods, is located in the southwest corner of Redmond. The neighborhood is bounded on the west by 148<sup>th</sup> Avenue NE, on the north by NE 60<sup>th</sup> Street and State Route (SR) 520 and on the east by West Lake Sammamish Parkway and Bellevue-Redmond Road, which also forms the southern boundary with NE 20<sup>th</sup> Street. While the area commonly referred to as Overlake extends west into Bellevue, those areas are not part of the plan for Redmond's Overlake Neighborhood, although they were considered in preparing policies for Overlake.

### **A. Public Participation in the Neighborhood Plan Update**

The Overlake Neighborhood Plan was developed in partnership and close coordination with the area's business and property owners, people who live or work in the area, interested community members, Redmond elected officials and members of several boards and commissions. The work of the 1999 Citizens Advisory Committee was supplemented with input and comments from three neighborhood events, several focus group and stakeholder meetings, and through the Redmond website.

### **B. Neighborhood Vision**

The vision statement below is a word picture of the Overlake Neighborhood in the year 2030. It is intended to describe what the neighborhood will look and feel like when the plan is implemented.

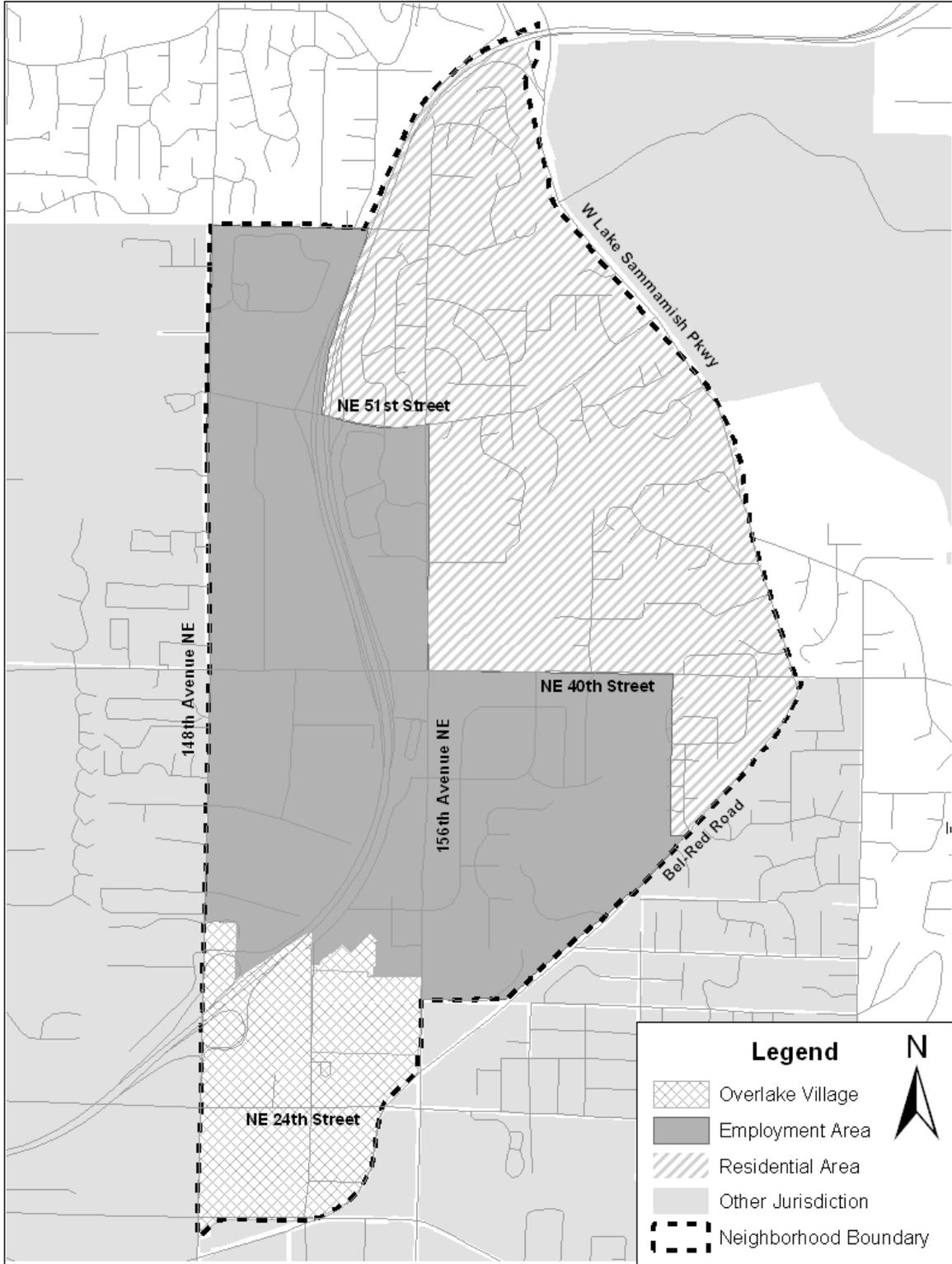
The Overlake Neighborhood provides excellent opportunities to live, raise a family, work, develop a business, shop, and recreate. Overall, it is a place that:

- ❖ Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, and plazas and parks;
- ❖ Meets community needs for employment, shopping, recreation, and other uses in the morning, afternoon, and evening;
- ❖ Is oriented toward pedestrians and bicyclists, well served by local, regional and high-capacity transit/light rail, and offers strong multimodal connections within its boundaries, and to nearby areas;
- ❖ Is an urban environment enhanced by abundant landscaping, parks, plazas and open spaces, and preservation of natural features; and
- ❖ Is a place that people want to be, with a unique character that is still distinctly Redmond.

Within the neighborhood are three subareas, shown in Map N-OV-1: Overlake Village, the Employment Area, and the Residential Area.

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Map N-OV-1



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### *Overlake Village*

This area has become a true urban, mixed-use neighborhood with a sense of place and activity that makes it attractive for living. It is part of a larger, vibrant commercial area that extends west into Bellevue with a mix of activities and uses, and is a destination for many in Redmond and in the region.

- ❖ Residences have been added near stores and services and many more people live in the area. Housing choices include residences attractive and affordable to a wide range of household sizes and income levels.
- ❖ Redevelopment has brought retail storefronts closer to the street, making the area more hospitable to transit, pedestrians, and bicycling. The neighborhood's core, 152<sup>nd</sup> Avenue NE, is a pleasant place to walk or sit, and people stroll on the street during the day and evening. The redevelopment encourages the residents of surrounding Redmond and Bellevue neighborhoods to shop and work here.
- ❖ Small and international businesses have been retained while others have arrived. It offers a mix of retail commercial opportunities that meet a range of needs, from daily goods and services, to niche and boutique retailers, to restaurants and entertainment.
- ❖ A system of plazas, parks and open spaces has developed providing residents, employees, and visitors with opportunities to gather, recreate, or enjoy the natural environment and abundant landscaping. A network of walkways and trails provide connections among these spaces and to others within the Overlake neighborhood and in nearby areas.

### *Employment Area*

The Employment Area is home to major corporations, advanced technology, research and development, and compatible manufacturing businesses. Over time, it has maintained a campus-like environment with attractive landscaping and the protection of important natural features while developing intensively yet efficiently.

- ❖ Improved connections, including high-capacity transit/light rail, between this area and Overlake Village allow employees greater pedestrian, bicycle and transit access to the shops, entertainment, recreation, and residences.
- ❖ Smaller scale mixed-use developments offer employees convenient shopping and services and the opportunity to live close to work.
- ❖ Together with Overlake Village, the area helps meet City and regional economic development goals by providing for economic diversity and high-wage employment. These core activity areas function and are recognized as a regional Urban Center, demonstrating that high technology uses can thrive in a balanced urban setting that offers opportunities to live, work, shop and recreate to an increasingly diverse workforce.

### *Residential Areas*

The residential areas, generally located in the northeastern portion of the neighborhood, are attractive and well maintained. Neighborhood parks and other amenities serve these areas.

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- ❖ The single-family neighborhoods in the northeast command an east-facing slope with spectacular views of the Cascades, Marymoor Park and Lake Sammamish. An easy walk from Overlake's employment area and adjacent to Downtown, they are in high demand.
- ❖ The multi-family areas provide housing close to employment. This convenient housing is well maintained and much in demand.
- ❖ Residential streets have little cut-through traffic, and cars travel at safe speeds.

The policies in this plan are designed to help the community achieve the above vision. Fulfilling the future vision requires both private and public actions. Private actions are needed to provide desired developments and high quality design, while public investments and programs are necessary to draw people to this area and encourage private investment.

### C. General Policies

The neighborhood planning process provided several opportunities to involve the public and improve communication between city government and the people who live, work or own property in the Overlake Neighborhood. Based on input received during the planning process, the City's neighborhood team will continue to work to develop strong connections with the neighborhood and to enhance delivery of City services through a coordinated effort.

- N-OV-1: Convene neighborhood residents, property owners, area employees and the broader community periodically to reevaluate the vision for the neighborhood, progress made towards achieving the vision, urban design, and proposed public improvements in Overlake to ensure community objectives are being met. Evaluate the effectiveness and feasibility of the allowed uses, incentive program, parking standards and design standards every five years.
- N-OV-2: Initiate and encourage community involvement to foster a positive civic and neighborhood image by establishing programs to physically enhance neighborhoods.

### Land Use

Overlake is one of Redmond's primary centers of activity, and through 2030 will attract greater growth in housing and continue to attract employment growth. The neighborhood allows for a wide range of uses and activities now and the intent is to maintain and enhance this variety and intensity. The land use policies guide development in a manner that will serve the needs and desires of existing and future residents, businesses, and visitors while ensuring that changes enhance its character.

- N-OV-3: Designate the following subareas within the Overlake Neighborhood:
  - Overlake Village: A vibrant mixed-use, pedestrian-oriented area with opportunities to live, work, shop and recreate.
  - Employment Area: A regional employment center with a campus-like environment that also offers employees opportunities to live near work.
  - Residential Area: Established single- and multi-family neighborhoods.

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- N-OV-4: Support Overlake as one of Redmond’s primary locations for residential development to help create an economically healthy and vibrant neighborhood in the morning, day-time, and evening. Promote the Overlake Village area as the primary location for mixed-use residential development within the neighborhood.
- N-OV-5: Recognize and maintain Overlake’s important regional employment role. Encourage businesses that provide family wage jobs, export services or goods, or help diversify the regional economy, to remain or locate in the area and grow consistent with adopted City policies.
- N-OV-6: Support creation of an economic development and marketing strategy to carry out the Overlake vision and policies.
- N-OV-7: Promote mixes of residential and commercial uses located either in a mixed-use building or among single-use buildings on a mixed-use site where appropriate.
- N-OV-8: Protect neighborhoods in Redmond and Bellevue from potentially adverse impacts of uses and activities in Overlake Village and the Employment Area through such methods as:
- Locating uses with impacts such as noise and glare on a site in a manner to minimize such conflicts; and
  - Scheduling and conducting construction, operations, maintenance, service activities, and other disruptive actions to minimize resulting impacts.

Overlake is located in a unique portion of Redmond that is bordered by the City of Bellevue on three sides. Redmond and Bellevue both emphasize the need for growth in the neighborhood to be well-balanced with available and planned public facilities, including transportation facilities and services. The policies below provide direction for achieving that balance.

- N-OV-9: Consider allowing a total development capacity of up to 19.9 million square feet of retail, office, research and development, and manufacturing uses within the Overlake Neighborhood through the year 2030. Phase increases in non-residential development capacity in the Overlake Business and Advanced Technology zone over time by linking increases to progress on mode-split goals, improvements to transportation facilities or services, increased residential development in Overlake, and the adequacy of parks, emergency services and other services needed for a daytime population.
- N-OV-10: Continue to collaboratively plan with Bellevue to address common challenges and capitalize on common opportunities. Work together to implement jointly agreed to plans and strategies. Consult on significant development approvals, plan amendments and development regulations and address mitigation of potential adverse impacts through consultation. Systematically coordinate on transportation and other public facilities, such as regional stormwater treatment facilities that impact both cities.

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### Residential

As Redmond seeks to increase its supply and diversity of housing available to residents of various income levels and family types and sizes, a number of opportunities exist to provide for the housing needs of the community. In Overlake, providing more affordable home options could allow more employees in the area to live near work.

N-OV-11: Require a minimum of 10 percent of the units in all new housing developments of 10 units or greater in the Overlake Neighborhood to be affordable. Minimize development costs associated with this requirement by providing incentives and bonuses.

While the mixed-use areas of Overlake provide significant opportunities for future housing development, it is equally important to maintain and protect the existing residential areas and their character. The policy below provides direction on how to maintain and protect these areas.

N-OV-12: Provide for transitional uses and transitional building and site design to protect nearby residential neighborhoods. Include such techniques as:

- Maintaining the existing multi-family residential designations that act as transitional zones;
- Maintaining the current boundaries of the Employment Area by not extending into areas designated primarily for residential uses;
- Providing for transitional regulations, including a greenbelt and buffer along the west side of Bel-Red Road between NE 28<sup>th</sup> and 40<sup>th</sup> Streets; and
- Maintaining regulations on building bulk, building placement, site and building lighting, landscaping, noise control, and other appropriate measures.

### Character and Design

Developing a distinct neighborhood character and sense of place depends on and in turn will ensure that Overlake remains a place where people want to live, conduct business, visit, and spend time. This character reflects Overlake's diverse economy, unique natural features, and high quality environment.

N-OV-13: Enhance the character and environment of the Overlake Neighborhood to achieve the vision. Encourage developments that create a character for Overlake that is distinct from the Downtown.

N-OV-14: Apply flexible regulations that encourage creative proposals for sites within Overlake Village and the Employment Area that are consistent with Overlake policies. Ensure that:

- Building height respects views of treelines;
- Developments contribute to the creation of an urban place that feels comfortable for pedestrians;
- Facades in the public view are varied and articulated; and
- Buildings do not appear bulky or massive.

N-OV-15: Enhance the appearance of Overlake's built environment through superior design and use of high quality and durable building materials. Soften the appearance of buildings, service areas, and parking facilities through landscaping, use of architectural screens, and retention of healthy trees.

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Gateways that define the entry points of the City, Overlake Neighborhood or its subareas help people orient themselves and identify their location. Gateways also provide opportunities to display an image unique to the area through symbolic markers, landscaping, or monuments.

N-OV-16: Create gateways to the Overlake Neighborhood that convey the neighborhood's identity and that are integrated with the transportation system, including bicycle and pedestrian connections, using features such as artwork, signage, landscape features and structures. Work with property owners to help create gateway design features and coordinate with the City of Bellevue to communicate continuity across jurisdictional borders. Gateway locations include:

- 148<sup>th</sup> Avenue NE at NE 20<sup>th</sup> Street;
- NE 24<sup>th</sup> Street at Bel-Red Road;
- NE 40<sup>th</sup> Street at Bel-Red Road; and,
- NE 40<sup>th</sup> Street at 148<sup>th</sup> Avenue NE.

N-OV-17: Create gateways at the City border that welcome residents, employees and visitors to Redmond. Consider the NE 31<sup>st</sup>/36<sup>th</sup> Street Bridge across SR 520 as a gateway. Consider the creation of a regional stormwater facility at the corner of 148<sup>th</sup> Avenue NE and NE 20<sup>th</sup> Street as a "green gateway."

Protecting and enhancing the green and natural environment has long been a cornerstone of Redmond's identity. Green building techniques can be used to reduce the impact of developments on energy use, air quality and stormwater runoff. Low Impact Development techniques such as tree retention and compost amended soils reduce the quantity and improve the quality of stormwater runoff.

N-OV-18: Encourage the use of green building techniques and Low Impact Development methods, such as green roofs, bioswales, and rain gardens.

N-OV-19: Develop regional stormwater treatment facilities within Overlake to treat and detain stormwater. Integrate facilities with parks and open spaces where feasible. Offer incentives to encourage public and private partnerships to develop these facilities.

N-OV-20: Reduce the negative impact of Overlake stormwater runoff on the water quality of Lake Sammamish, Kelsey Creek, the Sammamish River, and other creeks in the neighborhood. Protect downstream properties, streambeds, and receiving waters from erosion and other adverse impacts from the quantity of runoff.

Tree retention and the planting of additional trees contribute to the image of Redmond as a green community and provide visual relief for residents, employees and visitors of the urban Overlake neighborhood.

N-OV-21: Strive to retain significant concentrations of trees in such areas as wooded ravines, steep slopes along wooded slopes and terraces, and trees located along highways and streets that have the potential to buffer or screen transportation facilities, and commercial and employment areas from residential uses.

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### **Parks, Recreation, Open Space, and the Arts**

Portions of Overlake developed with minimal parks, open space or recreation opportunities. Creating a cohesive system of parks, plazas, gathering places, recreational spaces and connecting paths and trails will help meet the recreational and open space needs of current and future Overlake residents, employees, and visitors.

N-OV-22: Promote the vision of the plazas, open spaces, parks, trails and pathways and art in Overlake as being part of a cohesive system of public spaces that is integral to distinguishing Overlake as an urban “people place.” Develop and maintain a variety of linkages, such as paths and way-finding elements, among plazas, parks and open spaces in Overlake and in nearby neighborhoods that are within walking distance of each other.

N-OV-23: Recognize the urban park and open space system in Overlake Village as the neighborhood’s highest priority park and recreation need. Achieve the park and open space system through a strategy of City investment together with encouraging future development to include plazas, artwork, and other recreation opportunities that augment and enhance public park infrastructure.

N-OV-24: Identify and create public places in Overlake that:

- Offer activities and uses that attract people;
- Include details such as good seating and bike racks;
- Are easy to see and to access, and are safe and welcoming;
- Foster interactions among visitors; and
- Have a sense of permanence.

N-OV-25: Encourage the creation and placement of public art, including sculptures, water features, and other elements throughout the Overlake Neighborhood.

Several parks and open spaces have been developed in the Residential Area and northern Employment Area of Overlake, including Cascade View Neighborhood Park, Westside Neighborhood Park, the Redmond West Wetlands Park and the Bridle Trails Open Space. The Bridle Crest Trail, an equestrian trail, runs through the northern portion of Overlake connecting Bridle Trails State Park with Marymoor Park.

N-OV-26: Retain and enhance existing parks in Overlake and add new parks, open spaces and recreational areas in Overlake Village to make it more inviting.

N-OV-27: Maintain and protect existing equestrian and multi-use trails within the neighborhood. Consider the outer portion of stream buffers as places for potential soft surface interpretive trails.

### **Transportation**

A variety of mobility choices that significantly increase access to, from, and within Overlake are needed in the neighborhood. While there will be continued need for vehicle travel, future investments will also enable more safe and attractive opportunities for walking, using transit, or bicycling between residences, stores, work, and amenities.

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- N-OV-28: Increase mobility within Overlake and provide for convenient transit, pedestrian, and bicycle routes to and from Overlake by:
- Encouraging commuter traffic to use regional facilities such as SR 520;
  - Encouraging use of transit, car pools, bicycles, and other forms of transportation, that decrease congestion and parking demand through the Commute Trip Reduction or other programs;
  - Enhancing multimodal connections within the Overlake Neighborhood and between the neighborhood and nearby areas including Downtown Redmond; and
  - Providing bicycle facilities, such as bicycle racks in new developments, bike lanes on key streets, and signage at key points.
- N-OV-29: Strive to achieve, by 2030, a non-single-occupancy vehicle (transit, bicycling, walking, car/vanpooling, telecommuting or other “virtual” commute) mode split of 40% for peak-period trips in Overlake through such means as providing a pedestrian and transit supportive environment, developing supportive land uses, working with regional transit agencies to provide expanded transit options including high-capacity transit/light rail and bus rapid transit, enhancing transportation demand management strategies and implementing a parking management plan.

Overlake’s designation as an Urban Center qualifies it as a candidate for a Growth and Transportation Efficiency Center (GTEC) designation. The GTEC concept is part of Washington’s Commute Trip Reduction program and enables areas to receive additional funding and assistance in creating programs to encourage use of alternatives to single-occupant vehicle use and reduce single-occupancy vehicle trips and vehicle miles traveled. Such programs benefit the community by supporting improved transportation efficiency, economic development, energy conservation, air quality, and livability.

- N-OV-30: Establish Overlake as a Growth and Transportation Efficiency Center to promote the use of alternative transportation modes in Overlake and the surrounding neighborhoods in Redmond and Bellevue.

### *Pedestrian and Bicycle Environment*

In addition to providing pedestrian and bicycle connections within Overlake and between the neighborhood and nearby areas, these facilities must also appear attractive and safe to encourage residents, employees, and visitors to walk or bike.

- N-OV-31: Ensure that improvements, including streets, sidewalks, transit facilities, lighting, landscaping, and parking lots/structures, provide a pedestrian supportive environment as outlined in the Transportation Master Plan (TMP) and contribute to Overlake’s aesthetic appeal.
- N-OV-32: Encourage pedestrian activity within Overlake, including informal gatherings, through public and private investment in improvements along the streetscape such as:
- Street furniture, such as benches and kiosks, that provide a unifying element;
  - Parks, plazas, and other “people places;”
  - Visual features, such as fountains, squares, and sculptures; and
  - Signage and markers to assist with way-finding.

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N-OV-33: Consider grade separation where persistent conflicts between non-motorized modes and vehicles create safety concerns.

Within Overlake, a number of multimodal corridors require innovative investments to improve the pedestrian and bicycle environments. Along these corridors, multi-use pathways provide an efficient means of meeting pedestrian and bike standards.

N-OV-34: Develop multi-use pathways that accommodate pedestrians and bicyclists adjacent to multimodal corridors as an efficient and cost effective means of meeting pedestrian and bike standards.

### *Transit*

A full range of transit service includes local, regional and regional express bus routes, a bus rapid transit line, and future high-capacity transit/light rail. Transit stations and shelters can help to facilitate the use of these services.

N-OV-35: Work with regional transit agencies to provide a full range of transit service to and within Overlake. Provide transit stations, shelters and other amenities that support these services in locations that conveniently serve the neighborhood and support the vision for Overlake.

Overlake, together with the Downtown and SE Redmond, are the portions of Redmond long identified in the Comprehensive Plan as preferred locations for high capacity transit/light rail stations. The character and function of these future stations will vary to reflect land use and transportation goals specific to these areas. It is important for Comprehensive Plan policies for these neighborhoods to articulate community preferences concerning the general character of the station and surrounding area.

N-OV-36: Work closely with Sound Transit and other agencies to identify a preferred high-capacity transit/light rail alignment through Overlake Village, along such routes as 152<sup>nd</sup> Avenue NE, NE 24<sup>th</sup> Street or others as identified through Sound Transit's East Link Light Rail planning process. Promote SR 520 as the preferred corridor leading from Overlake Village to the Employment Area and Downtown Redmond.

N-OV-37: Locate two high-capacity transit/light rail stations within the Overlake Neighborhood. Locate a station in Overlake Village in the vicinity of 152<sup>nd</sup> Avenue NE and NE 24<sup>th</sup> Street. Create a dynamic and high quality urban place through consideration of design, land use density and mix, community facilities, and public and private investments, and which emphasizes pedestrian activity and minimizes parking facilities. Locate a second station in the Employment Area adjoining the existing Overlake Transit Center at NE 40<sup>th</sup> Street. Create a high quality place that fits seamlessly with the character of the Employment Area, facilitates transfers between transportation modes, and encourages additional uses to be developed on the Overlake Transit Center site that are supportive of transit stations, such as housing and convenience retail or service uses.

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N-OV-38 Support and encourage the provision of transit and shuttle services that enable nearby residents to access high-capacity transit/light rail service without driving to the transit centers. Work closely with Sound Transit and other agencies to develop the SE Redmond transit center to intercept regional trips attracted to light rail service.

### *Roadways*

Due to its role in the regional economy, Overlake attracts both regional and local activity. Directing regional through traffic to regional facilities protects residential neighborhoods. Identifying standards for streets that serve regional, local or a combination of these types of traffic directs improvements to better meet the needs of pedestrians, bicyclists, transit users, residents, employees, and visitors.

N-OV-39: Recognize the importance of SR 520 as a regional facility and work closely with WSDOT and other jurisdictions to ensure it functions efficiently.

N-OV-40: Direct regional and through motor vehicle traffic away from residential neighborhoods through street improvements such as traffic calming measures that provide access to homes while discouraging travel through the neighborhood. Locate driveways and streets in such a way as to minimize through traffic on primarily residential streets and reduce other adverse impacts on residential neighborhoods.

N-OV-41: Develop and maintain street cross sections for arterial and key local streets in Overlake to guide public investments and private development. Define standards related to sidewalks, on-street parking, vehicle lanes, and planting strips, setback zones and other important elements.

### *Parking*

Providing parking options that do not conflict or adversely affect the pedestrian environment allows for Overlake to remain an active, vibrant area. The policies below describe how parking management can be used to enhance the neighborhood.

N-OV-42: Create and implement a parking development and management program for Overlake that:

- Minimizes on-site surface parking;
- Encourages shared, clustered parking to reduce the total number of stalls needed for residents and visitors, and to increase the economic and aesthetic potential of the area;
- Creates incentives that encourage structured parking; and
- Maximizes on-street parking, particularly for use by those shopping or visiting Overlake.

N-OV-43: Consider reducing parking requirements for developments near transit stations. Consider eliminating minimum parking standards as regional and local transit service in the neighborhood improves, as high-capacity transit/light rail is provided to the neighborhood, or as parking demand data indicates it is appropriate.

N-OV-44: Support and encourage methods of recognizing the true cost of parking, including:

- Separating commercial space and parking costs in tenant leases;

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- Encouraging employers to identify the cost of employee on-site parking through fees or incentives related to the price; and
- Providing on-street parking with time limits and fees that is supported with adequate monitoring.

N-OV-45: Monitor the need for a residential parking permit program should parking needs associated with retail commercial and office uses adversely impact residential neighborhoods.

### **Public Facilities and Services**

Adequate public facilities and services, including human services and civic outlets, are necessary to support continued growth in Overlake. Developing a center containing a combination of civic uses, such as a police substation or teen center, could add to the vibrancy of the area, support local residents and employees, and attract additional visitors.

N-OV-46: Create and implement facility plans for Overlake to provide adequate utilities, transportation, and other infrastructure to accommodate anticipated growth. Carry out a capital improvement strategy to implement these improvements, as well as pedestrian improvements, bikeways, beautification projects, parks, trails, and civic facilities in Overlake. Use the Overlake Master Plan and Implementation Strategy to guide public and private investments so that new projects fit the community's vision and accomplish public as well as private objectives.

N-OV-47: Maintain and periodically update a priority list of public facilities and services needs, including transportation improvements.

N-OV-48: Encourage public and private partnerships to meet public facilities and service needs, such as transportation, stormwater, parks, open space, pedestrian corridors and other improvements. Encourage public and private partnerships to meet human services needs as well.

N-OV-49: Monitor the need for the development of civic facilities such as a community center. Work with future residents and employees of the area to identify needed services. Consider moving the Overlake Transit Center police substation to Overlake Village as part of a larger civic facility.

### **D. Overlake Subarea Policies**

The Comprehensive Plan recognizes Overlake as a single neighborhood that contains a number of subareas. These subareas will continue to develop as distinctly different places within the neighborhood, characterized by different land uses, building heights and designs, and amenities. Map N-OV-1 shows these subareas.

#### **Overlake Village**

As described above, Overlake Village is envisioned to become an urban, mixed-use neighborhood that functions as the core of the Overlake Neighborhood. As a mixed-use area, it is intended to provide for significant residential growth, while remaining part of a larger, vibrant commercial area that is a destination for many.

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- N-OV-50: Encourage redevelopment of Overlake Village in order to enhance the attractiveness and functionality of this area as a place to live, work, shop and recreate. Establish requirements for new developments to incorporate housing to support land use, environmental and transportation goals for Overlake.
- N-OV-51: Encourage new transit-oriented development in order to take advantage of local and regional transit opportunities.
- N-OV-52: Develop incentives to encourage the construction of housing and variety in housing style, size and cost.
- N-OV-53: Promote Overlake Village as a location for a variety of businesses, including retail, office, services, and entertainment uses that are compatible with a mixed-use urban environment. Encourage a variety of economic activities, ranging from daily goods and services to boutiques and other specialty stores, as well as restaurants, residences, and offices that promote Overlake as an appealing place to live, work and shop and provide for active uses during the day and evening hours.
- N-OV-54: Actively support economic development measures that retain and promote existing businesses and attract new businesses compatible with the scale and vision of Overlake Village. Recognize the unique nature of small and independently-owned businesses and the importance of diverse ethnic businesses by placing a special emphasis on encouraging these businesses through flexible standards, incentives, or other innovative measures.
- N-OV-55: Maintain Overlake Village's economic health, vitality, and diversity of businesses. Periodically monitor the economic condition and economic trends affecting this area.
- N-OV-56: Allow those uses that are compatible with a mixed-use urban environment and that promote Overlake Village as an appealing place to live, work, and shop. Periodically review the allowed uses to ensure that the code is updated to provide for new or emerging uses.

The Overlake community identified 152<sup>nd</sup> Avenue NE as a desired future linear neighborhood core for Overlake Village. The policy below builds on community preferences for character and provides direction for future improvements to the right-of-way, as well as further development of adjoining properties.

- N-OV-57: Encourage development and invest, when possible, in conjunction with other public agencies, in improvements on 152<sup>nd</sup> Avenue NE that:
- Create a linear neighborhood core with a main street character that attracts significant numbers of people to multiple activities;
  - Include within the mix of uses at street level restaurants, retail, cultural or entertainment uses, personal service uses and similar businesses that are pedestrian oriented;
  - Include residential or office uses in upper floors;

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- Maintain a pedestrian-friendly scale along the street by requiring buildings taller than six stories to step-back upper stories;
- Promote the use of transit through the effective placement of transit facilities and routes; and,
- Achieve the goals of the multimodal corridor designation.

*Policies N-OV-58 through N-OV-60 reserved for those proposed in the Group Health requested amendment to the Overlake Design District zone, adopted under a companion ordinance.*

Overlake Village has its own unique character within the Overlake Neighborhood. This character reflects not only nearby high-tech businesses, but also the many international businesses that have located here. The policies below are designed to ensure that new developments in Overlake Village reflect the vision of the area as an urban, mixed-use neighborhood that provides a comfortable pedestrian and residential environment and yet is unique to the area.

N-OV-61: Establish an image unique to Overlake Village related to its concentration of diverse ethnic and nearby high-tech businesses or other themes and display this identity through building design and streetscape improvements.

N-OV-62: Allow building heights up to five stories for mixed-use developments throughout Overlake Village. Consider allowing additional height and/or floor area as an incentive for provision of features that implement neighborhood goals for public amenities, housing and environmental sustainability. Encourage taller buildings to be designed so as to avoid creating a ‘canyon effect’ and to provide transit-supportive densities.

N-OV-63: Orient buildings to the streets and include design features that encourage walking and biking to the area, and between stores and shopping centers. Locate parking beside, behind or underneath buildings. Include street trees and landscaping to provide green space between buildings and the street. Encourage this type of building and site design in development regulations, including parking requirements.

Plazas, parks and open spaces provide relaxing, recreational, and community gathering opportunities to residents, employees, and visitors. The policies below are intended to guide the development of a functional urban park system within Overlake Village that is connected to parks, open spaces and trails in nearby areas.

N-OV-64: Establish a park plan specific to Overlake Village in recognition of the neighborhood’s urban character. Include criteria related to size, function and desired location of plazas, open spaces, parks, and other public places.

N-OV-65: Size and design plazas and open spaces to meet needs of those who live, work and shop in the area. Include among the facilities a place to gather, rest, eat and engage in active recreational activities that do not require large amounts of space. Provide trees and places for shade and relief.

N-OV-66: Integrate parks and open spaces with regional stormwater facilities where feasible. Connect any regional stormwater facilities with the park system in Overlake Village.

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N-OV-67: Encourage new development to incorporate recreational areas and open space for use by residents, employees, and visitors.

N-OV-68: Recognize sidewalks with landscaped planting strips and street trees as part of Overlake Village's park-like amenities.

As the urban core of the Overlake Neighborhood, Overlake Village has unique transportation needs related to pedestrian corridors, the local street grid, regional transit, and parking. The policies below address these issues.

N-OV-69: Design and construct pedestrian corridors to enhance pedestrian safety and pedestrian use of the area. Connect businesses within the retail area with each other and with transit. Include street furniture, such as benches, on pedestrian corridors on public rights-of-way or public property to make them functional and inviting.

N-OV-70: Improve local street access and circulation by expanding the street grid in Overlake Village as redevelopment occurs.

N-OV-71: Prepare a station area plan for a high-capacity transit/light rail station area once a high-capacity transit/light rail alignment is selected by the Sound Transit Board of Directors to guide updates to policies and implementation measures and to preserve opportunities for transit-oriented development. Create a dynamic and high quality urban place through consideration of design, land use density and mix, community facilities, and public and private investments, and which emphasizes pedestrian activity and minimizes parking facilities.

### **Employment Area**

The Employment Area is intended to remain a home to major corporations and high technology research and development businesses as well as compatible manufacturing uses while maintaining a campus-like environment. Smaller developments within this area are intended to provide for employees' basic shopping needs and services and to provide opportunities for employees to live near work.

N-OV-72: Encourage development that maintains the Employment Area as a moderate intensity district for research and development, advanced technology, compatible manufacturing and corporate headquarters. Encourage residential development that provides employees with opportunities to live close to work.

N-OV-73: Encourage higher intensity employment development within walking distance of 156<sup>th</sup> Avenue NE north of NE 31<sup>st</sup> Street and south of NE 40<sup>th</sup> Street and encourage lower intensity development near Bel-Red Road.

N-OV-74: Permit small scale convenience commercial and convenience service uses that primarily serve employees and nearby residents in the Overlake Business and Advanced Technology district, such as convenience grocery stores, restaurants and delis, dry cleaners, banks, post offices, recreational facilities, health clubs, day care facilities and similar commercial and service uses that meet employees' daily needs.

## Ordinance No. 2384, Exhibit 1

N-OV-75: Provide sidewalks and bicycle access linking employment uses and nearby residential neighborhoods to convenience commercial and service uses.

The campus-like environment of the Employment Area can best be achieved by continuing the development of mid-rise buildings with attractive landscaping and the protection of natural features. The policies below direct development to continue with this character.

N-OV-76: Allow buildings up to five to six stories in height. Integrate building and site design with other buildings in the same complex and with nearby developments.

N-OV-77: Encourage street trees, trees on site, landscaping, open space, and recreational areas to provide a sense of openness for the site and the neighborhood.

N-OV-78: Encourage linkages between employment campuses and other parts of the neighborhood for walking, biking, transit use, and other non-single-occupancy transportation modes through building and site design.

Private open spaces within the Employment Area provide outlets for employees during working hours and also have been publicly programmed during summer months. The need for public programming and provision of public parks and open space will grow as more people work and live in the area. The Parks, Recreation and Open Space (PRO) Plan of 2004 identified the opportunity for two special use parks within the Employment Area. The policies below direct how to continue and strengthen the recreation, outdoor, and cultural opportunities provided here.

N-OV-79: Develop the parks identified in the Parks, Recreation and Open Space (PRO) Plan within the Employment Area.

N-OV-80: Encourage continued public programming of large private open spaces as part of the Art in the Parks summer series.

### Residential Area

The northeastern portion of the neighborhood includes a collection of single-family and multi-family neighborhoods. Each of these neighborhoods are within a convenient walk of the Employment Area and are in high demand. These policies promote variety in the type and price of new infill residential developments to enable families of different ages, sizes, and incomes to live in the area.

N-OV-81: Allow duplexes on individual lots in the Overlake Neighborhood. Allow threeplexes and fourplexes on lots in new short and long subdivisions specifically approved for these housing types. Allow density of 150 percent of the allowed density of a single-family home.

N-OV-82: Provide a density bonus for duplexes, threeplexes, and fourplexes that are affordable to households earning 80 percent or less than the King County median income.

Maintaining the traditional residential character of these areas is an important community objective. The policies below provide direction on how new developments can help to preserve this established character.

## **Ordinance No. 2384, Exhibit 1**

N-OV-83: Maintain the character of Overlake's residential areas.

N-OV-84: Design buildings and sites in areas designated Multi-Family Urban to have a residential character. Encourage balconies overlooking streets and courtyards.

N-OV-85: Design duplexes, threeplexes, and fourplexes to portray the appearance of single-family houses and to be compatible with the character of nearby single-family homes.