Overlake Village
STREET DESIGN GUIDELINES

CITY OF REDMOND, WASHINGTON

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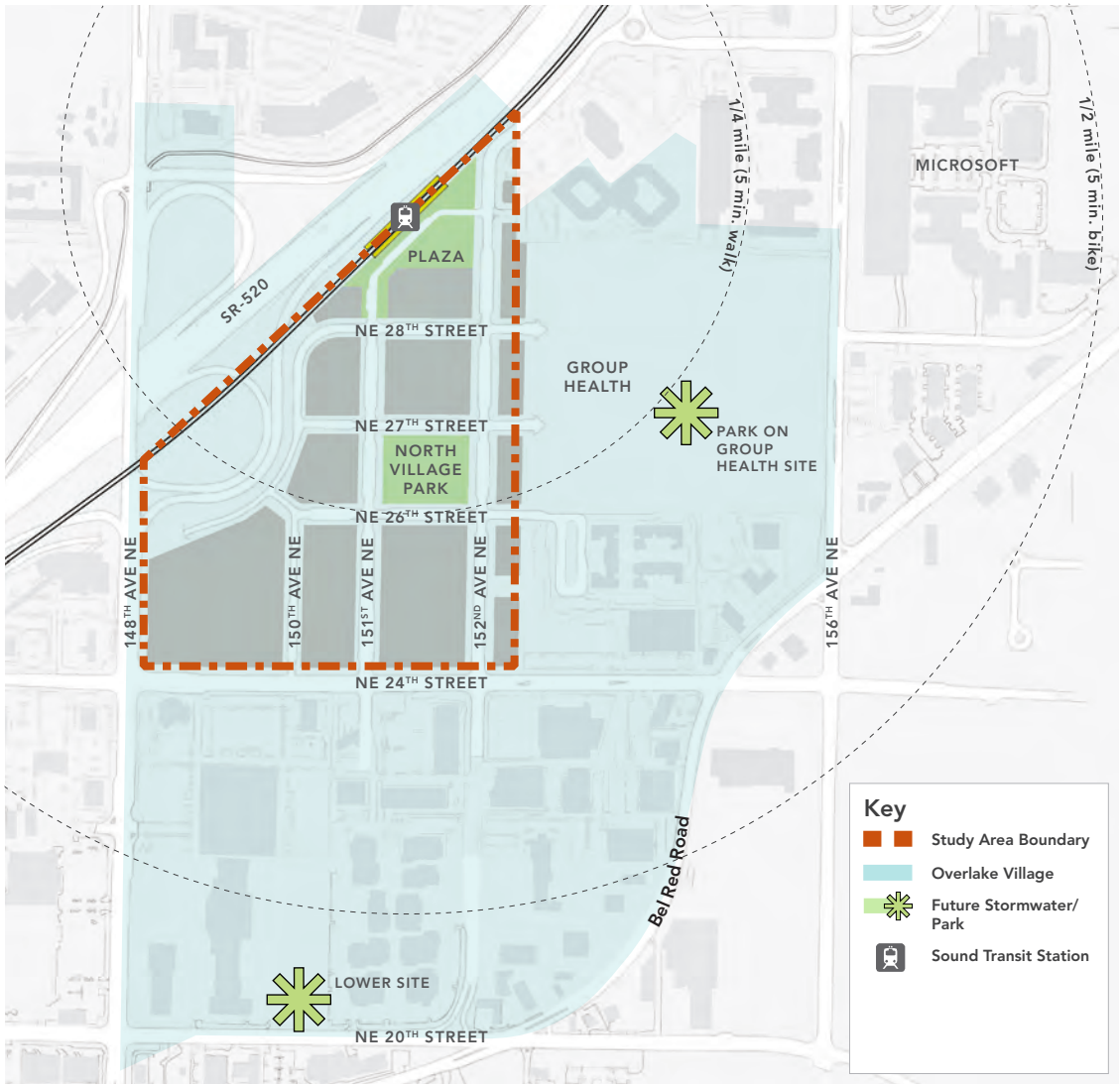
INTRODUCTION

OVERVIEW



The *Overlake Village Street Design Guidelines* identifies the standards necessary for development of a successful new neighborhood that includes the planned Overlake Village light rail transit station.

Study Area

The Overlake Village study area is bounded by State Route 520 (SR-520) and NE 24th Street to the north and south and by 148th Avenue NE to the west. The eastern study area boundary is fifty feet east of 152nd Avenue NE.

The study area is influenced by the larger context, including:

- Group Health site
- Sears
- Microsoft Campus
- Other employment uses north of SR-520

The following major roadways, located outside of the study area, were considered during the development of the guidelines:

- 156th Avenue NE, located to the east of the study area
- 148th Avenue NE
- NE 24th Street
- SR-520

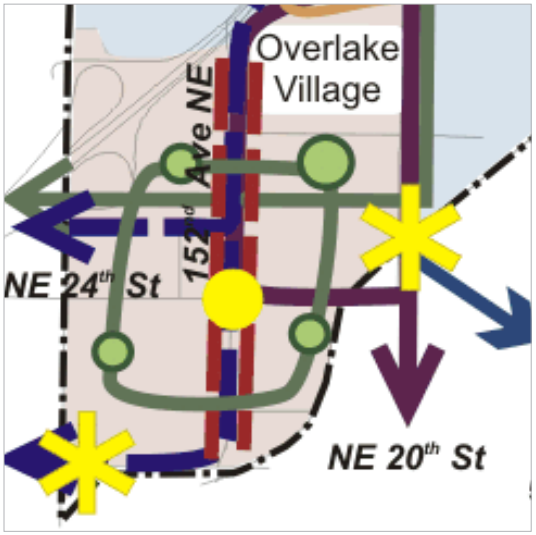
RELATIONSHIP TO OTHER PLANS

The *Overlake Village Street Design Guidelines* integrates with and incorporates concurrent and previous planning efforts for the Overlake Village area.

Future master planning efforts in the Overlake Village area should conform to the concepts and principles identified in this document.

Use of *The Overlake Village Street Design Guidelines* is also guided by:

- City of Redmond Comprehensive Plan
- City of Redmond Standard Details



Overlake Master Plan

Developed in 2007 to refine a previously adopted vision for the Overlake area, the *Overlake Master Plan* identifies Overlake Village as a vibrant, pedestrian-friendly urban neighborhood with a range of housing, retail, and service uses.

Stormwater and Parks Facilities Plan

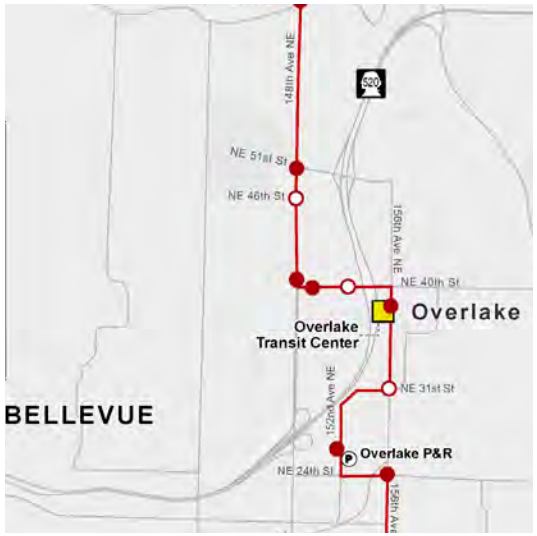
In 2010, the City of Redmond adopted an Implementation Plan to guide the City in improving management of stormwater within the Overlake neighborhood. The plan integrates stormwater facilities with parks and green spaces.

Parks, Arts, Recreation, Culture, and Conservation Plan (PARCC Plan)

The PARCC Plan is the strategic plan for the City of Redmond's parks and recreation facilities for the planning period of 2010 to 2030. Within Overlake Village, the PARCC Plan identifies the Group Health site, collocated stormwater/park facilities, and the urban pathway.

Sound Transit East Link

Sound Transit is planning construction of a light rail line between Seattle and Overlake. A future extension between Overlake and downtown Redmond is anticipated.



King County Metro RapidRide

King County Metro plans to implement rapid bus service connecting Redmond and Bellevue through Overlake Village in Fall 2011. RapidRide service will include low-floor vehicles, a proof-of-payment system, and distinctive stop furnishings.

Group Health

The Group Health Site is undergoing a master planning process for development of this site with hotel, housing, office, and retail uses.

OVERLAKE VILLAGE CHARACTER

Mixed-Use Residential Neighborhood

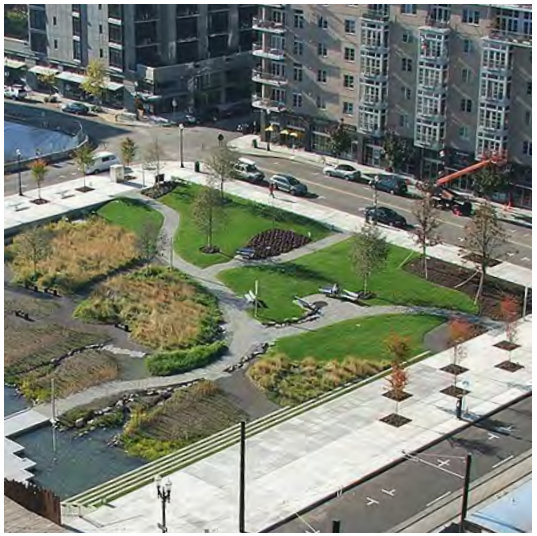
Overlake Village is envisioned as a place for people to live and work in close proximity to the transit station and existing employment centers such as the Microsoft campus.

18-hour Street-Oriented Retail

Ground-floor street-oriented retail along 152nd Avenue NE is the focus of the district. Uses that will attract people on a daily and weekly basis, including restaurant, entertainment, and other retail uses, will serve the entire district. The retail street is the heart of Overlake Village.

Transit-Supportive

The public plaza is the Overlake Village's central destination and the 'front door' for visitors arriving by light rail. The plaza is an open and flexible paved area surrounded by active storefront shops and restaurants. Circulation and land use are focused around the station and promote the use of transit.



Green Amenities

The public park is envisioned as a vibrant urban public space flanked by the urban pathway and retail activity. A combination of plaza and green space or lawn, the park will be the 'living room' of the neighborhood. It should accommodate both large civic events and small intimate gatherings.

Sustainability

Overlake Village regional stormwater facilities—collocated with parks and plazas—and street-side rain gardens are elements of a stormwater facilities system that integrates the control and treatment of rainwater runoff with neighborhood park , recreation, and green spaces.

Innovation

Overlake Village's innovation theme builds upon Redmond's history of technology and innovation. This is reflected in the forward-looking approach to bicycle transportation. Protected bikeways provide safe and comfortable access to the station and to the retail street for riders of all skill levels.

FUNDAMENTAL CONCEPT

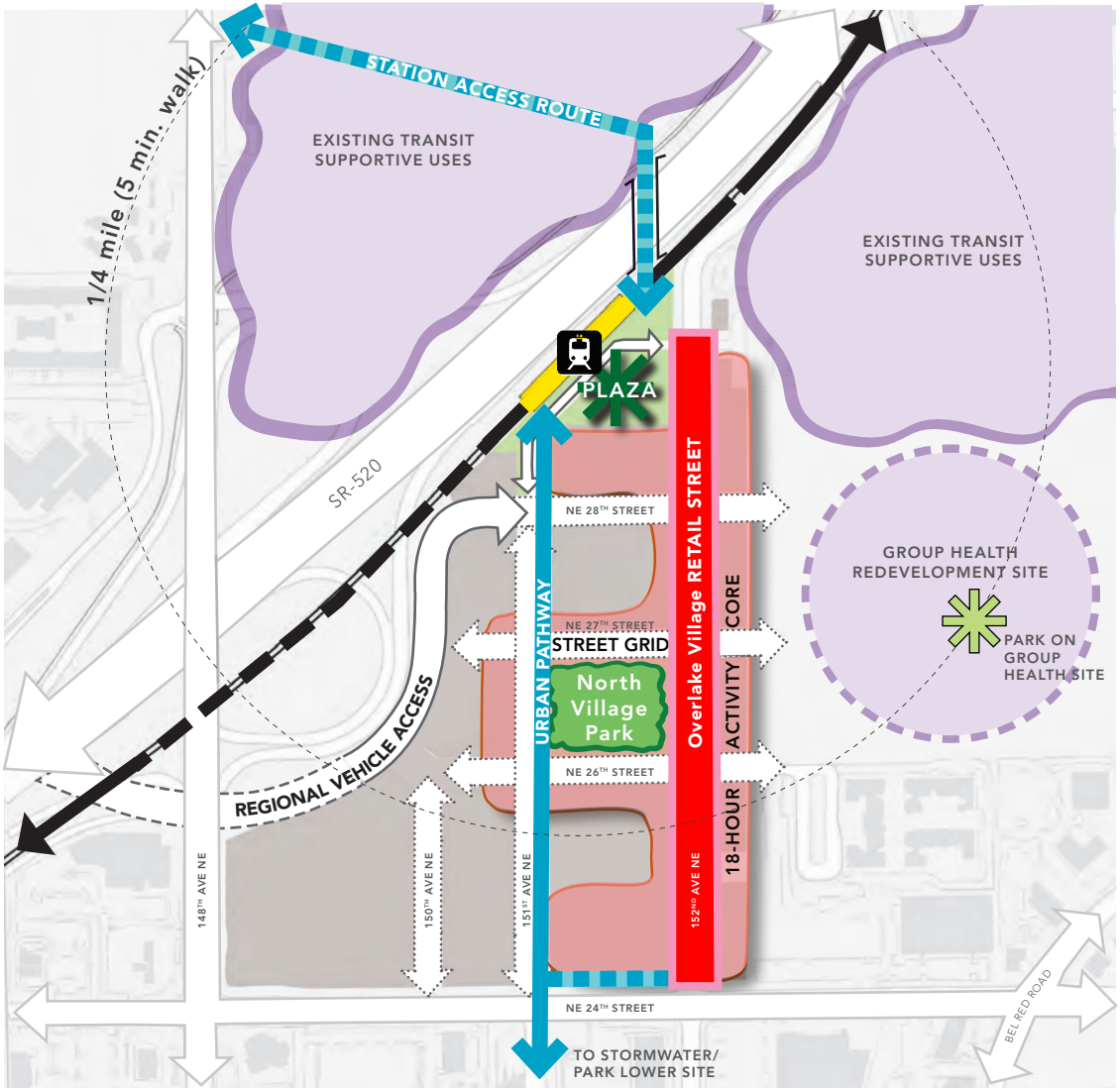
Overlake Village Street Design Guidelines **integrates land use and circulation concepts with design requirements and details to provide a consistent, high-quality theme that will create a distinctive Overlake Village identity and station area 'Wow!'**

Land Use

- **Retail Uses–**focused along 152nd Avenue NE to create an 18-hour activity core
- **Station Plaza–**creates a 'front door' connection between the Sound Transit station and Overlake Village
- **North Village Park–**provides a highly visible and dynamic plaza/park space activated by the surrounding retail and residential uses

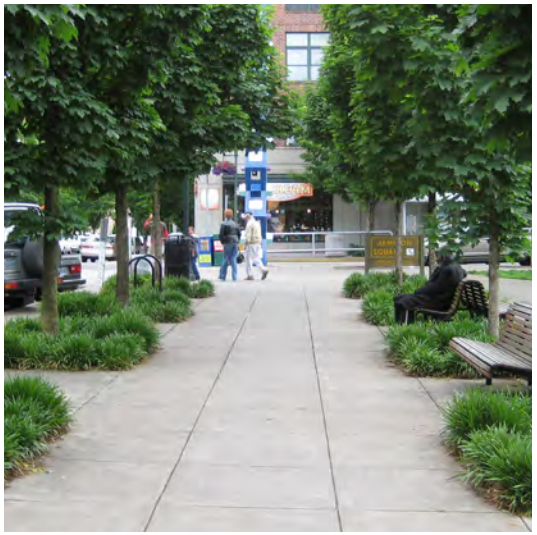
Circulation

- **Street Grid–**distributes traffic evenly throughout Overlake Village and provides direct access to the station via all modes, with a strong bias toward pedestrians and bicyclists
- **Station Access Route/Urban Pathway–** create pedestrian and bike access between the station and areas north and south of Overlake Village
- **Regional Vehicle Access–**an access ramp is planned to connect SR-520 with Overlake Village to improve vehicular access and relieve congestion



Village Retail Street

Seasonal lighting and public art create a sense of drama and magic along the most important street in the district. The festive and inviting atmosphere of the signature retail street creates an attractive destination that should be supported by the other streets within Overlake Village.



Station Access Route

The neighborhood street, 151st Avenue NE, is a movement street. Predominantly lined with housing or employment rather than ground-floor retail, this is a calmer street that provides a direct pedestrian and bicycle connection to the station from Overlake Village uses and the areas south of NE 24th Street.

Street Grid

The grid of complete streets considers all modes of transportation, with priority along all streets for pedestrians and bicyclists. The grid disperses traffic throughout Overlake Village rather than concentrating it onto a few wide streets.

HOW TO USE THIS DOCUMENT

The *Overlake Village Street Design Guidelines* will be used by the City and developers to ensure a unified urban design for streetscapes in Overlake Village. The City, private developers and agencies are expected to adhere to the standards in this document as closely as possible when constructing street improvements, in consultation with the City of Redmond Technical Committee. In addition, the Street Requirements chapter is designated an appendix to the Redmond Zoning Code and so has regulatory force.

The *Overlake Village Street Design Guidelines* document is comprised of seven chapters:

Introduction
The introduction provides the context in which this planning study occurred. It describes the relationship between these design guidelines and other Overlake Village planning efforts. It also introduces the fundamental concept that is described more fully in other chapters.

Frameworks
This Frameworks chapter visually describes the land use and circulation frameworks that underpin the design guidelines.

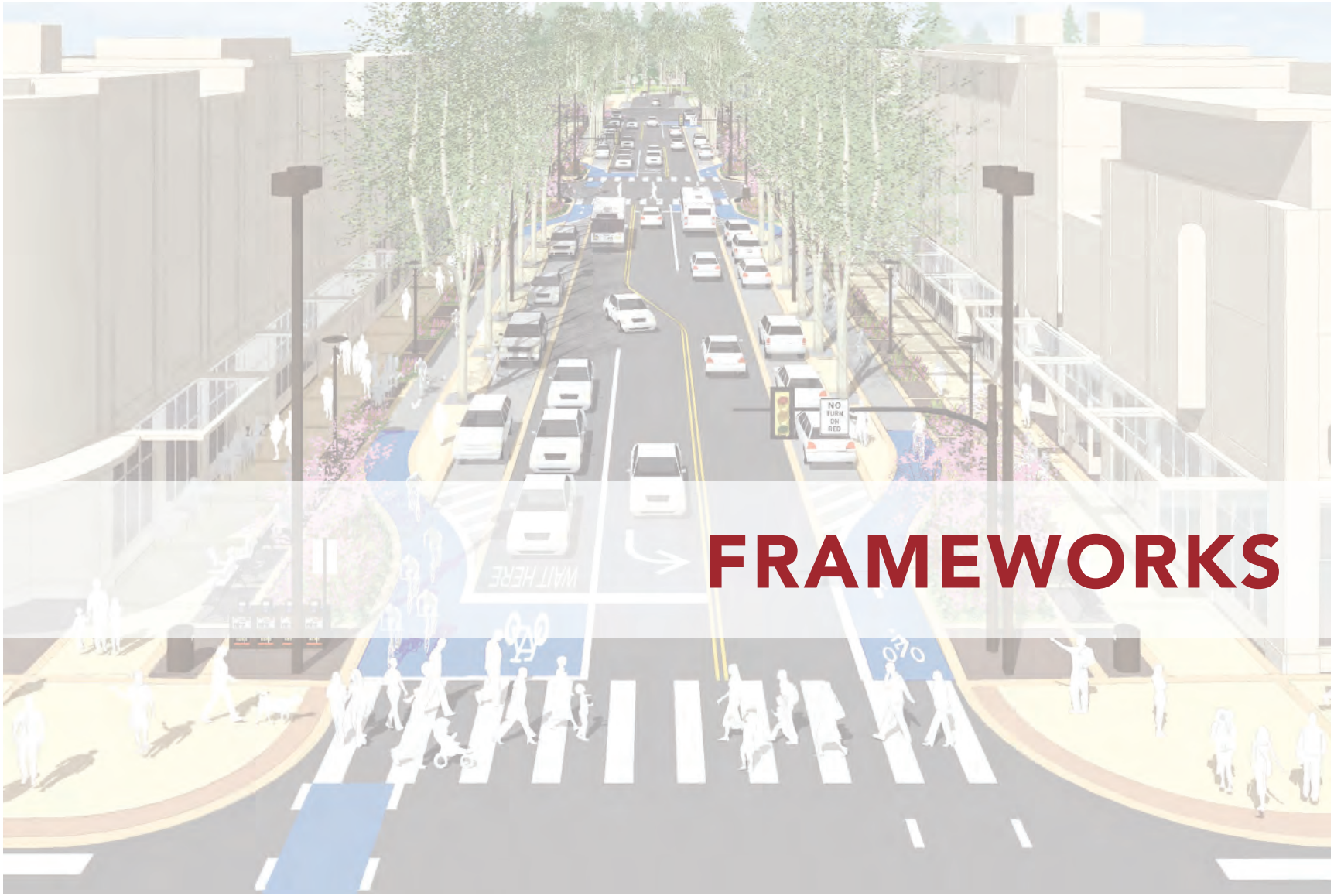
General Guidelines
The General Requirements chapter identifies the preferred location and dimensions of several essential design elements in Overlake Village, including development blocks, streets, parking and loading, transit, bicycle and pedestrian facilities, and stormwater facilities.

Street Requirements
The Street Requirements chapter describes in more detail the required location, dimension, and design of the streetscape. It identifies and describes the different street types in Overlake Village.

Design Elements
The Design Elements chapter describes in detail street and sidewalk design requirements, including scoring patterns, curb extension design, and the locations of light poles, benches, and other amenities.

Implementation Strategy
This section identifies priority projects, approximate costs and responsibilities for implementation.

Appendix
The Appendix outlines projects proposed for Overlake Village that require further study and design prior to implementation.



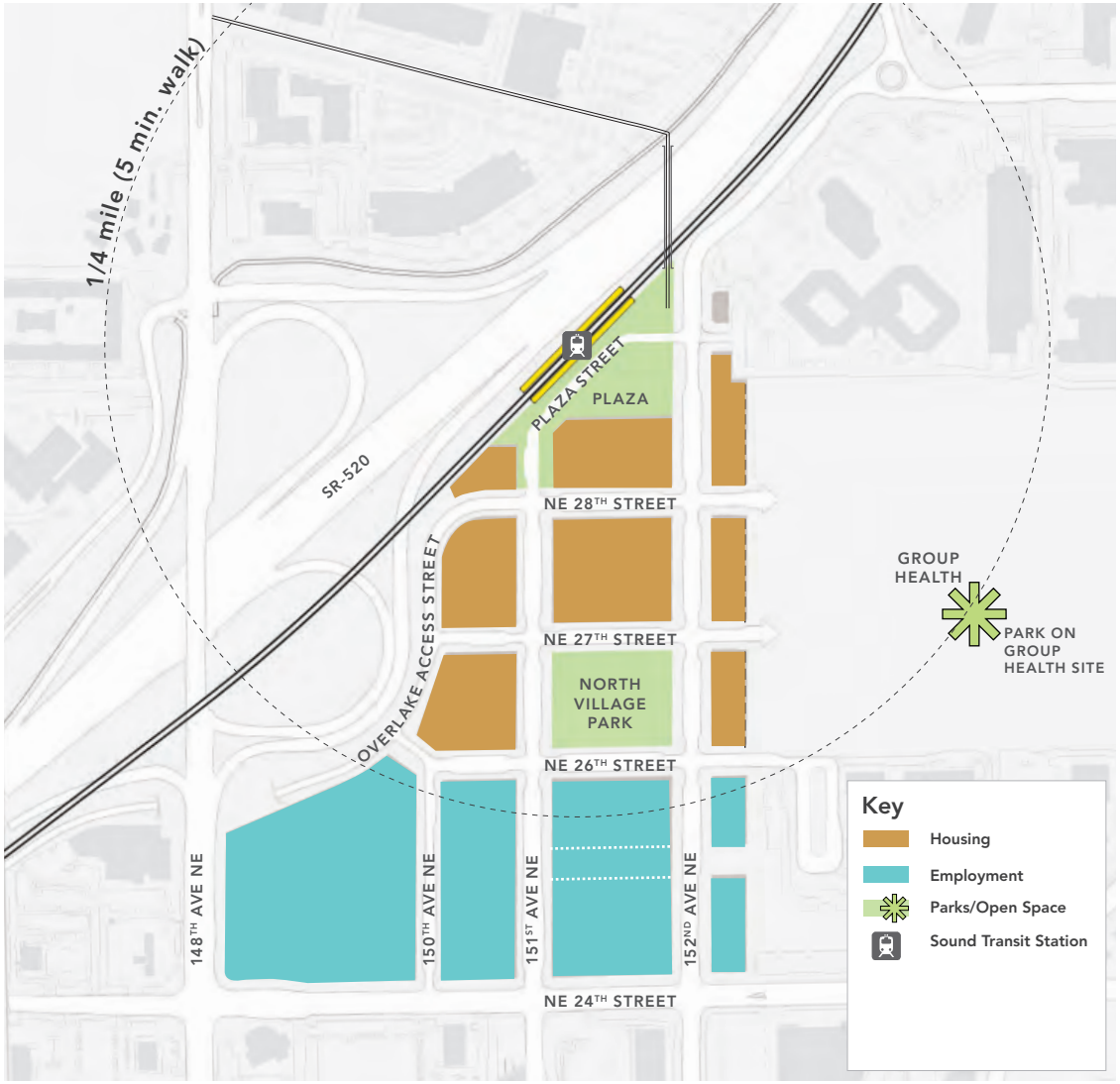
FRAMEWORKS

LAND USE

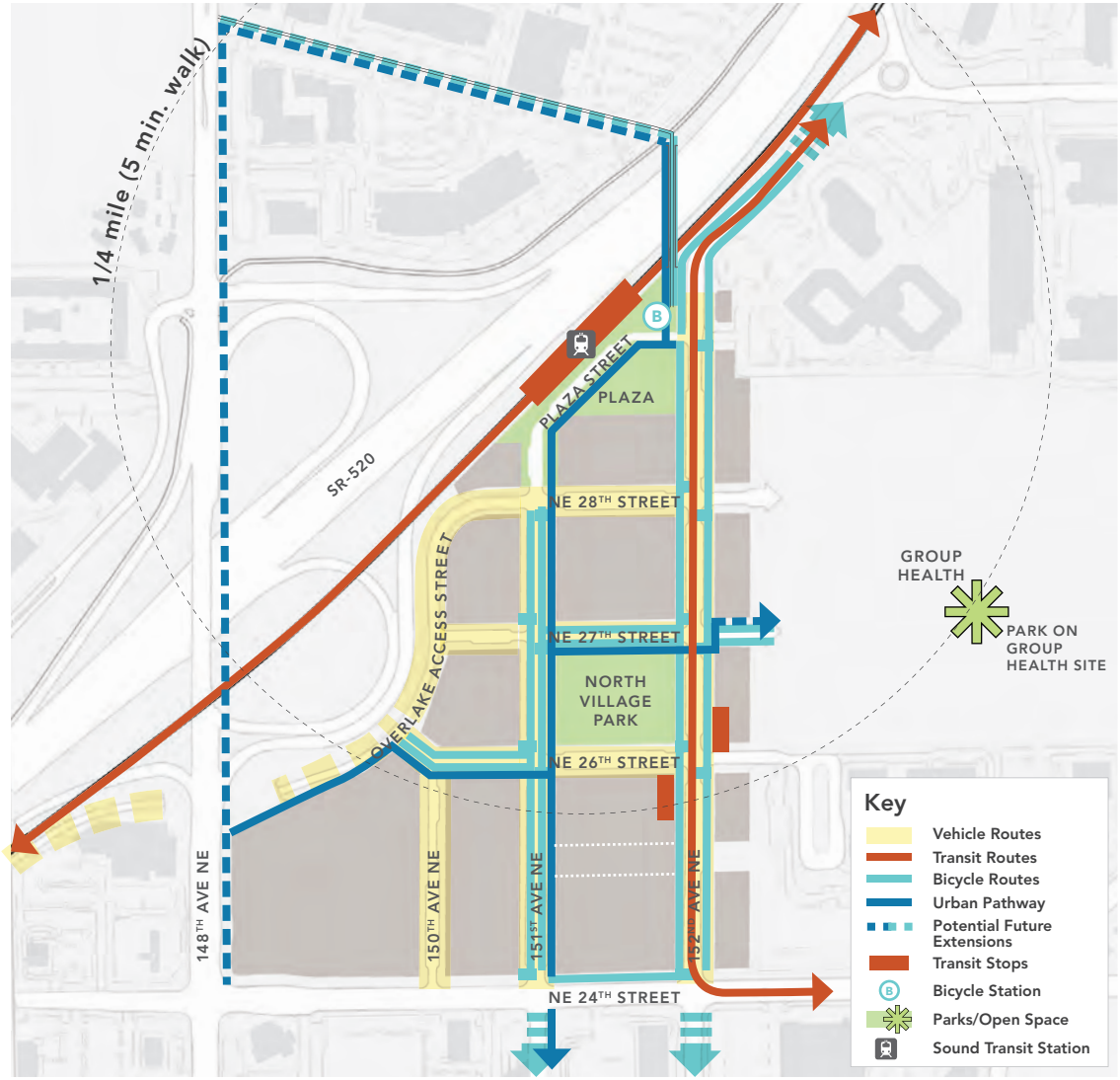
Land use proposed within this manual is consistent with the previously developed *Overlake Master Plan* vision but has been refined to reflect the current location of Sound Transit's planned Overlake Village station.

Development densities, intensities and heights within Overlake Village should be consistent with the adopted Zoning Code.

The land use framework indicates dominant uses for each development site; a mix of uses is anticipated at the ground floor.



CIRCULATION



The circulation framework reflects the concepts of the *Overlake Master Plan* and provides refinement and additional detail as necessary to accommodate the planned Sound Transit station location.

Proposed vehicular circulation responds to traffic analysis and provides sufficient roadway capacity for the anticipated land use densities. The creation of complete streets establishes an emphasis on pedestrian and bicycle modes and will reduce congestion within the Village.

Two key circulation elements, an access ramp into Overlake Village from SR-520 and a pedestrian and bicycle bridge linking the station with employment uses to the north, are identified here. These elements are outside of the scope of this document and will require additional study and design refinement prior to implementation.

GENERAL GUIDELINES

OVERVIEW

The General Guidelines chapter identifies the preferred location and dimensions of several essential design elements in Overlake Village, including development blocks, streets, parking and loading, transit, bicycle and pedestrian facilities, and stormwater facilities.

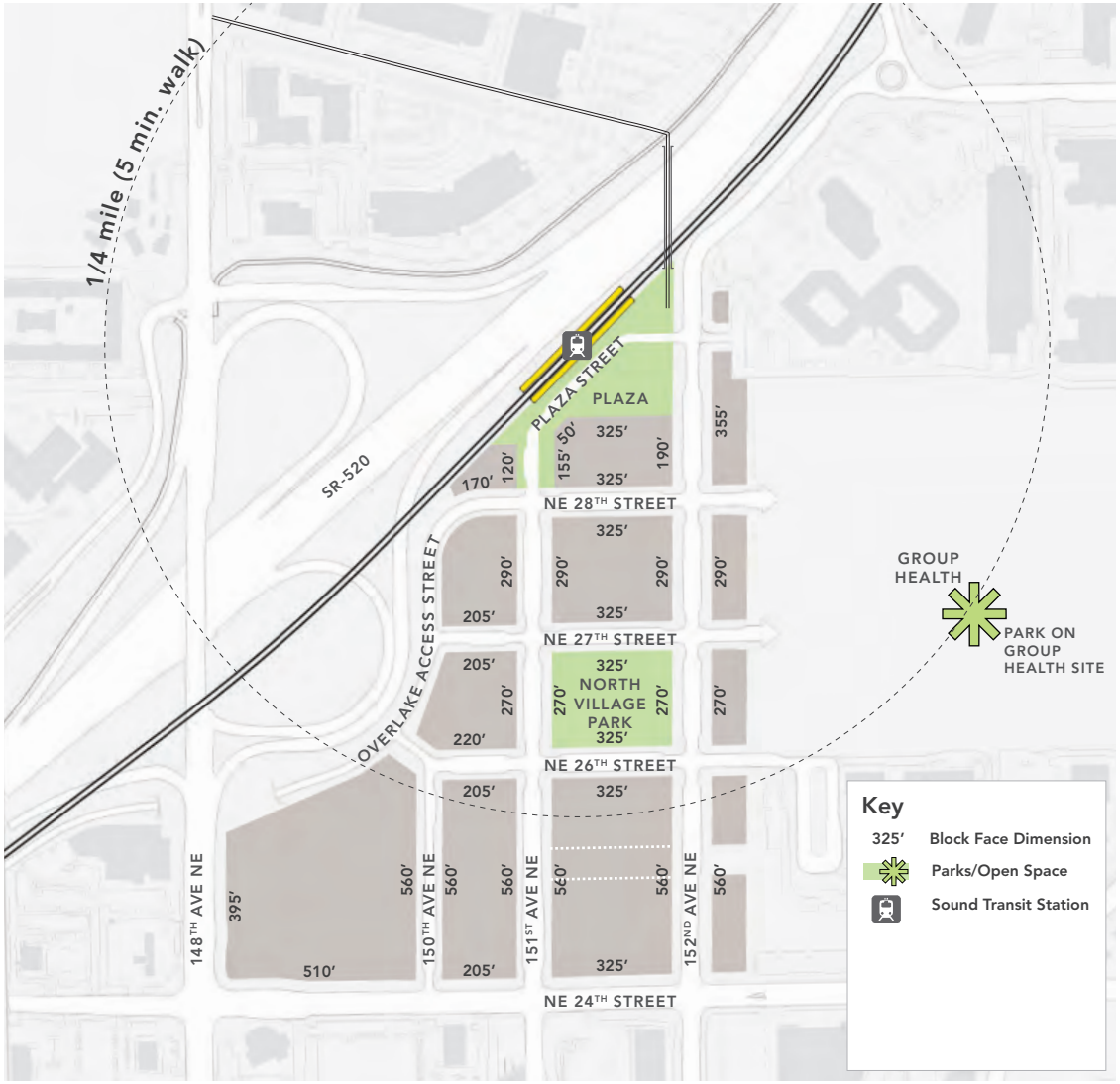
DEVELOPMENT BLOCKS

Development blocks establish a grid pattern that will ensure urban style development and provide direct and convenient access to the Sound Transit station.

The diagram to the right identifies anticipated dimensions for each block face. These dimensions are measured from right-of-way to right-of-way. Blocks have been sized to ensure that buildings and parking can be accommodated efficiently in a scale and form that is urban in character.

The plaza has been sized to ensure that this space is active, safe, and comfortable. The plaza's size also accommodates a one-half acre stormwater infiltration vault. The vault, located under the plaza, may extend under the Plaza Street right-of-way.

The two-acre North Village Park, located north of NE 26th Street, has been sized to accommodate the required stormwater facility and to serve park needs in an urban setting. The vault will be located under the park and will extend into the rights-of-way of 151st Avenue NE and NE 26th and 27th Avenues.



GROUND-FLOOR USES

The uses of building ground floors is a critical factor in the vitality of Overlake Village.

The ground-floor uses diagram identifies the preferred locations for ground-floor retail uses along 152nd Avenue NE and at the park and plaza. Ground-floor retail uses provide goods and services for nearby residents, employees and transit patrons and help activate the station area by providing up to 18 hours of daily activity.

GROUND-FLOOR ACTIVE EDGES

Ground-floor active edges encourage public streets that are animated and safe.

Active ground-floor uses face the street rather than orienting inwardly.

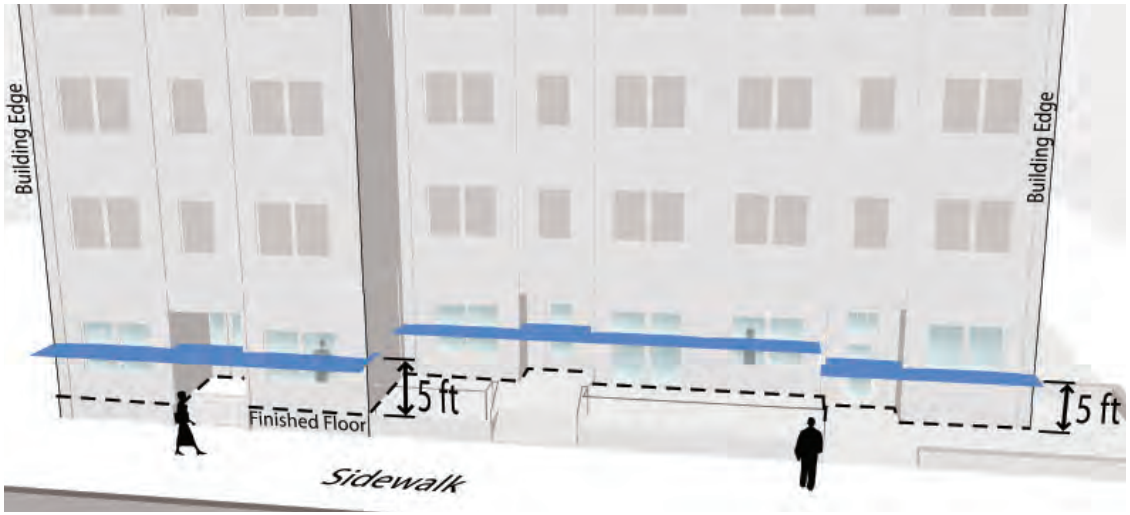
Degree of Transparency
A high degree of visibility through building windows and/or doors can support safe and active streets by creating a visual connection between pedestrians and building users. Parking lots, service bays/loading bays, and parking garage entrances are discouraged along active edges.

Setback Condition
Bringing buildings to the street-fronting property line results in an efficient use of land and provides easy access from the sidebwalk. Where appropriate, setting the building back from the property line provides a transition space between conflicting public and private areas.

Direct Sidewalk Entry
Ground-floor uses should be oriented toward the street and entered directly from the sidewalk.

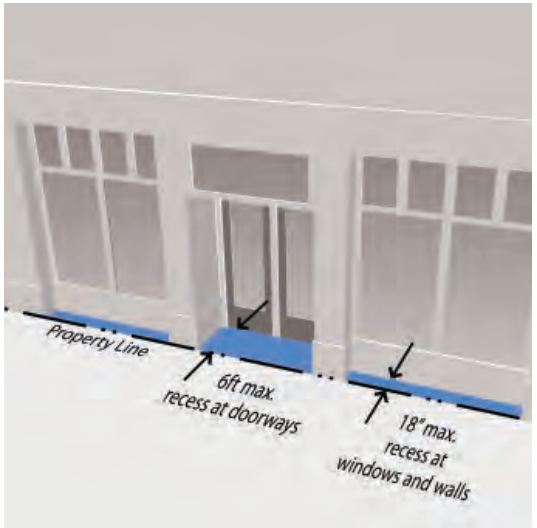
70% Transparency

Where indicated, a minimum of 70% transparent glass along ground-floor facades—as measured 5 ft. above the sidewalk and from property line to property line—is encouraged. Frosted, tinted, reflective glass or other types of glass that diminish transparency should be discouraged.



50% Transparency

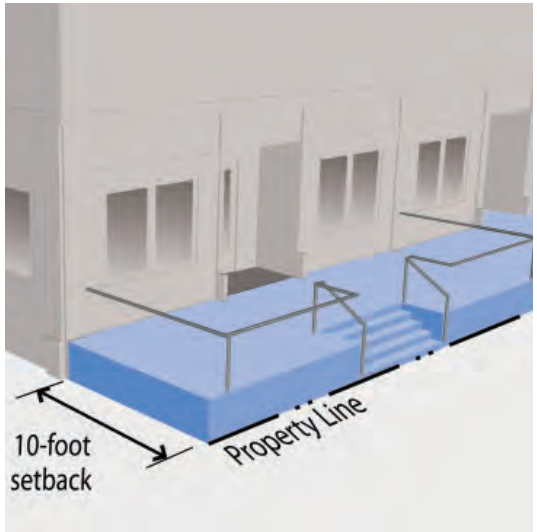
Where indicated, a minimum of 50% transparent glass along ground-floor facades—as measured 5 ft. above the first finished-floor height and from property line to property line—is encouraged. Frosted, tinted, reflective glass or other types of glass that diminish transparency should be discouraged.



Zero-Foot Setback

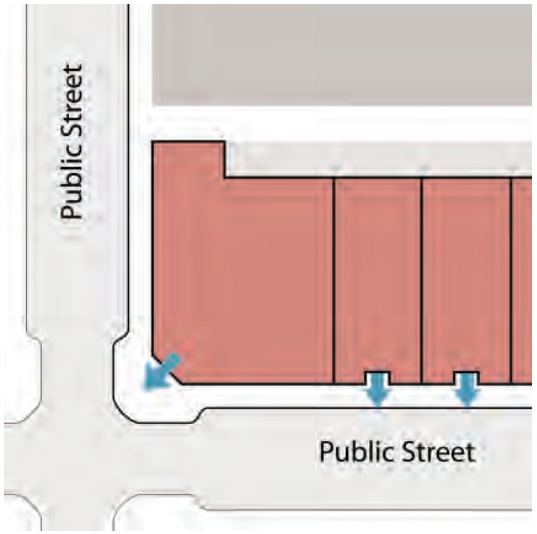
Ground-floor building facades along indicated frontages should be built directly to the property line, with the following exceptions:

- Doorways may be recessed up to 6 feet to accommodate door opening
- Windows and walls may be recessed up to 18 inches to accommodate columns or other architectural elements that engage the build-to line
- Passageways to courtyards or other private spaces may interrupt the build-to line



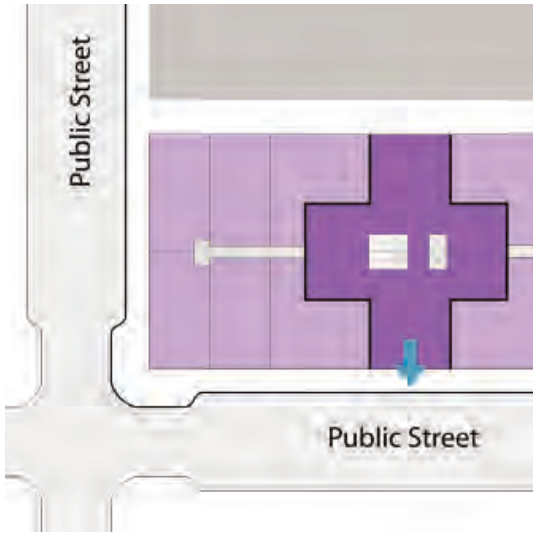
10-Foot Setback

A 10-ft maximum building setback from the property line is appropriate where indicated to provide privacy for residential uses and/ or additional area for outdoor seating and displays that are associated with ground-floor retail/ commercial uses.



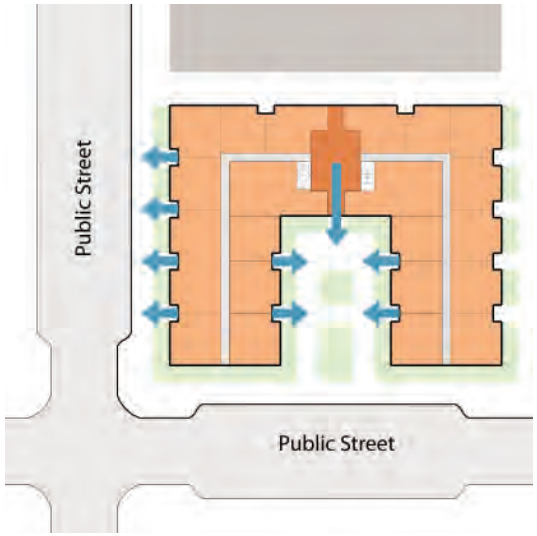
Retail Entries

Individual retail shop entries should be oriented to the street to contribute to vitality and safety through 'eyes on the street' surveillance and the use of sidewalks to access these uses. Retail uses oriented to the corner will activate the intersection.



Office Entries

Entries to main lobbies of ground-floor office uses should be oriented to the street to allow direct access from the sidewalk, promoting activity on public streets.



Residential Entries

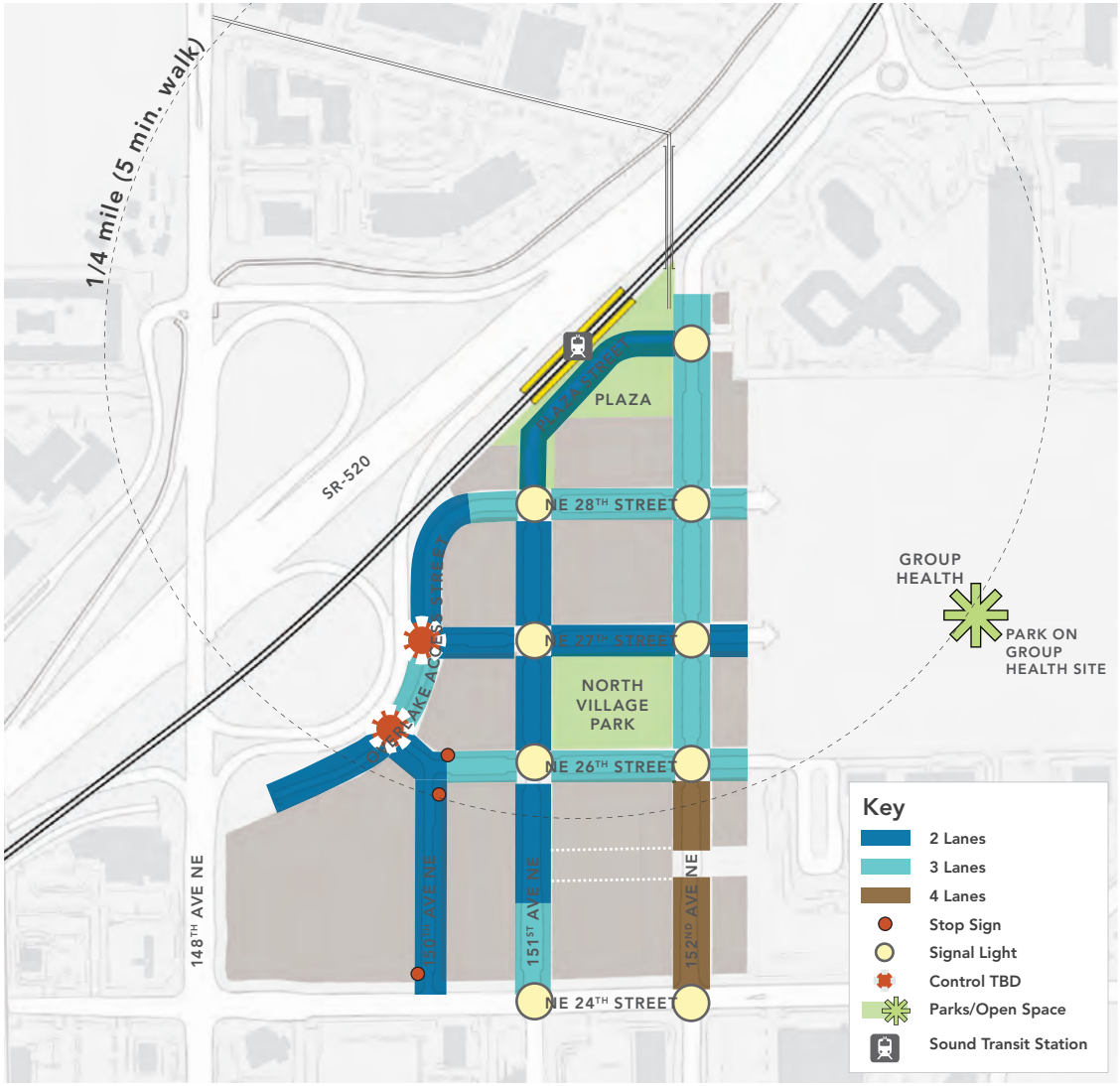
Ground-floor individual dwelling units and lobby entries should be oriented to the street or to a street-facing courtyard to contribute to vitality and safety through 'eyes on the street' surveillance.

RIGHTS-OF-WAY

The rights-of-way have been sized to provide adequate capacity for all travel modes.

Right-of-way widths are sized to suit the function and character of each street. All rights-of-way are anticipated to be publicly accessible at all hours.

CHANNELIZATION



The number and arrangement of roadway lanes and traffic control devices identified in the diagram are supported by traffic analysis based on traffic volumes forecasted for 2030.

Further study is required to determine the appropriate traffic control devices for the intersections of NE 27th and 26th Streets with the Overlake Access Street. Additional detail for a potential roundabout at the intersection of NE 26th Street and the Overlake Access Street is provided in the appendix.

Curbside parking, bicycle or pedestrian space should not be removed, narrowed, or relocated in the future to add additional travel or turn lane capacity.

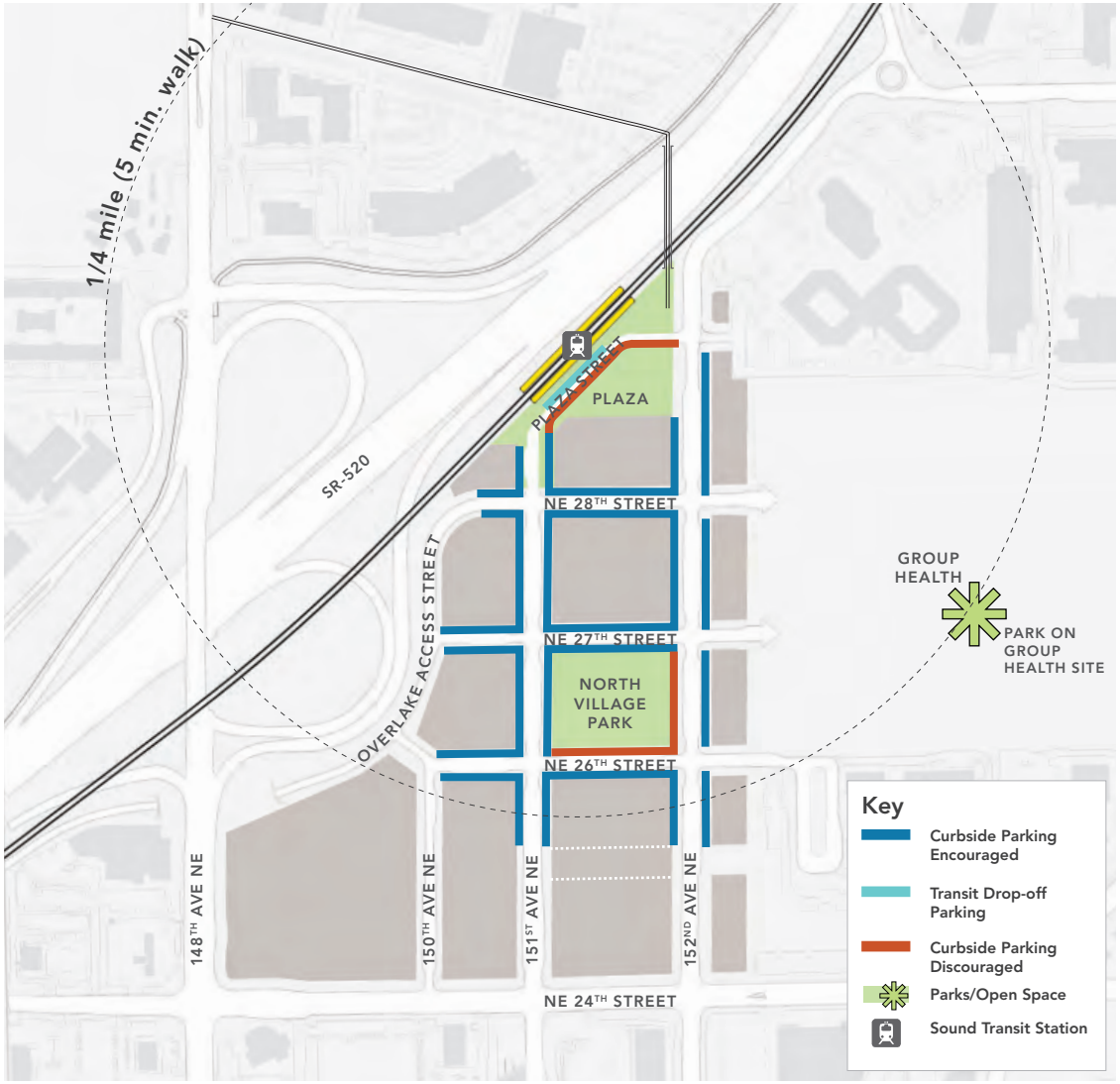
CURBSIDE PARKING

Curbside parking guidelines locate essential front door parking for retail and residential uses and visitor parking for residential uses.

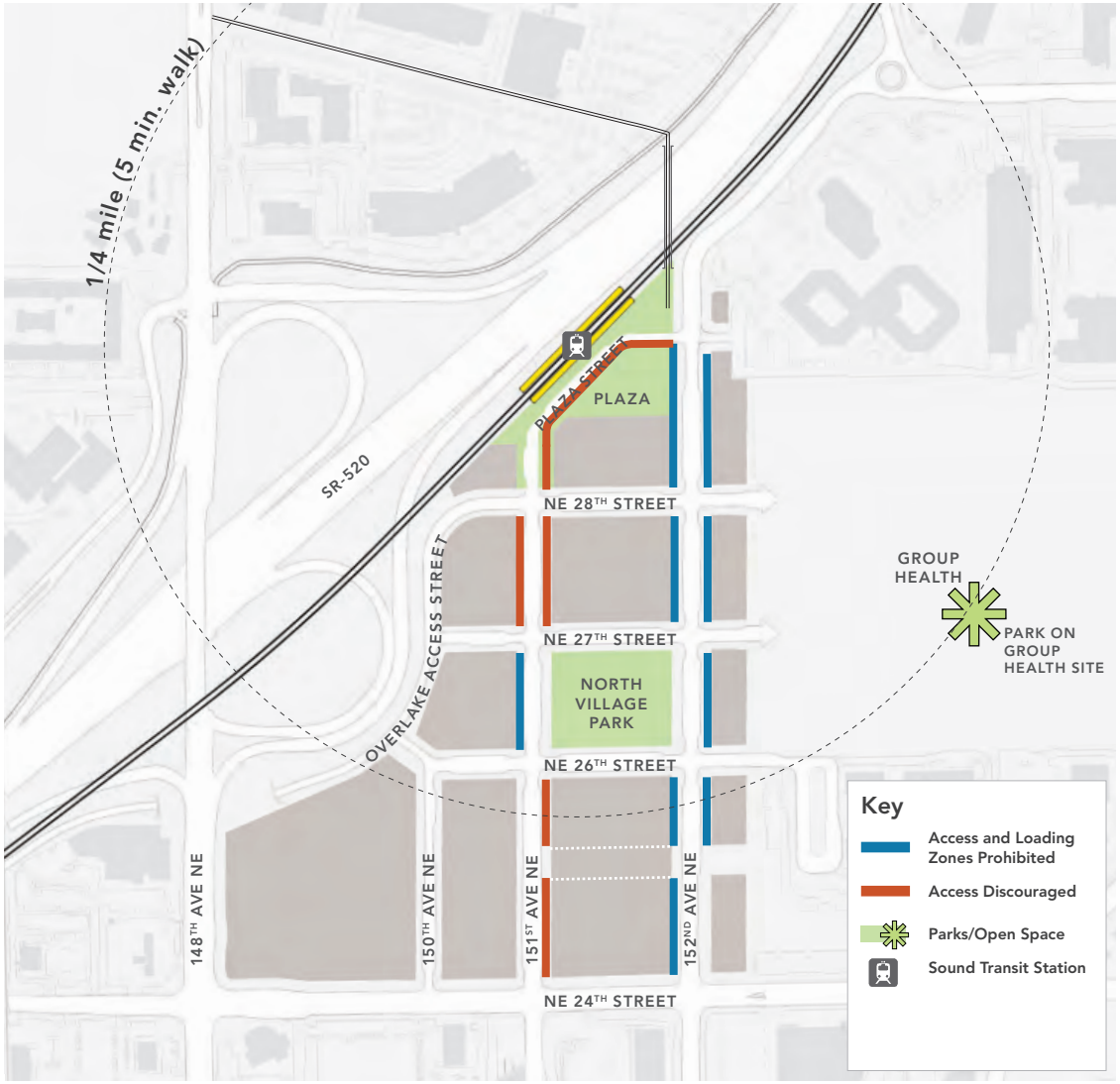
Curbside parking is preferred along all parcels where ground-floor retail or residential uses are required.

Short-term parking is preferred at the station to accommodate transit patron drop-off in close proximity to the station.

Curbside parking is discouraged along selected public open spaces to ensure visibility between the street and the open space.



VEHICULAR ACCESS AND LOADING ZONES



Vehicular access to development sites is discouraged along key frontages to reduce conflicts between automobiles and pedestrians and bicyclists, creating a more pleasant experience for walking and biking.

Along frontages where vehicular access is discouraged, curb-cuts are inappropriate.

Along frontages where loading zones are discouraged, curbside loading and service parking should also be discouraged between 8 am and 5 pm on all days.

TRANSIT

Sound Transit's East Link alignment and King County Metro's RapidRide will serve Overlake Village.

Sound Transit

The Sound Transit light rail transit (LRT) station should be designed in conjunction with the plaza and should include public art as an integral part of the design. The station should be designed to provide weather protection and to accommodate a future pedestrian and bicycle bridge over SR-520.

RapidRide

The King County Metro RapidRide route is planned along 152nd Avenue NE with a stop at 152nd Avenue NE and NE 26th Street.

The diagram does not identify existing or planned local King County Metro bus routes.

BICYCLE

The bicycle system has been located and designed to provide a viable alternative to auto travel and to significantly increase bike ridership.

The system provides access routes between the station platform and the Overlake Village destinations that cyclists will use on a daily or weekly basis.

Protected Bikeways

Protected bikeway link retail uses along 152nd Avenue NE with the Sound Transit station. Protected bikeways are the safest type of bicycle facility and have the potential to attract the greatest number of cyclists of all needs and abilities.

Bicycle Lanes

Bicycle lanes are located to connect the station with neighborhoods and employment uses. Bicycle lanes are an enhanced route within the roadway and are sized to buffer cyclists from moving vehicles and parked cars' opening doors.

Bike Boxes

Most bike/auto conflicts occur at intersections. Bike boxes increase cyclists' visibility by providing a protected zone behind the stop bar and in the travel lane where bicyclists can wait in view of drivers. Bike boxes can reduce 'right-hook' traffic accidents.

PEDESTRIAN

The Urban Pathway connects the Sound Transit station with residential and employment uses within a five-minute walk of the station.

The urban pathway routes provide an enhanced pedestrian environment as envisioned in the *Overlake Master Plan*.

Sidewalks are located along both sides of all rights-of way in Overlake Village.

STORMWATER MANAGEMENT

Stormwater and water quality retention facilities shall be consistent with the requirements outlined in the *Overlake Village Stormwater and Park Facilities Conceptual Design Implementation Plan*. There are three types of stormwater management facilities located in Overlake Village.

Stormwater Vaults
Regional stormwater vaults are located below the plaza and park.

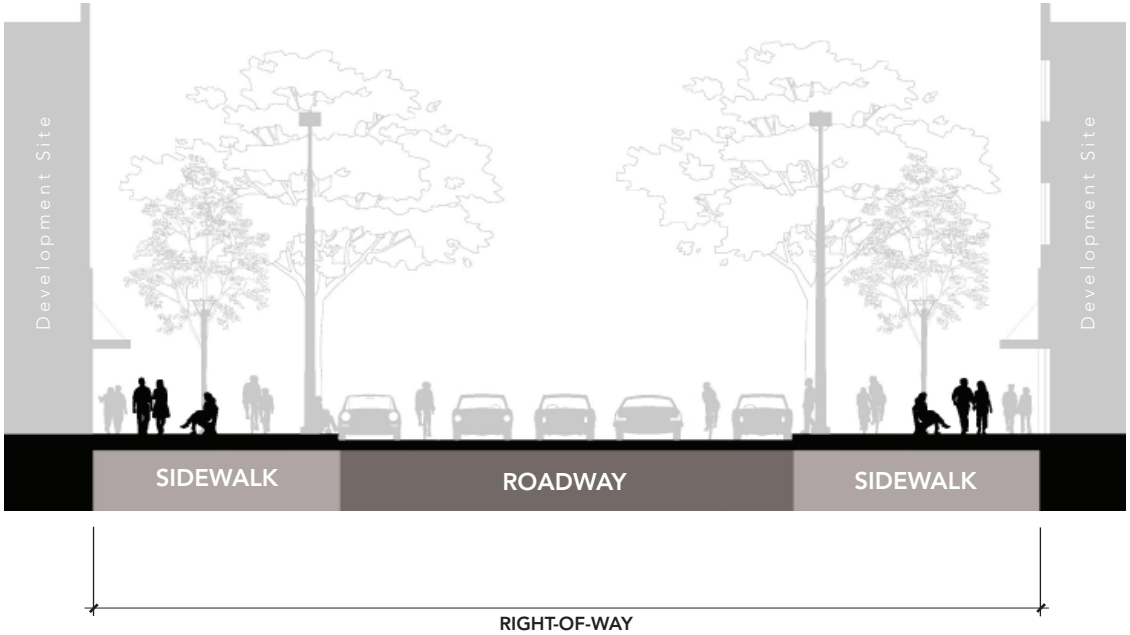
Rain Gardens
Rain gardens treat run-off from adjacent street areas and are sized to meet landscaping requirements and to provide for treatment of stormwater. Native and near-native water-tolerant plant materials should be used in rain gardens.

Rain gardens, because of their informal character, are inconsistent with the more refined character and function of the retail street and are therefore not appropriate along 152nd Avenue NE.

Urban Pathway Infiltration
A below-grade public stormwater infiltration system is located below the urban pathway to accept run-off from roof areas adjacent to the pathway.

STREET REQUIREMENTS

OVERVIEW



Street Requirements **is a guide to the horizontal layout of all street elements within Overlake Village rights-of-way. These requirements form a guide that will ensure a consistent street environment.**

The street requirements apply to the following areas:

- **Right-of-way–**the publicly owned area between development property lines, includes transportation infrastructure for pedestrian, bicycle, transit and vehicle circulation
- **Roadway–**measured from face-of-curb to face-of-curb within the right-of-way; the roadway includes travel and turn lanes and may include curbside parking and bike lanes
- **Sidewalks–**measured from development property line to face-of-curb within the right-of-way; sidewalks are provided on both sides of all roadways within Overlake Village and may include a protected bikeway or urban pathway

STREET TYPES

Each street within Overlake Village is assigned a street type. Each type reflects the streets' intended character, transportation function, and adjacent land uses.

The three street types are:

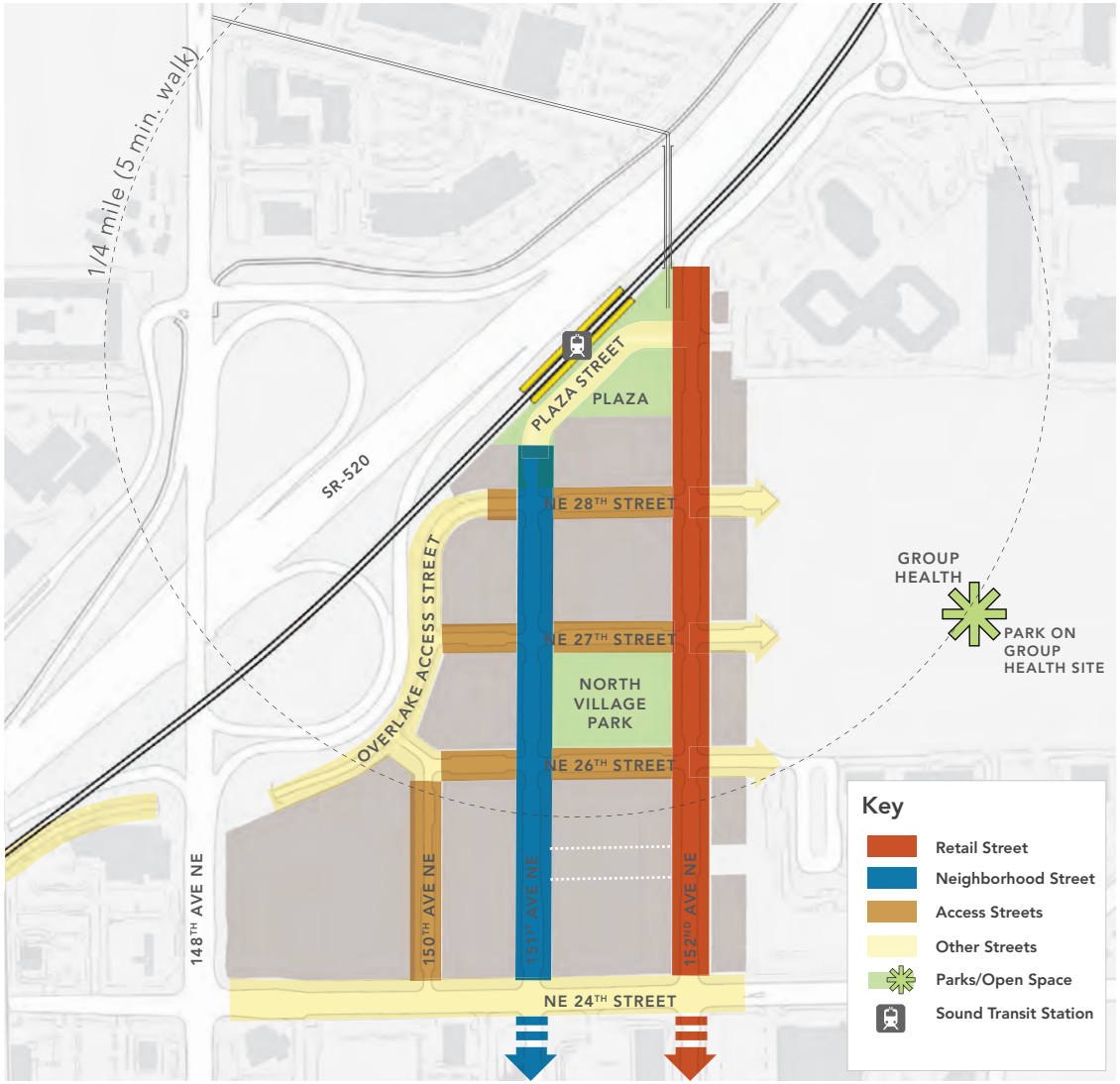
- **Retail Street–**152nd Avenue NE between NE 24th Street and the Station Plaza
- **Neighborhood Street–**151st Avenue NE between NE 28th Street and NE 24th Street
- **Access Streets–**NE 28th, NE 27th, and NE 26th Streets west of 152nd Avenue NE and 150th Avenue NE between NE 26th Street and NE 24th Street

The Retail Street and Neighborhood Street types are anticipated to continue south of NE 24th Street. Their exact alignments and design will require further study.

Other Streets

Further analysis and design refinement is required for:

- Overlake access street between NE 28th Street and SR-520
- Plaza Street between 152nd and 151st Avenues NE
- NE 28th, 27th and 26th Streets at Group Health
- NE 24th Street between 148th Avenue NE and 152nd Avenue NE



STREET TYPES COMPARISON			
	Right-of-Way	Roadway	Sidewalks
Retail Street (152nd Ave. NE)	100 ft.	48 ft.	26 ft. *each*
Neighborhood Street (151st Ave. NE)	88 ft.	48 ft.	15 ft. *and* 25 ft.
Access Streets	75 ft.	47 ft.	14 ft. *each*
Other Streets	To Be Determined	To Be Determined	To Be Determined

This *Street Types Comparison* table provides an at-a-glance comparison of the right-of-way, roadway, and sidewalk dimensions for the standard sections of each of the street types. Further details on the standard sections for each street type are provided on subsequent pages.

RETAIL STREET (152ND AVENUE NE)

CONCEPT

The Retail Street—152nd Avenue NE—is the most important street in Overlake Village. The gracious Retail Street includes substantial space for all travel modes with strong support for pedestrians and cyclists.

The Retail Street is magical—the design theme and elements create a "Wow" experience. Not just a place to move through, this unique and memorable environment is the active 18-hour heart and the focus of Overlake Village development.

The other streets in Overlake Village should complement, not compete with, the Retail Street.

Wide Sidewalks

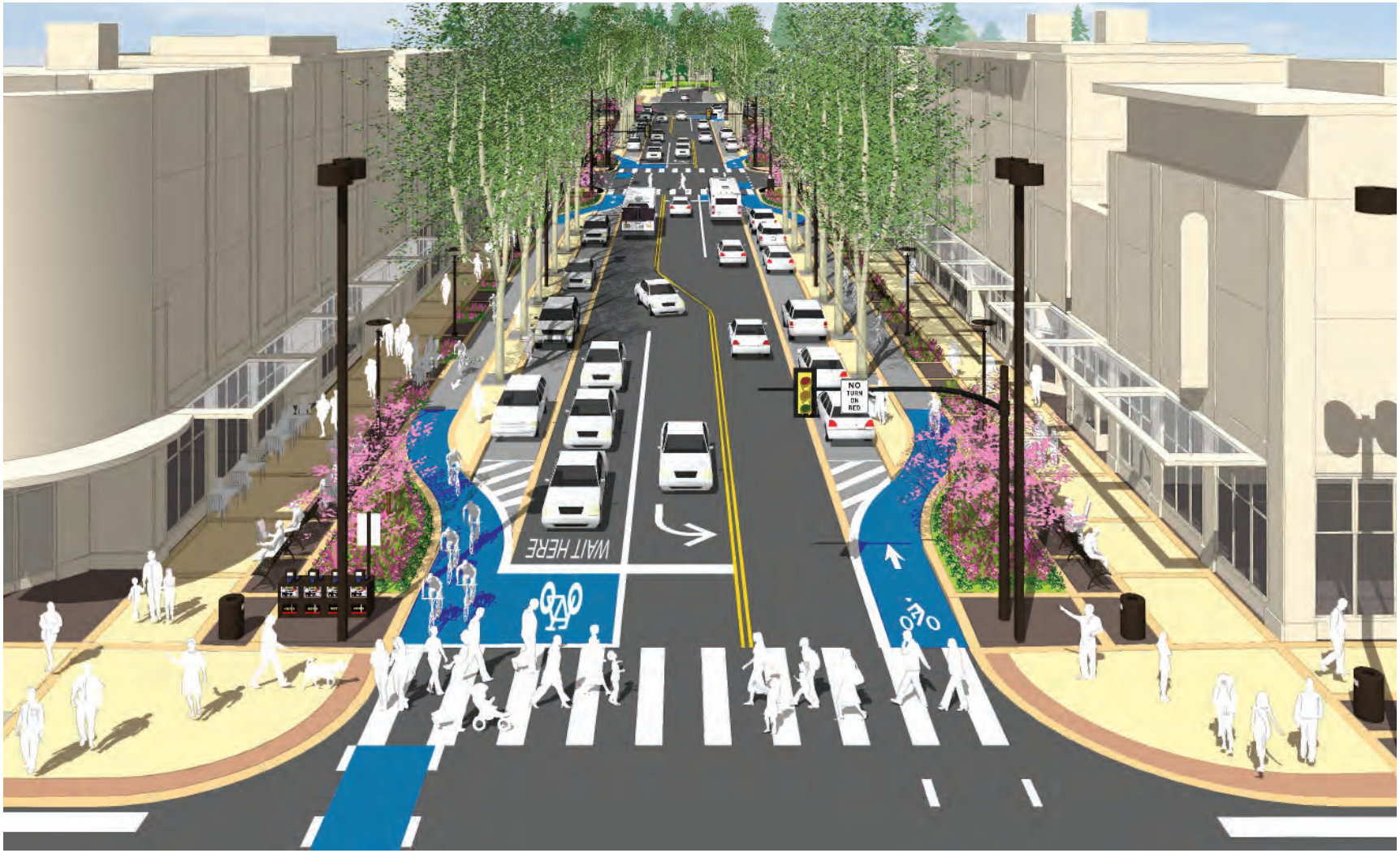
Wide sidewalks provide strolling and seating areas for viewing and resting as well as ample space for movement to and from the Sound Transit station.

Protected Bikeways

Protected bikeways are located between curbside parking and pedestrian through-zones and provide an attractive and comfortable ride for bicyclists of all skill levels.

Curbside Parking

Located along both frontages, curbside parking provides essential front door parking for retailers.



Retail Street (152nd Avenue NE) Concept

RETAIL STREET REQUIREMENTS

The Retail Street cross section varies along its length to accommodate traffic volumes and bicycle facilities as needed.

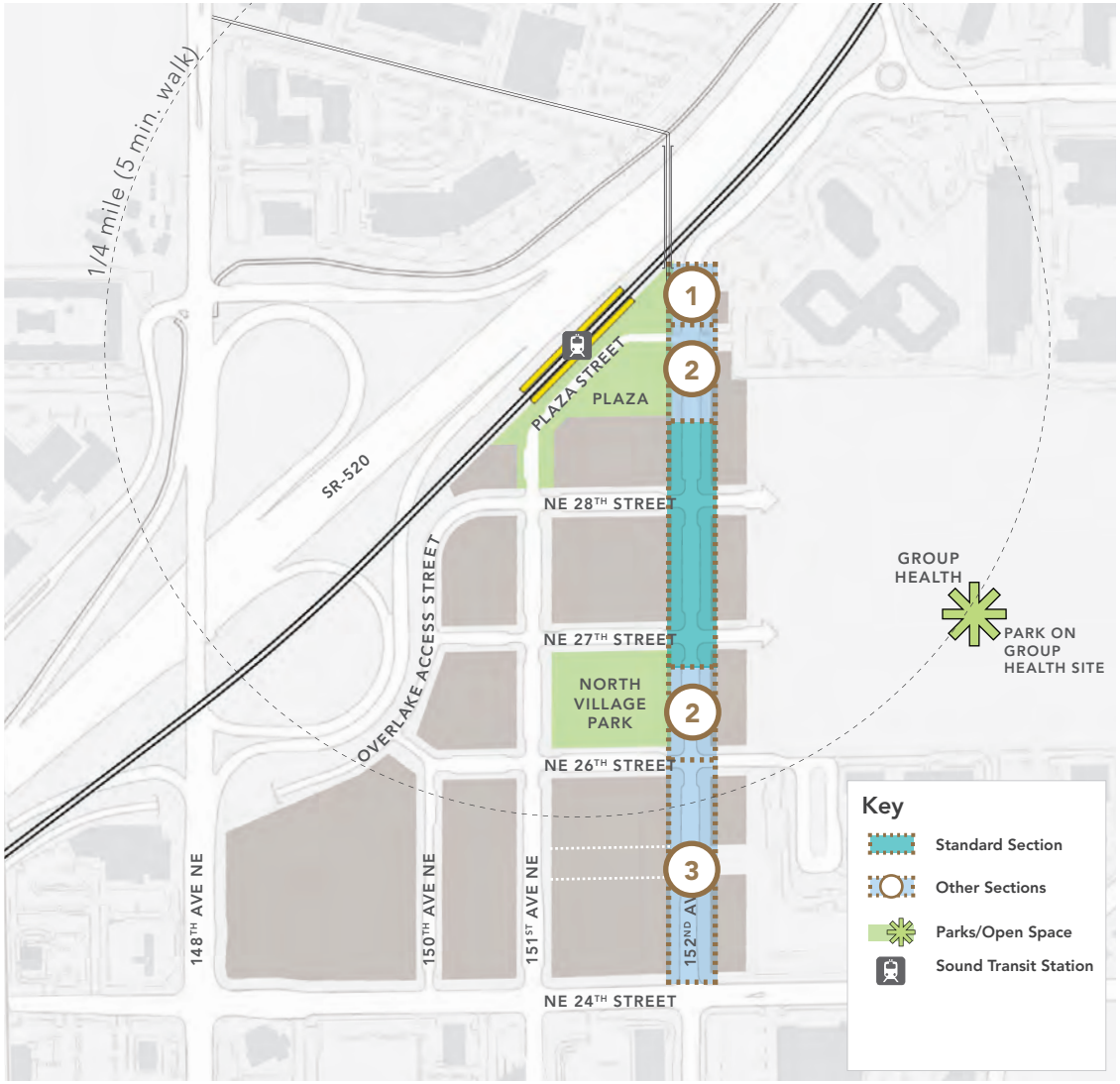
Standard Section

The standard Retail Street section represents the preferred design for the intended character and function of the Retail Street. Further description of the standard section is located on the following pages.

Variations from the Standard

Variations from the standard section, identified on the diagram and table to the right, are:

- **Section 1–**north of the Station Plaza, roadway transitions to two travel lanes with bike lanes
- **Section 2–**curbside parking is removed along the plaza and park
- **Section 3–**between NE 26th and NE 24th Street, the roadway transitions to four travel lanes



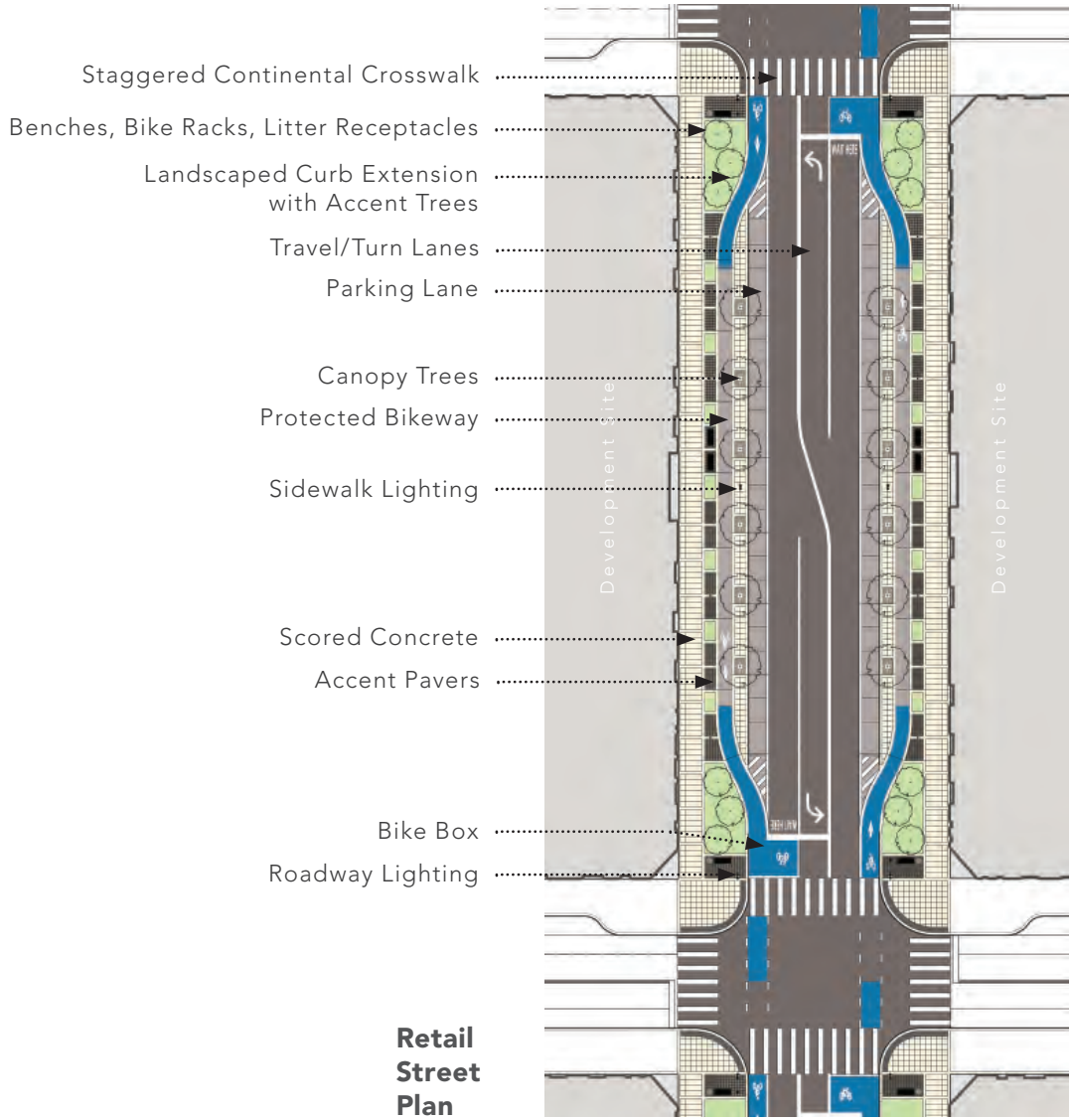
COMPARISON OF RETAIL STREET SECTIONS

	Roadway (total width)			Sidewalks (total width)
	Travel Lanes	Parking	Bicycle Facilities	Sidewalk Zones
Standard Section (100′ R.O.W)	48′ total			52′ total
	(2) 11′ Travel Lanes (1) 11′ Left-Turn Lane	(2) 7′-6″ Parking Lanes		(2) 26′ Sidewalks, each includes a 7′ Protected Bikeway
Section 1 (100′ R.O.W)	54′-6″ total			45′-6″ total
	(2) 11′ Travel Lanes (1) 11′ Left-Turn Lane	(1) 7′-6″ Parking Lane East Side of Street	(2) 7′ Bike Lanes	(1) 26′-6″ Sidewalk, East Side of Street (1) 19′ Sidewalk, West Side of Street
Section 2 (100′ R.O.W)	40′-6″ total			59′-6″ total
	(2) 11′ Travel Lanes (1) 11′ Left-Turn Lane	(1) 7′-6″ Parking Lane East Side of Street		(1) 33′-6″ Sidewalk, West Side of Street includes a 7′ Protected Bikeway (1) 26′ Sidewalk, East Side of Street includes a 7′ Protected Bikeway
Section 3 (100′ R.O.W)	58′ total			42′ total
	(2) 11′ Travel Lanes (1) 11′ Left-Turn Lane (1) 11′ Right-Turn Lane	(2) 7′ Parking Lanes		(2) 21′ Sidewalks, each includes a 7′ Protected Bikeway

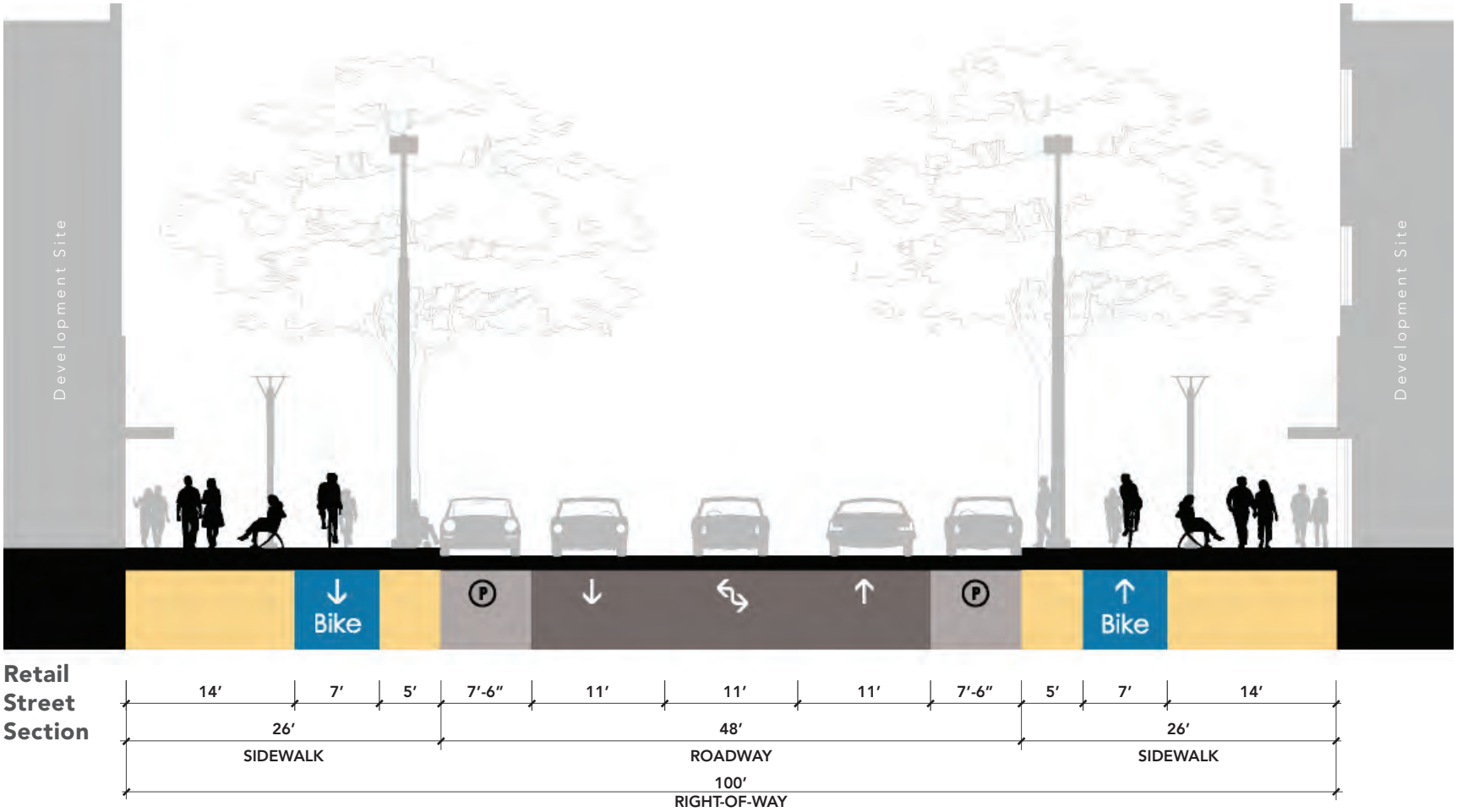
RETAIL STREET STANDARD SECTION

The standard Retail Street section is located between NE 28th Street and NE 27th Street.

STANDARD SECTION ELEMENTS	
Traffic:	Two-way; Two 11-ft. travel lanes, one 11-ft. left-turn lane
Parking:	7-ft. 6-in. parallel lane, each side of street
Sidewalk:	26 ft. wide, each side of street
Bicycle:	7-ft. protected bikeway, each side of street
Intersections:	Laid-down corners, staggered continental crosswalks, bike boxes
Curbs:	1-ft. concrete
Paving:	Scored concrete, tinted concrete, accent pavers and asphalt
Trees:	Canopy, accent
Landscape:	Shrubs and groundcover in 4-ft. x 6-ft. tree wells and curb extensions
Lighting:	Roadway and sidewalk
Furnishings:	Benches, trash receptacles, bike racks



Retail Street Plan



Retail Street Section

NEIGHBORHOOD STREET (151ST AVENUE NE)

CONCEPT

The Neighborhood Street—151st Avenue NE between the public plaza and NE 24th Street—creates a green connection between the Sound Transit station, Overlake Village open spaces, and the neighborhood.

This street is the focus of residential development near the station and of employment uses near NE 24th Street.

This street is defined by sustainable elements that address the community's environmental concerns for this area, specifically improving water quality and reducing vehicle-miles traveled.

Urban Pathway

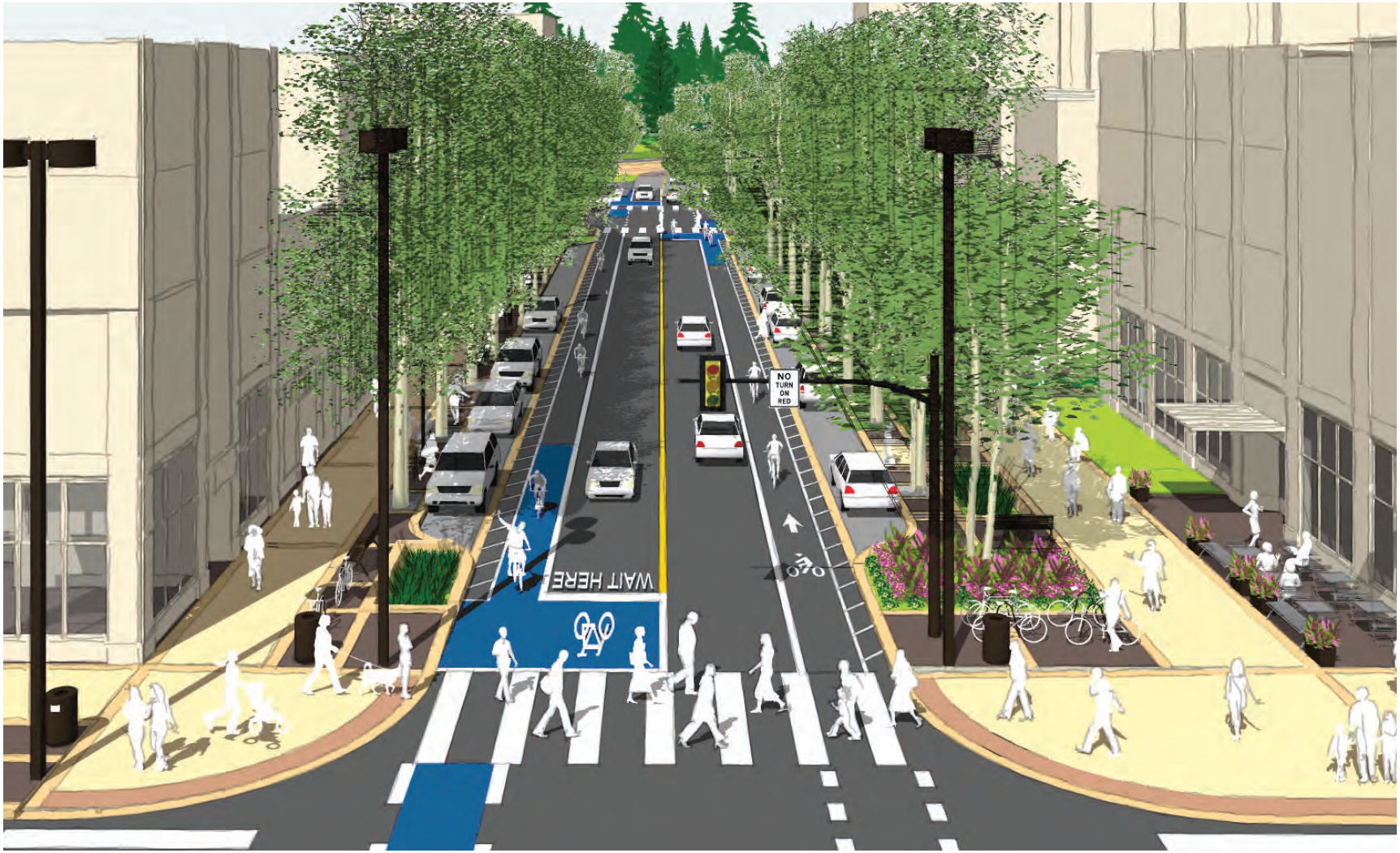
The Urban Pathway provides a distinctive pedestrian route with a variety of experiences, including both movement and lingering zones.

Enhanced Bike Lanes

Adequate bicycle travel lane widths include a striped buffer zone that accommodates car-door opening without creating conflicts with bicyclists. The lanes are located to provide direct connections between residential and employment uses that are farther than a comfortable walking distance from the station.

Rain Gardens

Rain gardens provide an opportunity to integrate Overlake Village's stormwater runoff and infiltration needs in an environmentally sensitive manner.



Neighborhood Street (151st Avenue NE) Concept

NEIGHBORHOOD STREET REQUIREMENTS

The Neighborhood Street cross section varies along its length to accommodate traffic volumes.

Standard Section

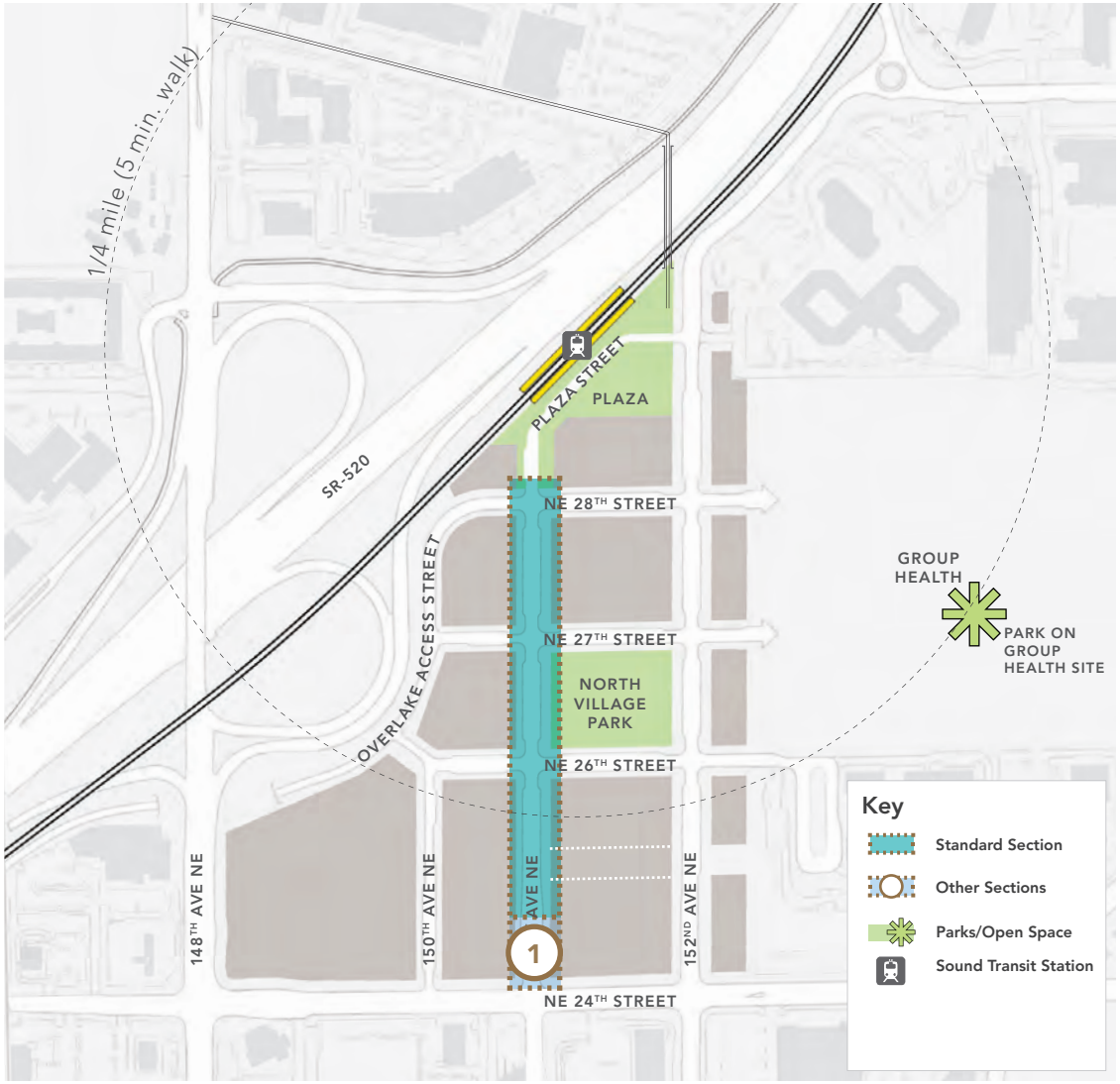
The standard Neighborhood Street section represents the preferred design for the intended character and function of the Neighborhood Street. Further description of the standard section is located on the following pages.

The stormwater infiltration vault located under the park extends under the east side of 151st Avenue NE between NE 27th and 26th Streets.

Variation from the Standard

The variation from the standard section, identified on the diagram and table to the right, is:

- **Section 1–**north of the intersection with NE 24th Street, a left-turn lane is added and the sidewalk widths are reduced



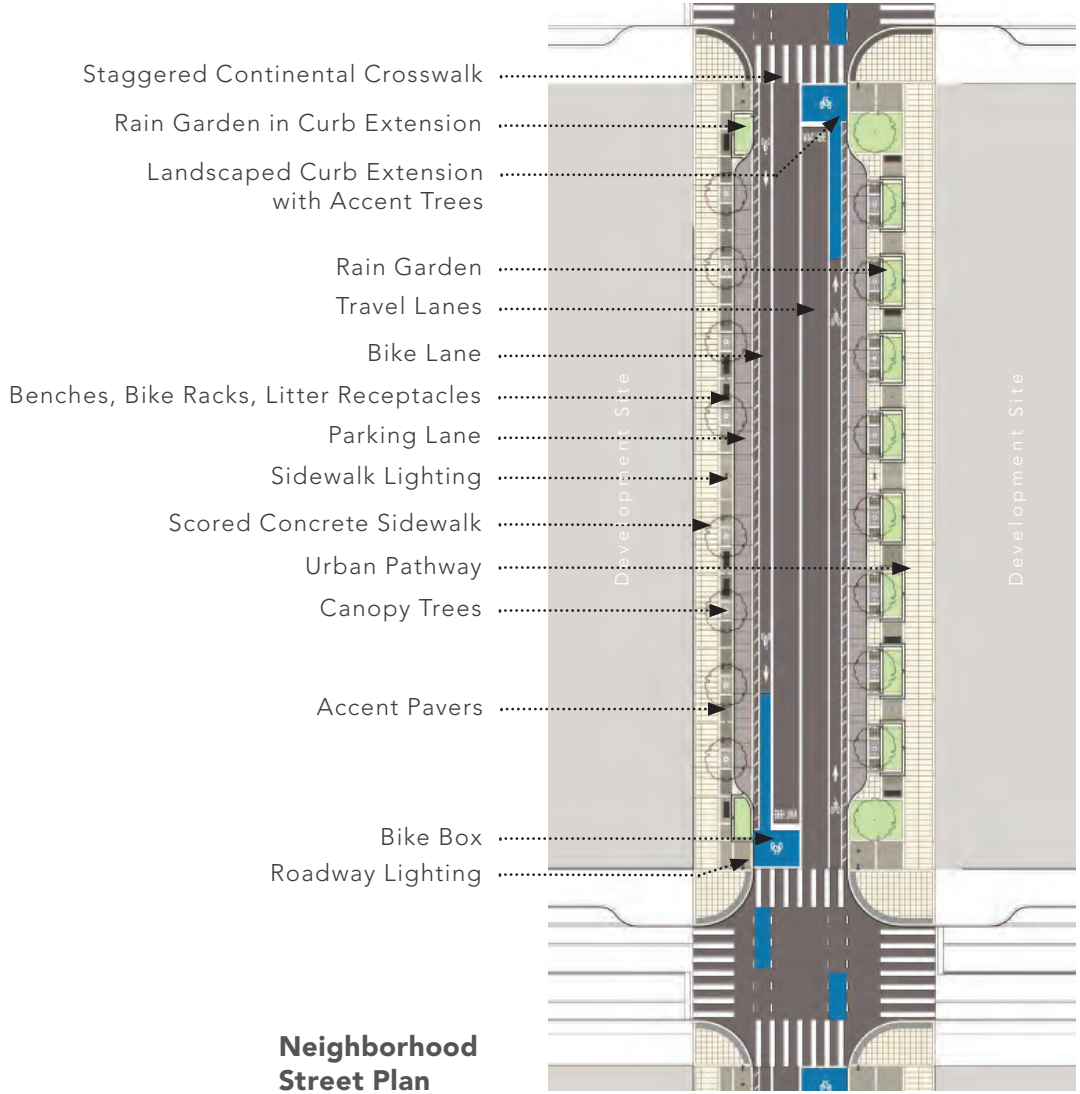
COMPARISON OF NEIGHBORHOOD STREET SECTIONS

	Roadway (total width)			Sidewalks (total width)
	Travel Lanes	Parking	Bicycle Facilities	Sidewalk Zones
Standard Section (88′ R.O.W) (vault under east side at park)	48′ total			40′ total
	(2) 10′ Travel Lanes	(2) 7′ Parking Lanes	(2) 7′ Bike Lanes	(1) 15′ Sidewalk, West Side of Street (1) 25′ Sidewalk, East Side of Street Includes 12′ Urban Pathway
Section 1 (88′ R.O.W)	58′ total			30′ total
	(2) 10′ Travel Lanes (1) 10′ Left-Turn Lane	(2) 7′ Parking Lanes	(2) 7′ Bike Lanes	(1) 13′ Sidewalk, West Side of Street (1) 17′ Sidewalk, East Side of Street Includes 12′ Urban Pathway

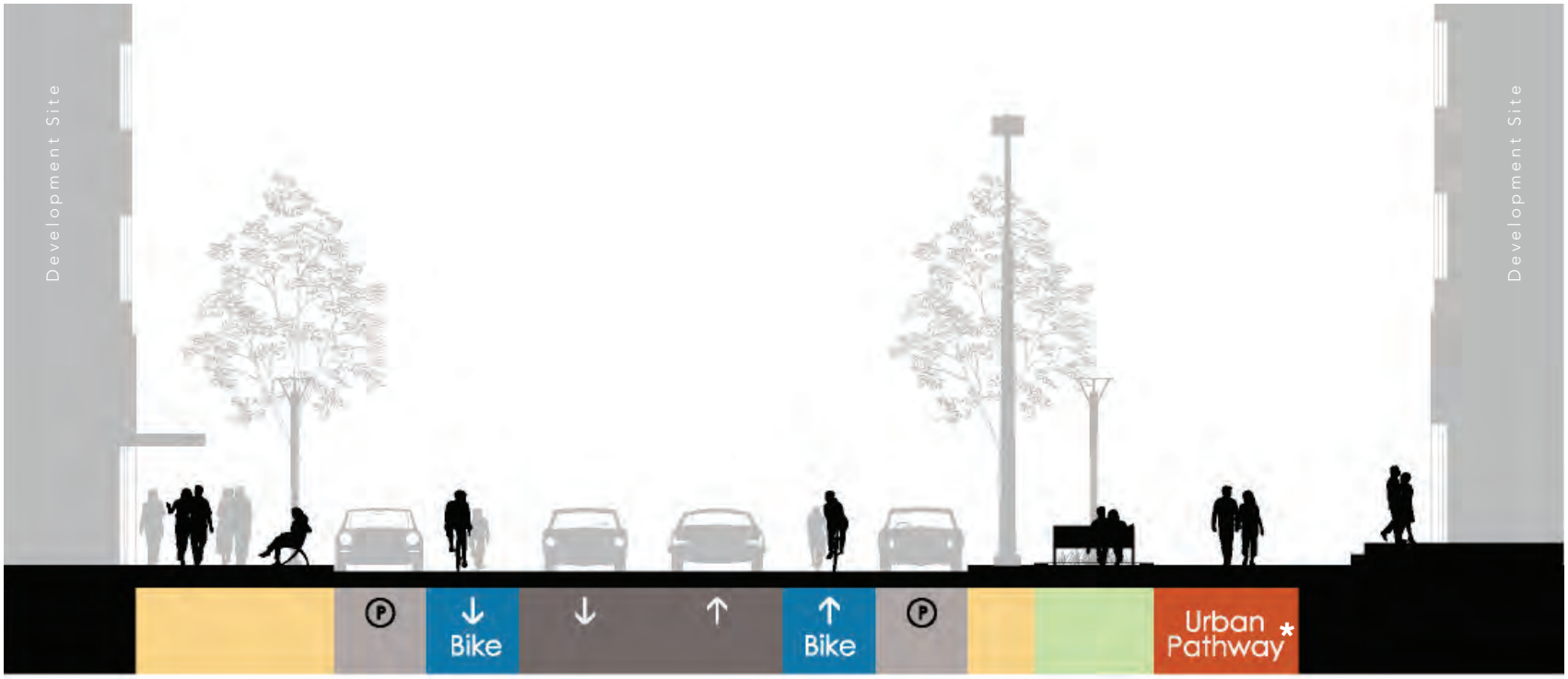
NEIGHBORHOOD STREET STANDARD SECTION

The standard Neighborhood Street section is located between NE 28th Street and NE 27th Street.

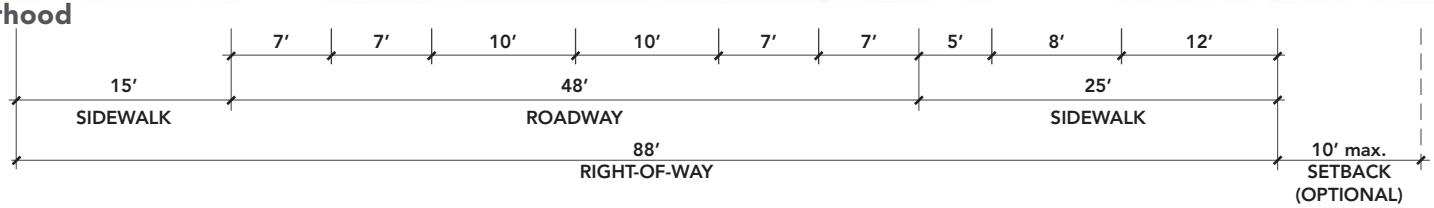
STANDARD SECTION ELEMENTS	
Traffic:	Two-way; two 10-ft. travel lanes
Parking:	7-ft. parallel lane, each side of street
Sidewalk:	15 ft. wide, West side 25 ft. wide (includes 12-ft. urban pathway), East side
Bicycle:	7-ft. bike lanes, each side of street
Intersections:	Laid-down corners, ladder striped crosswalks, bike boxes
Curbs:	1-ft. concrete
Paving:	Scored concrete, tinted concrete, accent pavers and asphalt
Trees:	Canopy and accent
Landscape:	Shrubs and groundcover in 4-ft. x 6-ft. tree wells and curb extensions
Lighting:	Roadway and sidewalk
Furnishings:	Benches, trash receptacles, bike racks



Neighborhood Street Plan



Neighborhood Street Section



* Stormwater infiltration pipes for adjacent roof areas are located under the urban pathway

ACCESS STREETS

CONCEPT

Access Streets—NE 26th, 27th, and 28th Streets and 150th Avenue NE—are the essential routes for the loading service and parking access functions required for all development parcels.

In addition to accommodating the Overlake Village's service access needs, these streets should be pedestrian-friendly, with sidewalks wide enough to allow for café seating, street furniture and lighting.

Sidewalks

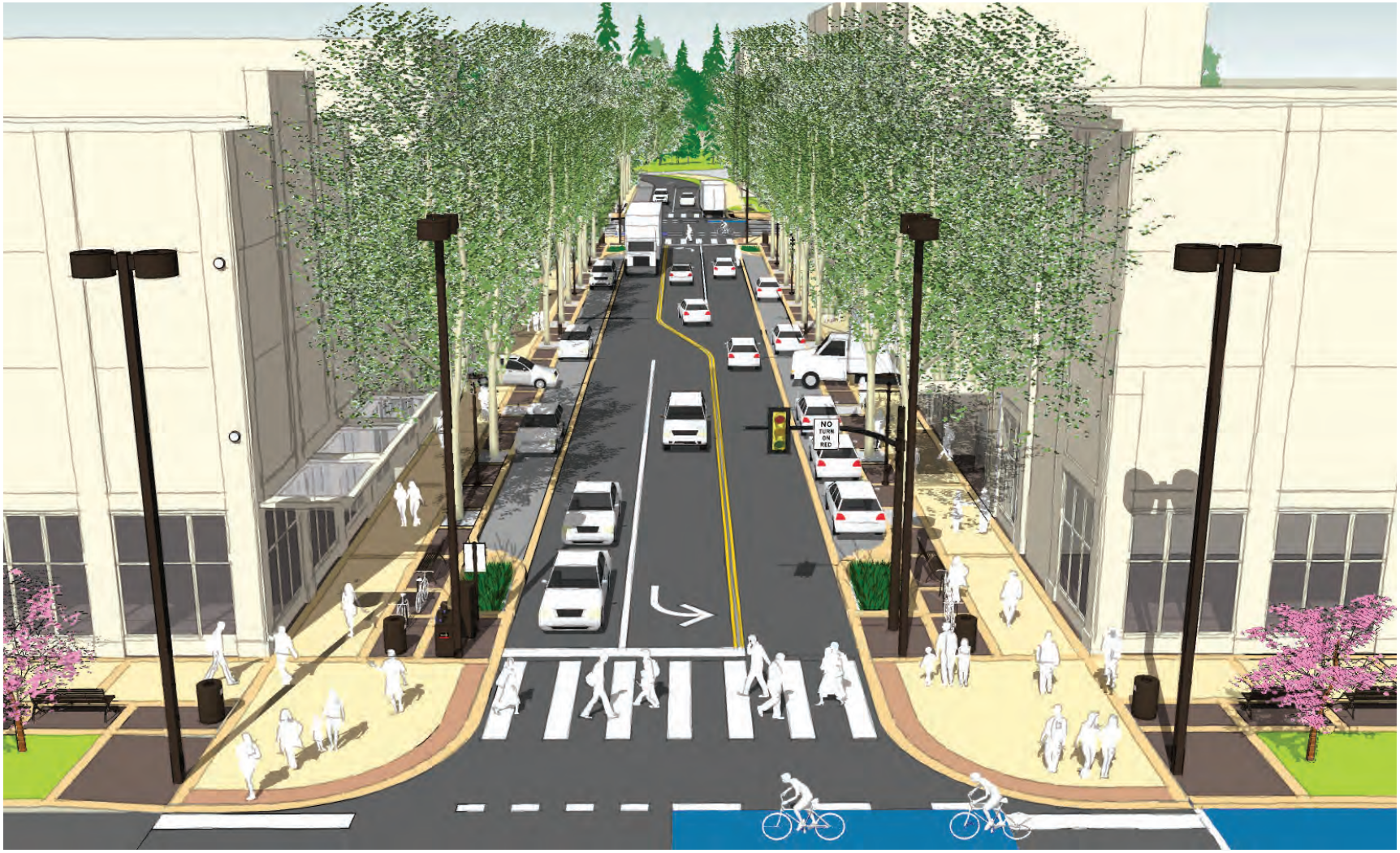
Sidewalks should accommodate pedestrian movement and a limited amount of seating. Sidewalks should also serve as entrances to lobbies of upper-floor residential or employment uses.

Service/Parking Entries

Loading, service and parking access required for all development parcels must be located along Access Streets. Providing for service access is critical to the success and desirability of development parcels.

Curbside Loading

Curbside loading zones allow short-term parking for delivery and pick-up services.



Access Street Concept

ACCESS STREET REQUIREMENTS

Access Street cross sections vary throughout Overlake Village to accommodate parking, traffic volume, and bicycle facility needs.

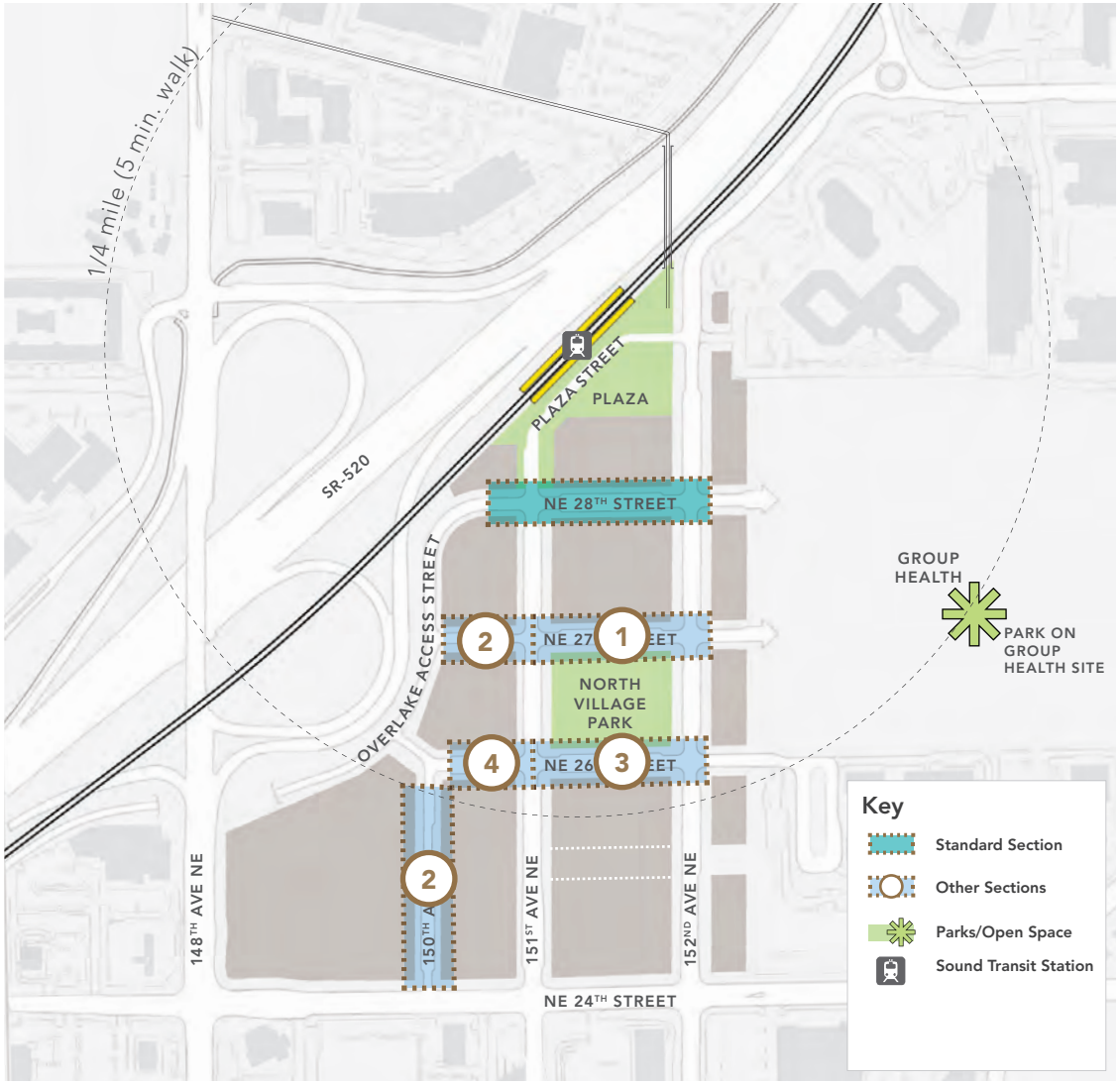
Standard Section

The standard Access Street section represents the preferred design for the intended character and function of the Access Street. Further description of the standard section is located on the following pages.

Variations from the Standard

Variations from the standard section, identified on the diagram and table to the right, are:

- **Section 1–**along NE 27th Street, an urban pathway is included on the south side of the street; the stormwater infiltration vault located under the park extends under the south side of this roadway
- **Section 2–**along NE 27th Street and 150th Avenue NE the continuous left-turn lane is eliminated
- **Section 3–**NE 26th Street along the park includes a wider sidewalk on the north side where curbside parking is not included; the stormwater infiltration vault extends under the north side of this roadway
- **Section 4–**along NE 26th Street an urban pathway is incorporated on the south side of the street



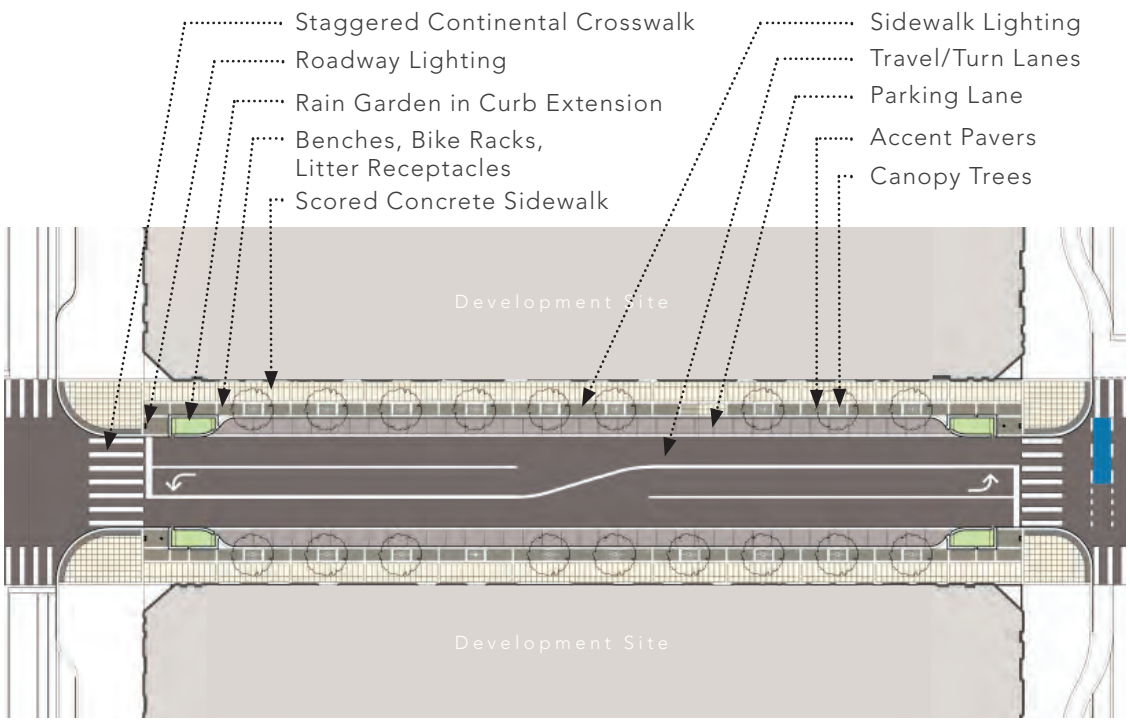
COMPARISON OF ACCESS STREET SECTIONS

	Roadway (total width)			Sidewalks (total width)
	Travel Lanes	Parking	Bicycle Facilities	Sidewalk Zones
Standard Section (75′ R.O.W)	47′ total			28′ total
	(2) 11′ Travel Lanes (1) 11′ Left-Turn Lane	(2) 7′ Parking Lanes	No Bike Lanes	(2) 14′ Sidewalks
Section 1 (72′ R.O.W) (vault under south side)	41′ total			31′ total
	(2) 10′ Travel Lanes	(2) 7′ Parking Lanes	(2) 7′ Bike Lanes	(1) 14′ Sidewalk, North Side of Street (1) 17′ Sidewalk, South Side of Street Includes 12′ Urban Pathway
Section 2 (64 R.O.W)	36′ total			28′ total
	(2) 11′ Travel Lanes	(2) 7′ Parking Lanes	No Bike Lanes	(2) 14′ Sidewalks
Section 3 (82′ R.O.W) (vault under north side)	47′ total			28′ total
	(2) 11′ Travel Lanes (1) 11′ Left-Turn Lane	(1) 7′ Parking Lane, South Side of Street	No Bike Lanes	(1) 21′ Sidewalk, North Side of Street (1) 14′ Sidewalk, South Side of Street
Section 4 (78′ R.O.W)	47′ total			31′ total
	(2) 11′ Travel Lanes (1) 11′ Left-Turn Lane	(2) 7′ Parking Lanes	No Bike Lanes	(1) 14′ Sidewalk, North Side of Street (1) 17′ Sidewalk, South Side of Street

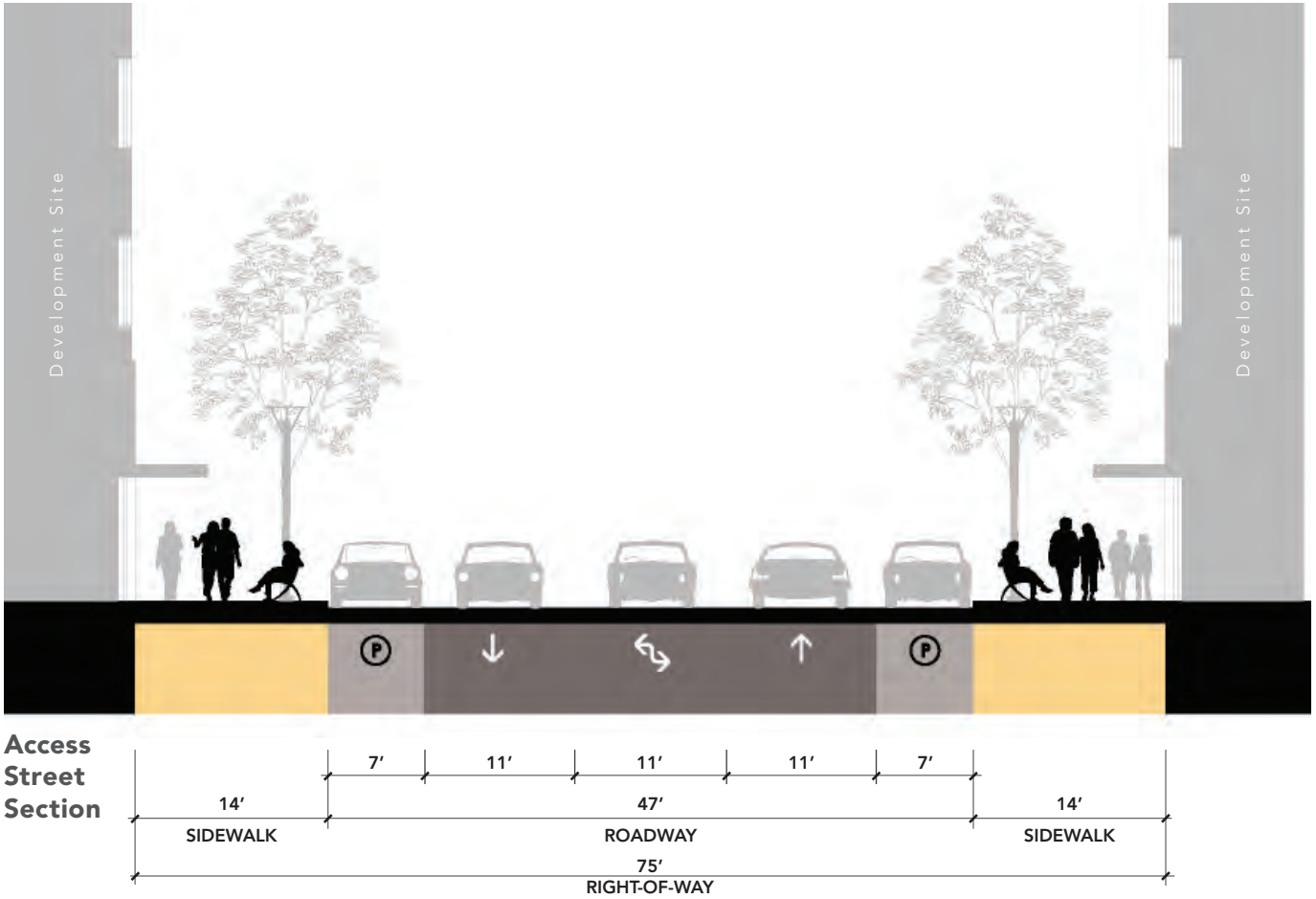
ACCESS STREET STANDARD SECTION

The Access Street standard section is located on NE 28th Street between 151st Avenue NE and 152nd Avenue NE.

STANDARD SECTION ELEMENTS	
Traffic:	Two-way; two 11-ft. travel lanes, one 11-ft. left-turn lane
Parking:	7-ft. parallel lanes, each side of street
Sidewalk:	14 ft. wide, both sides of street
Bicycle:	Not applicable
Intersections:	Laid-down corners, ladder striped crosswalks
Curbs:	1-ft. concrete
Paving:	Scored concrete, tinted concrete, accent pavers and asphalt
Trees:	Canopy
Rain Garden:	Water tolerant shrubs, rushes, sedges and grasses in curb extensions
Lighting:	Roadway and sidewalk
Furnishings:	Benches, trash receptacles, bike racks



Access Street Plan



Access Street Section

OTHER STREETS

Other streets within Overlake Village will require further analysis and design.

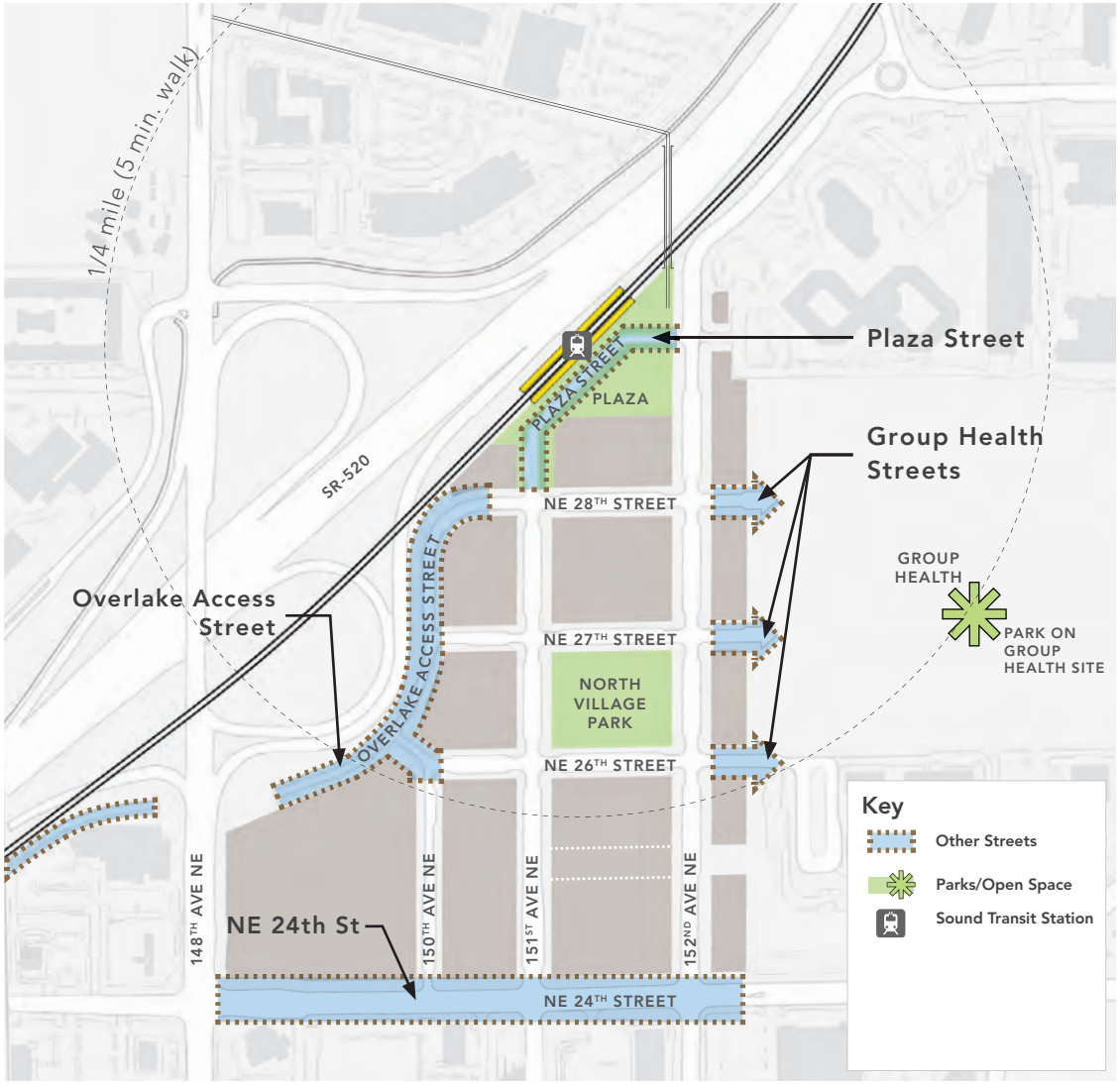
Plaza Street
To be designed in conjunction with the plaza, this curb-less street incorporates a drop-off zone for transit riders and links the Neighborhood Street pedestrian and bicycle facilities to the proposed pedestrian/bike bridge over SR-520.

Group Health Streets
NE 28th, 27th and 26th Streets are continued through the Group Health redevelopment site.

Overlake Access Street
Direct access from SR-520 to Overlake Village requires further traffic analysis and design.

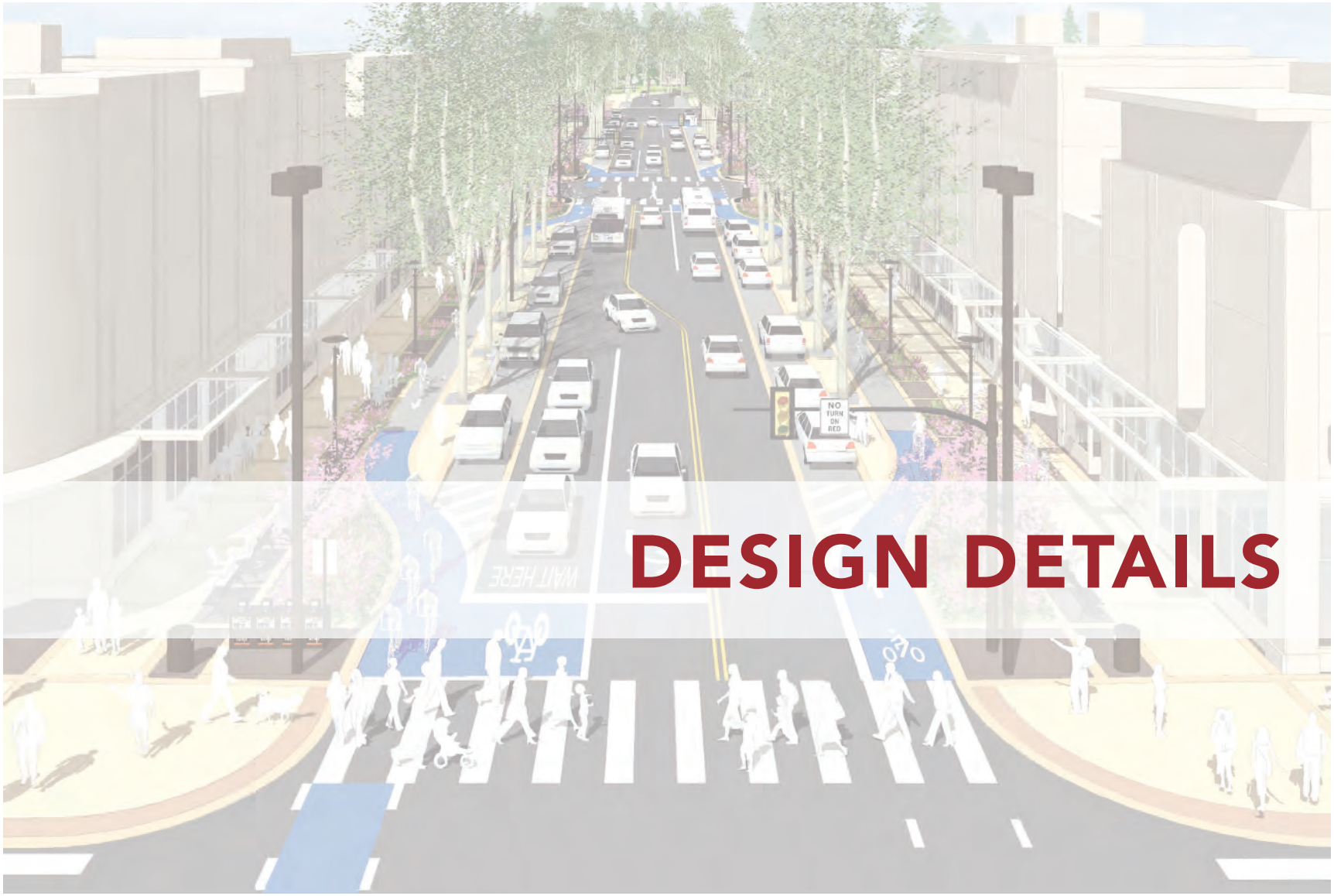
NE 24th Street
Along the north side, off-street bicycle facilities should be considered to link planned bike facilities on 151st and 152nd Avenues NE. The intersections at 151st and 152nd Avenues NE should be designed to ensure safe pedestrian and bicycle connections to the south. Traffic analysis suggests additional turn pockets at 150th Avenue NE.

South of NE 24th Street
151st and 152nd Avenues NE are anticipated to continue south of NE 24th Street. The exact alignments are to be determined by future study and will be affected by the siting of the south park and stormwater facility.



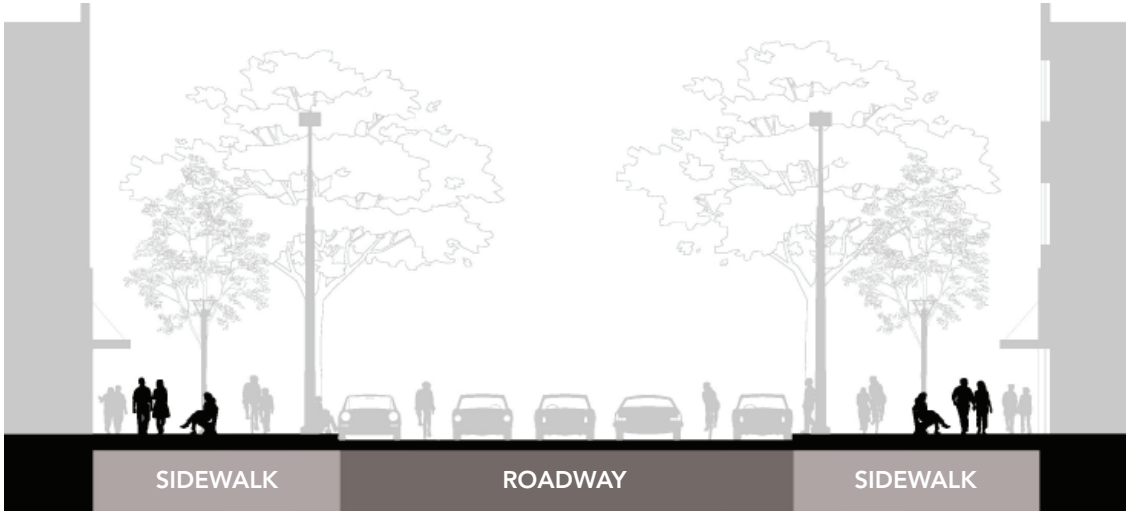
COMPARISON OF OTHER STREET SECTIONS

	Roadway (total width)			Sidewalks (total width)
	Travel Lanes	Parking	Bicycle Facilities	Sidewalk Zones
Plaza Street (R.O.W TBD) (vault under right-of-way)	To be determined			To be determined
	(2) 10′ min. Travel Lanes	8′ Drop-off Zones on alternating sides of the street along Station Platform	none	(2) 14′ Pedestrian Zones
Group Health Streets (R.O.W TBD)	To be determined			To be determined
	To be determined	(2) 7′ Parking Lanes	To be determined	(1) 12′ Urban Pathway, North side of NE 27th Street
Overlake Access Ramp (R.O.W TBD)	To be determined			To be determined
	To be determined	No Parking	To be determined	To be determined
NE 24th Street (R.O.W TBD)	To be determined			28′ total (min.)
	To be determined	No Parking	(1) 14′ Bi-directional Protected Bikeway, North side between 151st and 152nd Avenues NE	(2) 14′ min. Sidewalks



DESIGN DETAILS

OVERVIEW



***Design Details* identifies sidewalk and roadway design and specifications for the standard street sections for each street type.**

The design details are organized into two sections—sidewalks and roadways—that incorporate the following:

- **Sidewalk Zones and Roadway Lanes–** identify the type and arrangement of functional zones within sidewalks and lanes within roadways
- **Sidewalk and Roadway Plans–**provide dimensioned layouts for typical conditions within each street type
- **Sidewalk and Roadway Details–**identify the type, structural design and arrangement of paving materials and striping
- **Sidewalk Elements–**identify the type, location, and material specifications for lighting, furnishings and landscape street elements

SIDEWALK ZONES

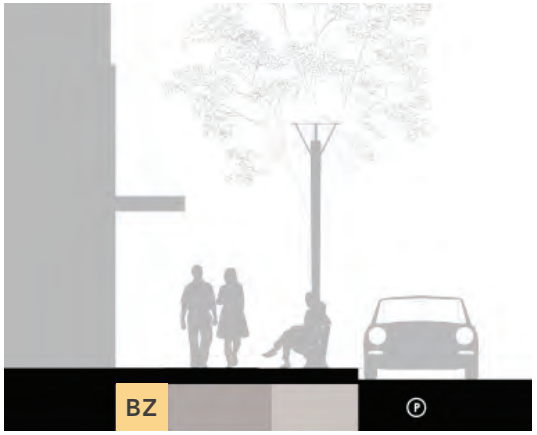
Sidewalks are comprised of functional zones located between the property line and the face of curb. These zones:

- Support pedestrian and bicycle movement along the street
- Provide access to buildings and storefronts
- Organize the placement of street elements such as lighting, street furniture and landscaping

Utility Locations

Utilities, including street light signal cabinets, electrical boxes for adjacent buildings, fire hydrants, and newspaper boxes are to be located on east-west streets only. These elements are prohibited in the building and pedestrian zones and may be located in furnishings/landscape zones.

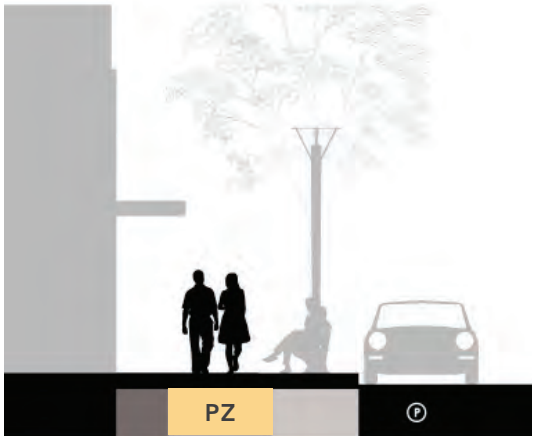
The diagrams below and on the following page illustrate all potential zones and defines the function and arrangement of zones within the sidewalk areas.



Building Zone (BZ)

The area immediately adjacent to the building facade. This zone accommodates retail displays, cafe tables/seating, and minor building projections such as downspouts. This zone is interrupted at doorways, corners and driveways.

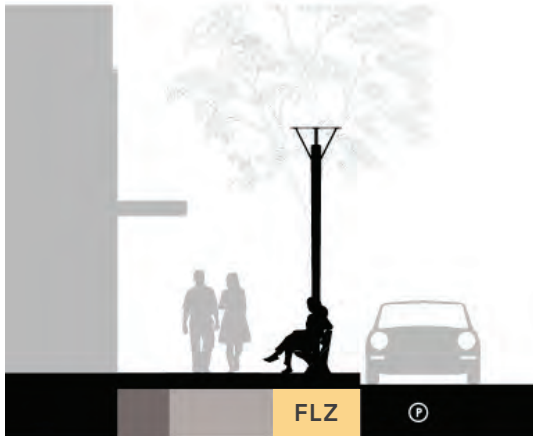
Size: 3 feet



Pedestrian Zone (PZ)

An unobstructed area for pedestrian through-movement, free of cafe seating, sandwich boards, signal poles, utility poles, etc. This zone should not be interrupted by driveways on the Retail Street.

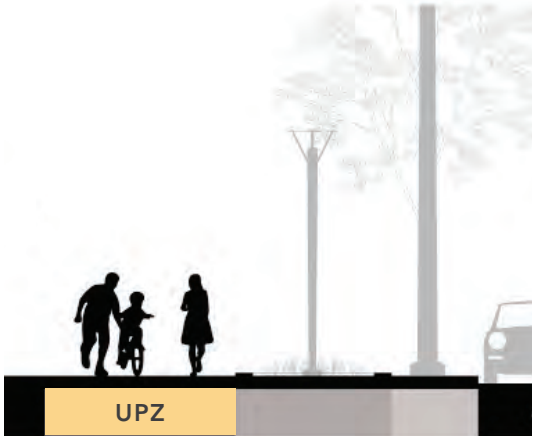
Size: 6 to 7 feet



Furnishings/Landscape Zone (FLZ)

This is the location of all elements supporting pedestrian, vehicular and bicycle use of the right-of-way, including sign poles, lighting, street furniture, landscape, rain gardens and bicycle parking facilities. This zone is interrupted at corners and driveways.

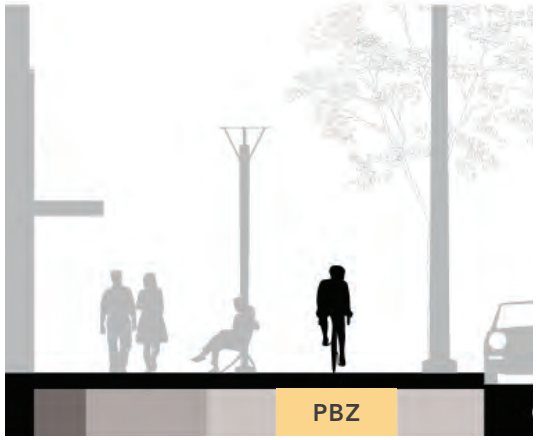
Size: 4 to 8 feet (Min. 5 feet at curb side)



Urban Pathway Zone (UPZ)

An unobstructed area for leisurely pedestrian and bicycle through-movement. This zone is free of cafe seating, sandwich boards, signal poles, utility poles and other impediments to movement.

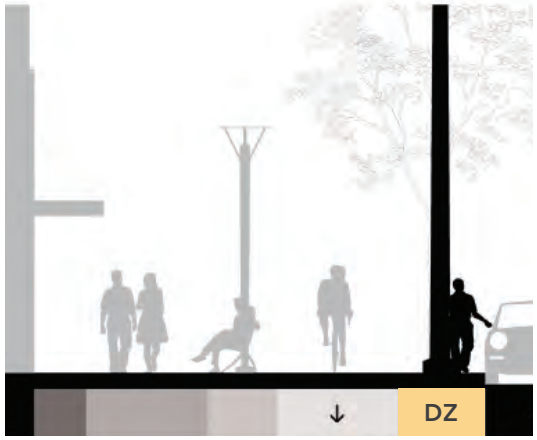
Size: 12 feet



Protected Bikeway Zone (PBZ)

An unobstructed area for bicycle through-movement. This zone transitions into the roadway at the approach to and exit from intersections.

Size: 7 feet



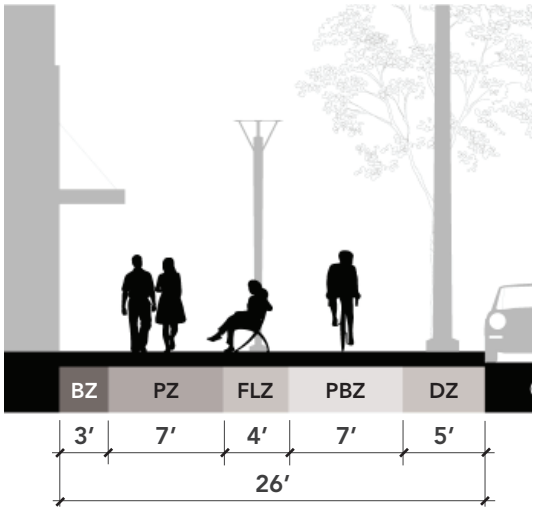
Door Zone (DZ)

When adjacent to the PBZ, this area allows for curbside passengers to open doors safely and exit vehicles without conflict with cyclists. When adjacent to rain gardens, this zone provides access to the pedestrian zone accommodates sign poles and lighting.

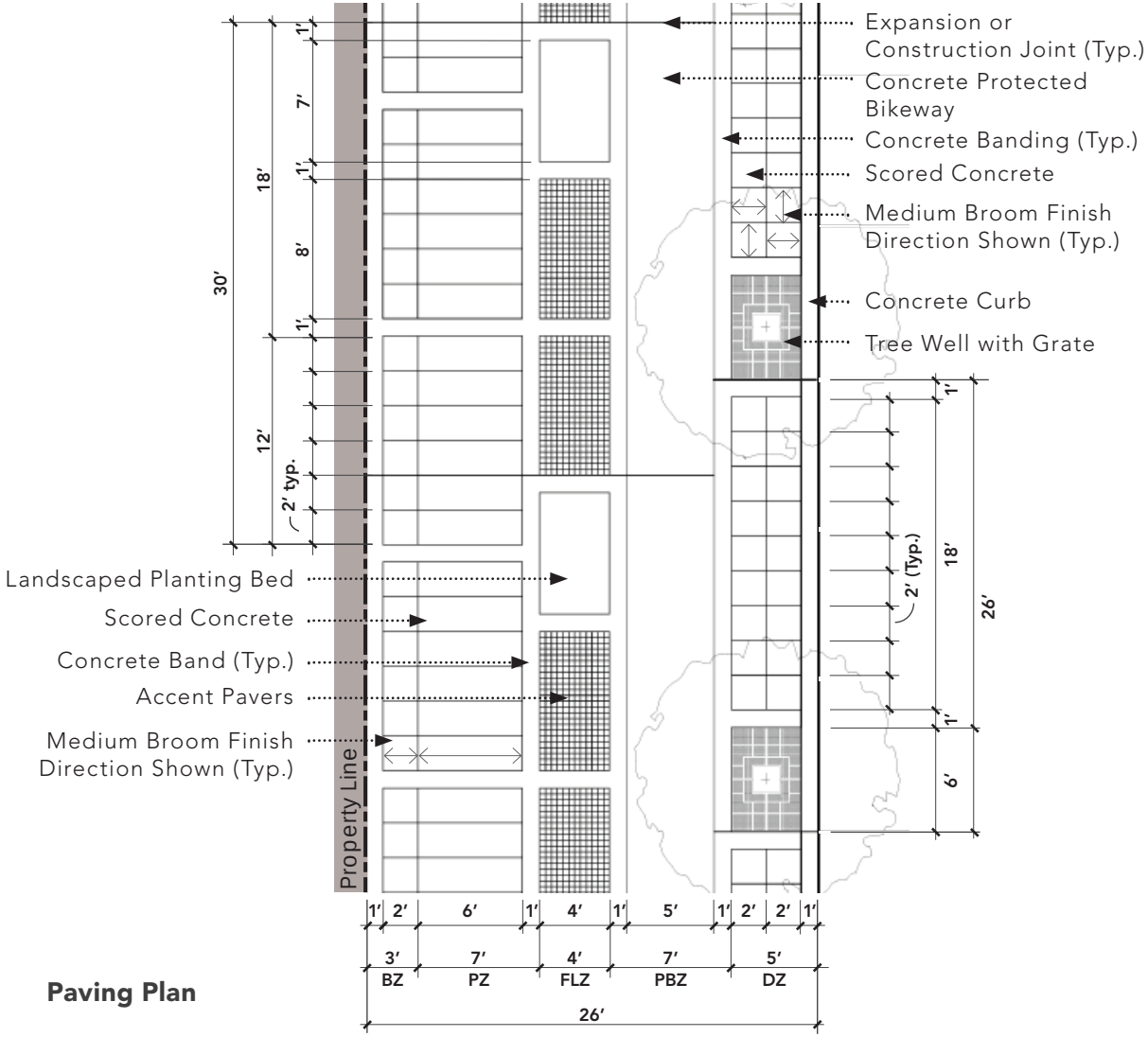
Size: 5 feet

SIDEWALK PLANS

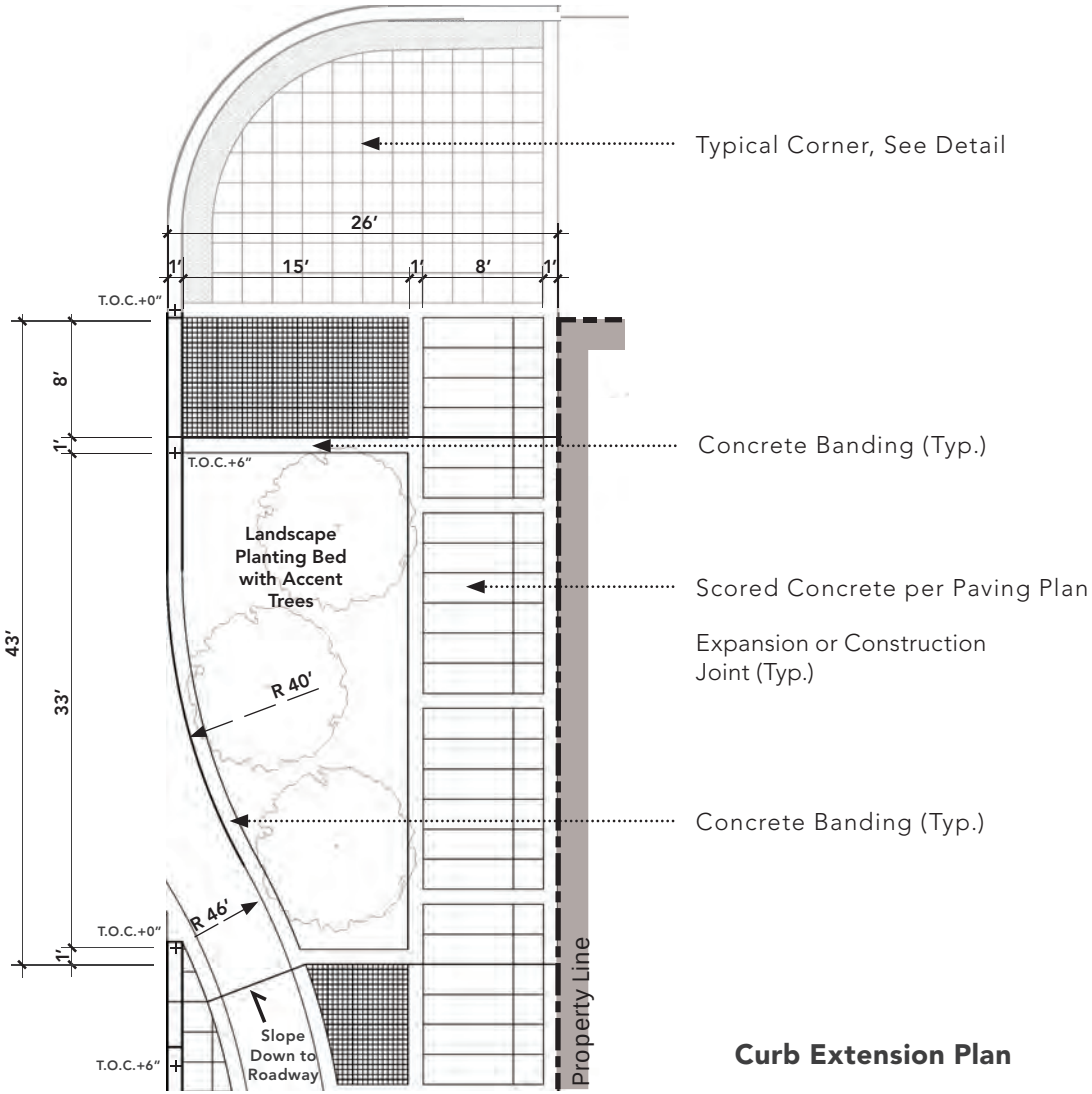
RETAIL STREET



Zones

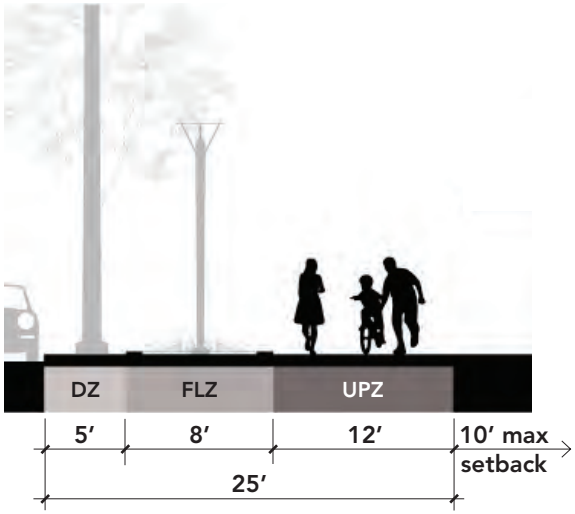


Paving Plan

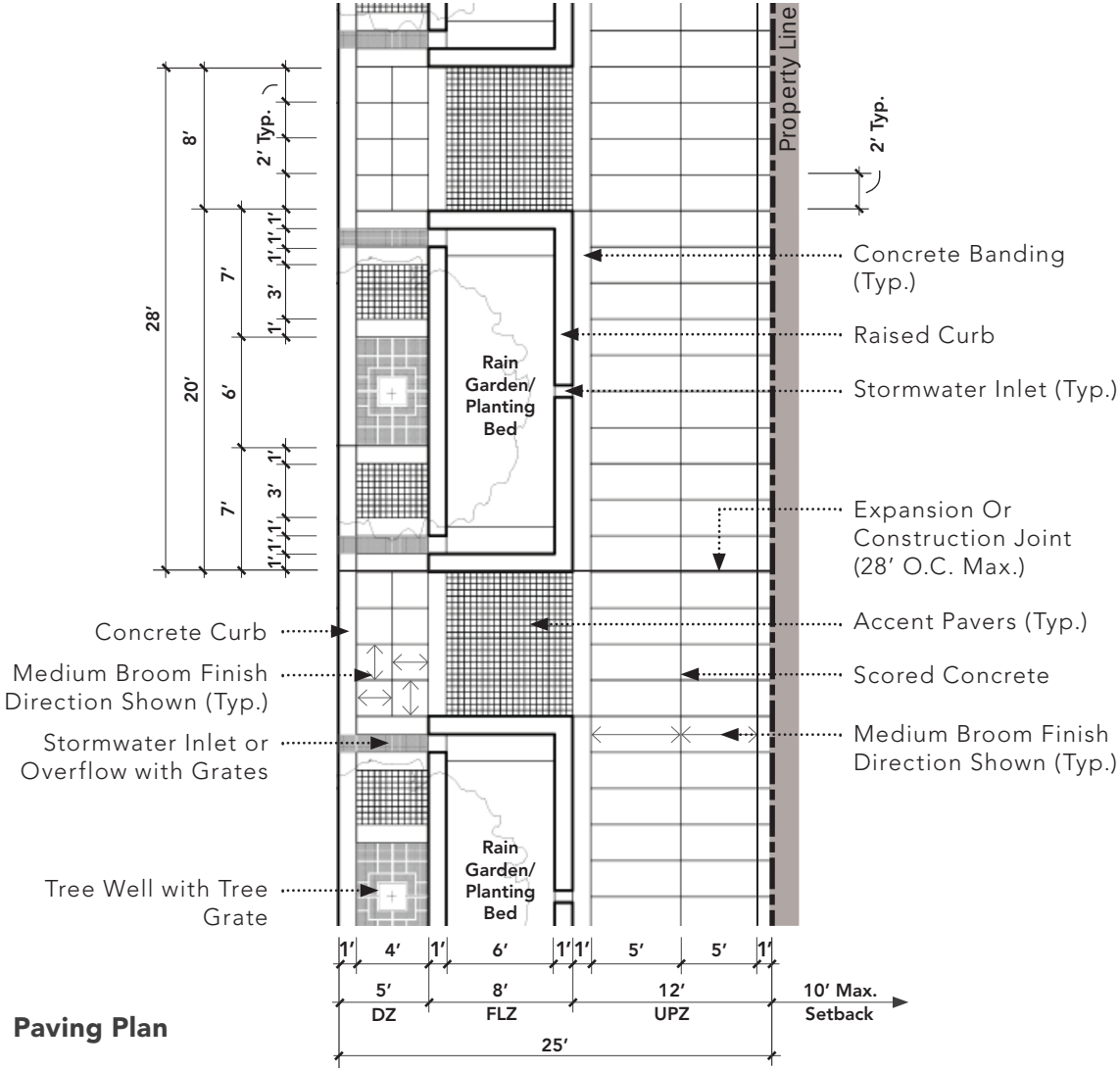


Curb Extension Plan

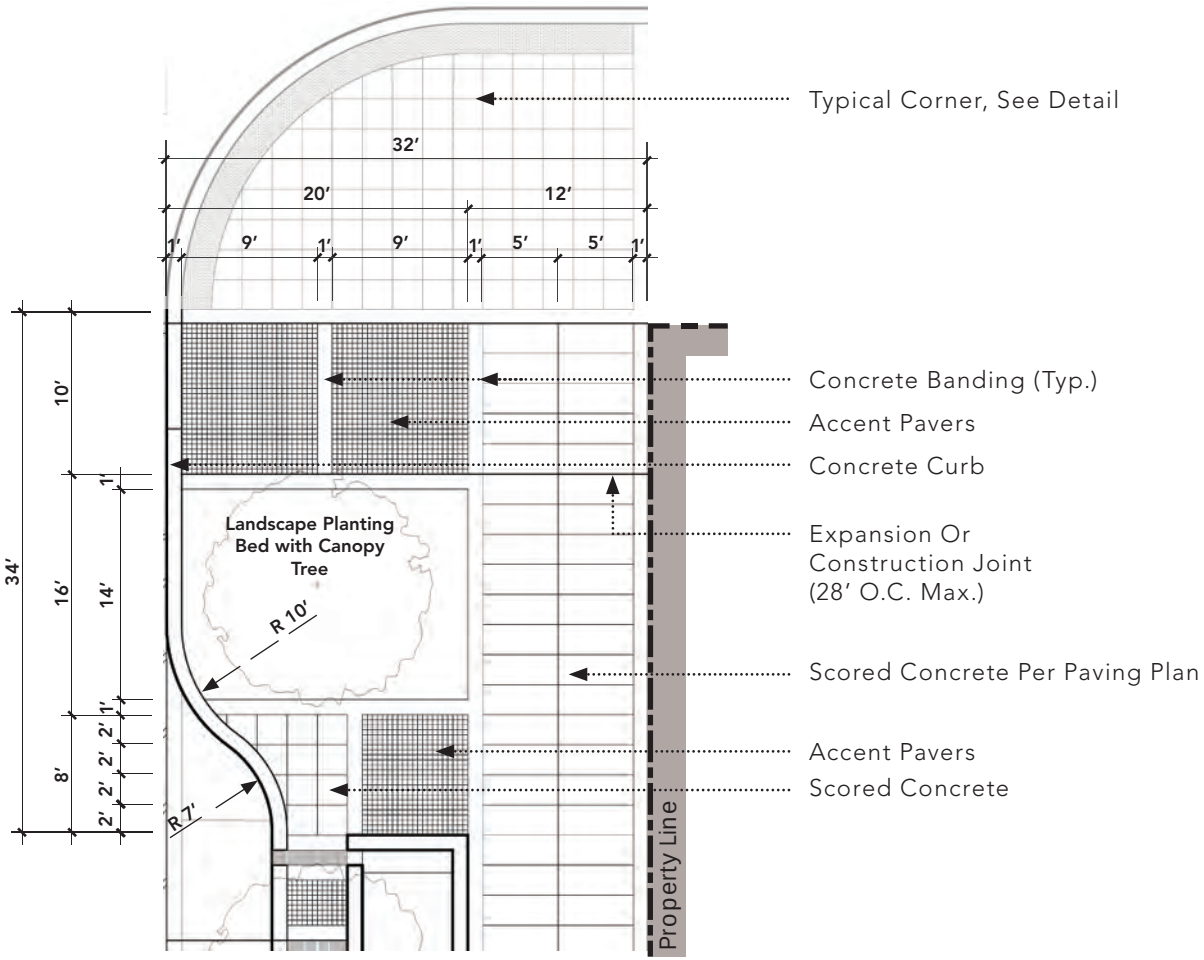
NEIGHBORHOOD STREET *WITH* URBAN PATHWAY



Zones

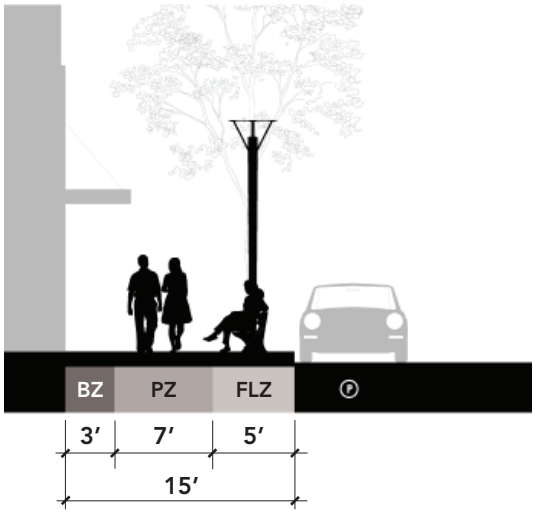


Paving Plan

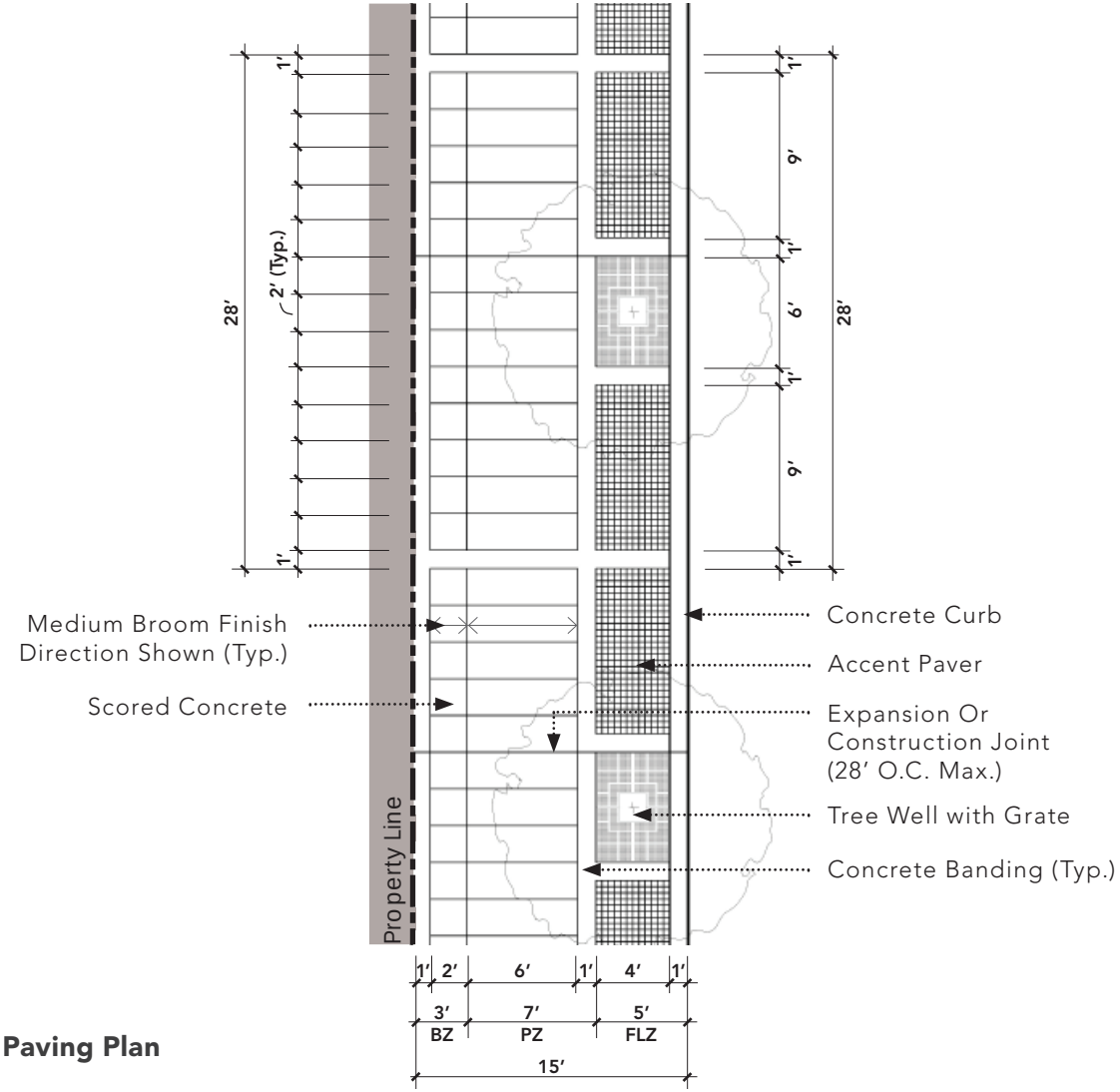


Curb Extension Plan

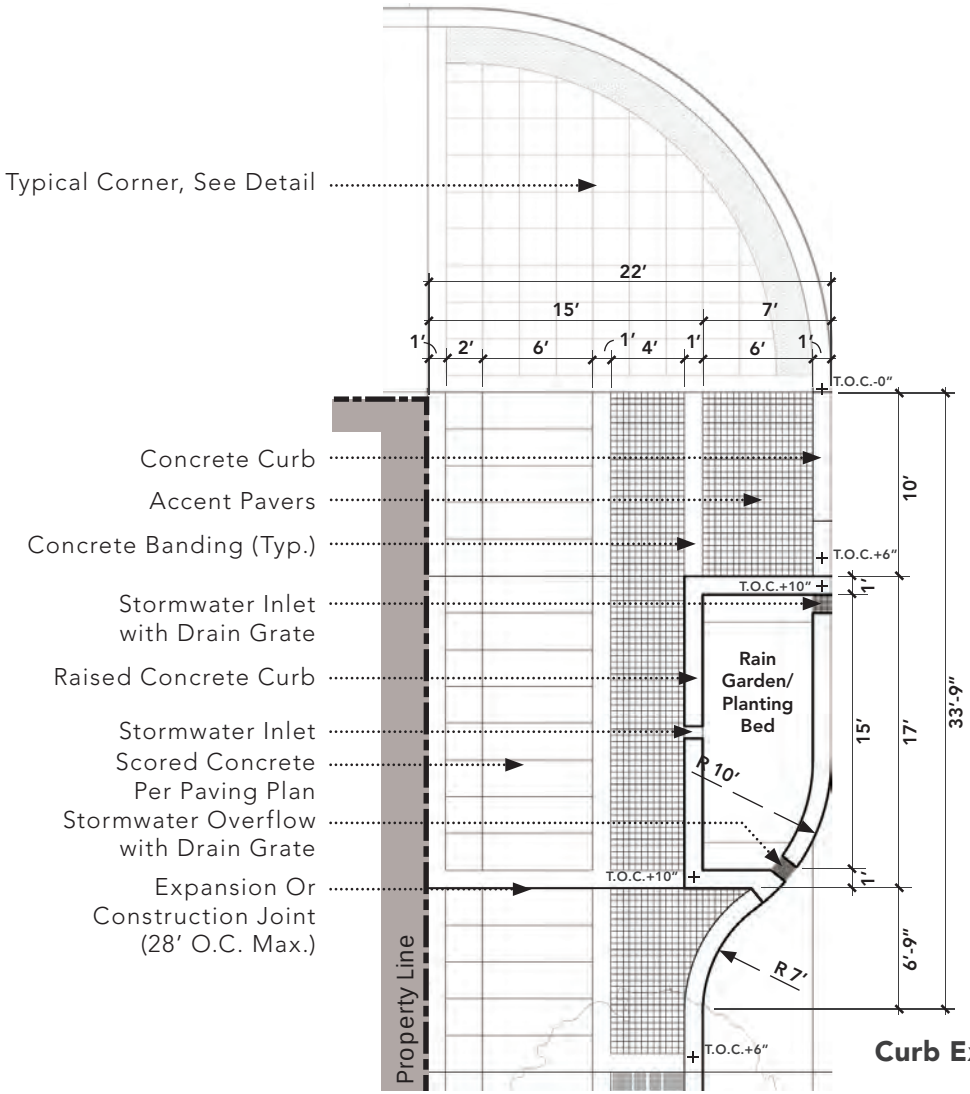
NEIGHBORHOOD STREET *WITHOUT* URBAN PATHWAY



Zones

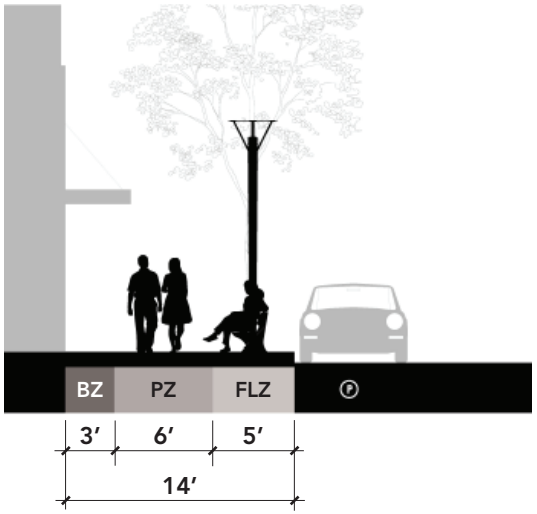


Paving Plan

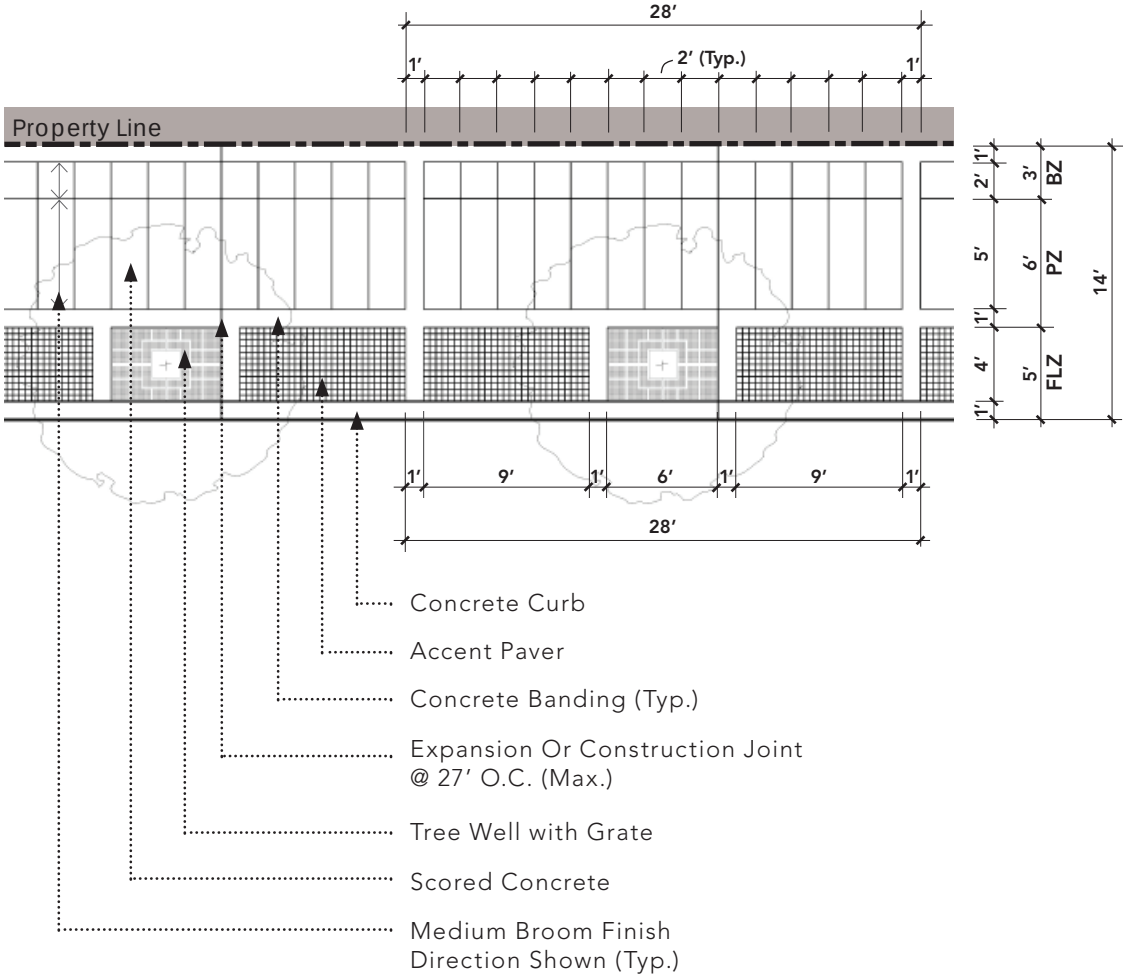


Curb Extension Plan

ACCESS STREET *WITHOUT* URBAN PATHWAY

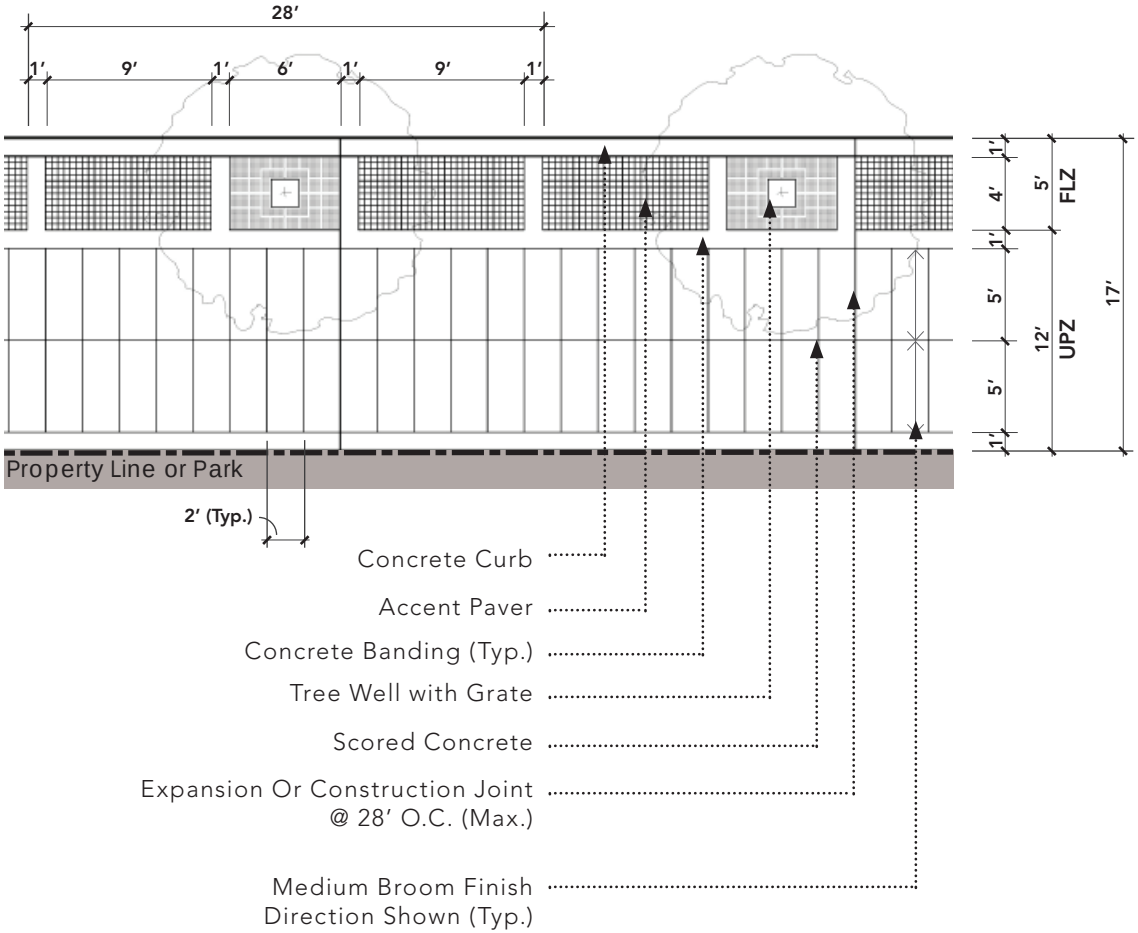


Zones

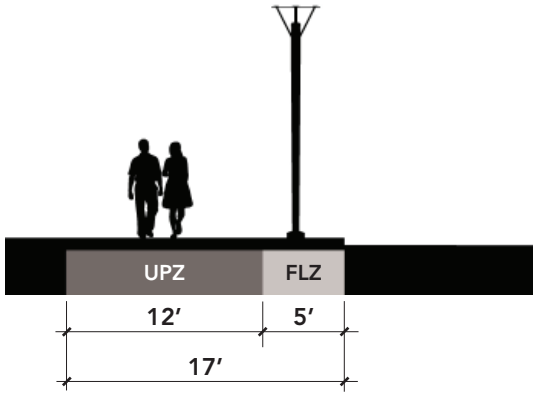


Paving Plan

ACCESS STREET *WITH* URBAN PATHWAY



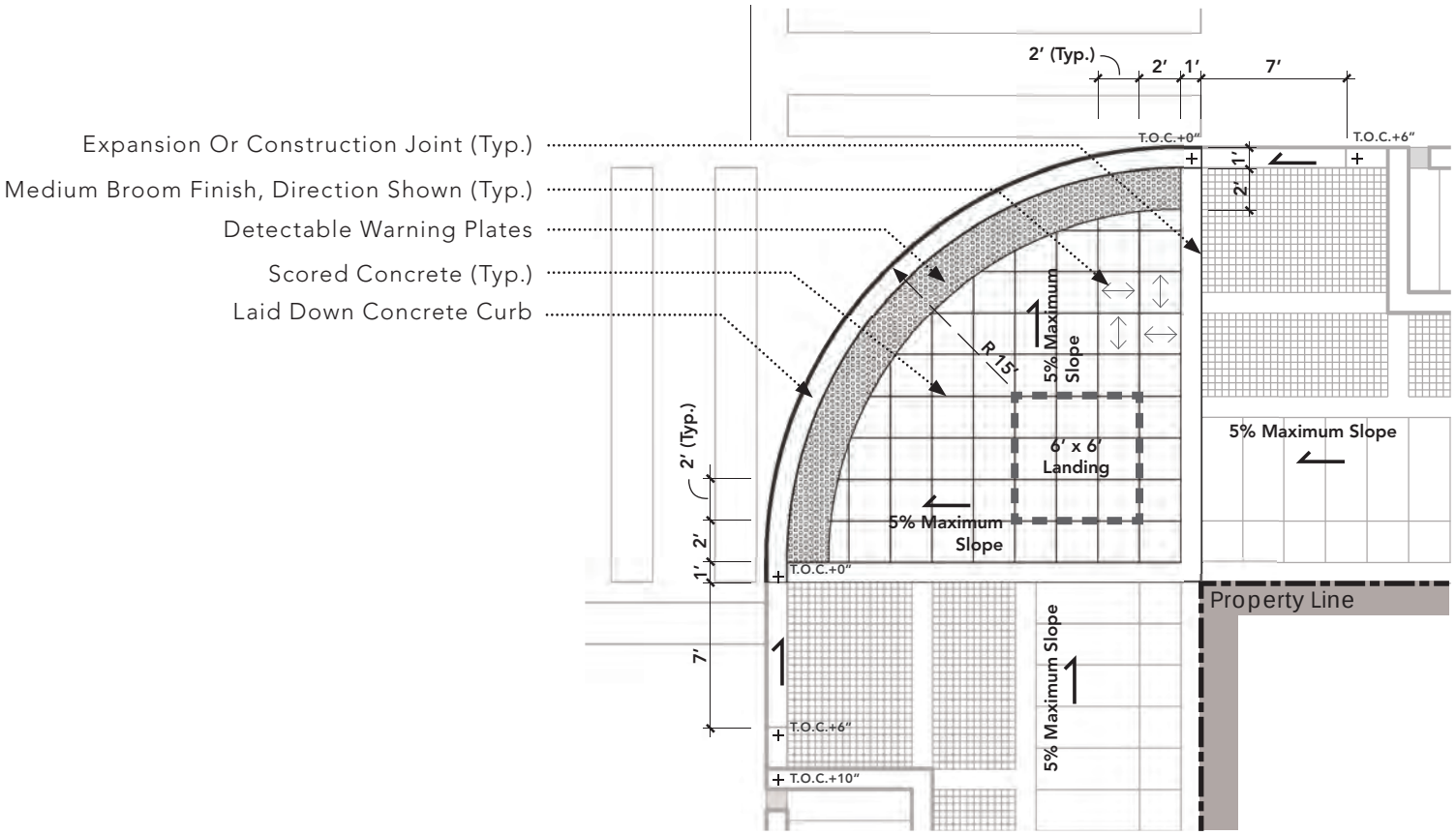
Paving Plan



Zones

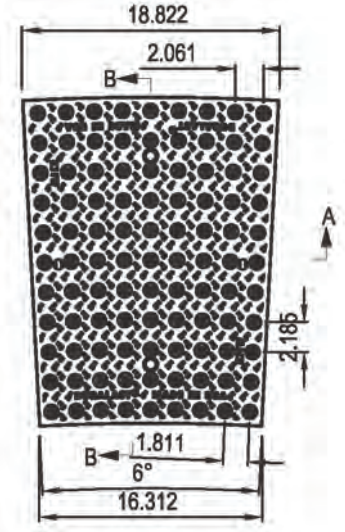
SIDEWALK DETAILS

TYPICAL CORNER

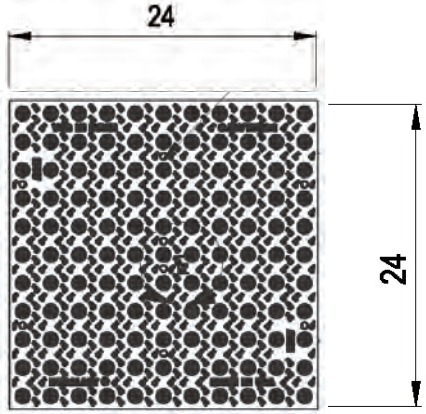


Typical Corner Plan

DETECTABLE WARNING PLATE



15′ Radius Plates

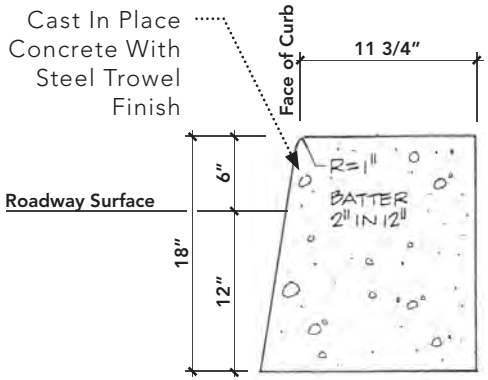


24″ x 24″ Plates

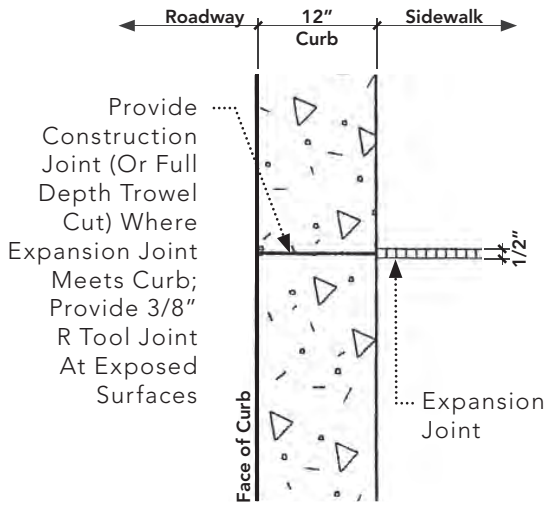
Cast Iron Truncated Dome Plate

- **Manufacturer**–East Jordan Iron Works
- **Model**–DWP 24 x 24; DWP Radius 15
- **Finish**–Black Asphalt Dip

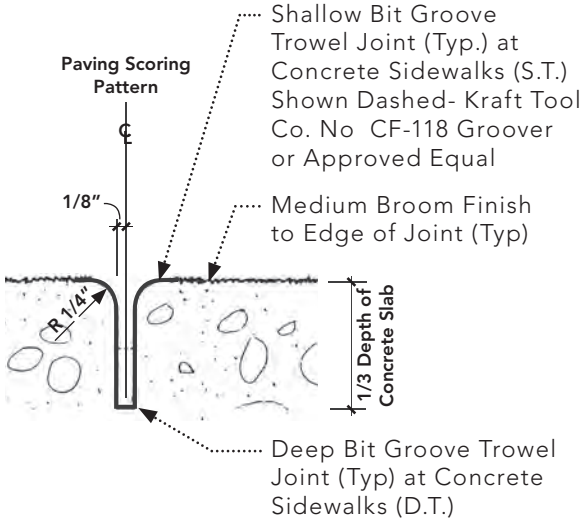
CURBS AND CONSTRUCTION JOINTS



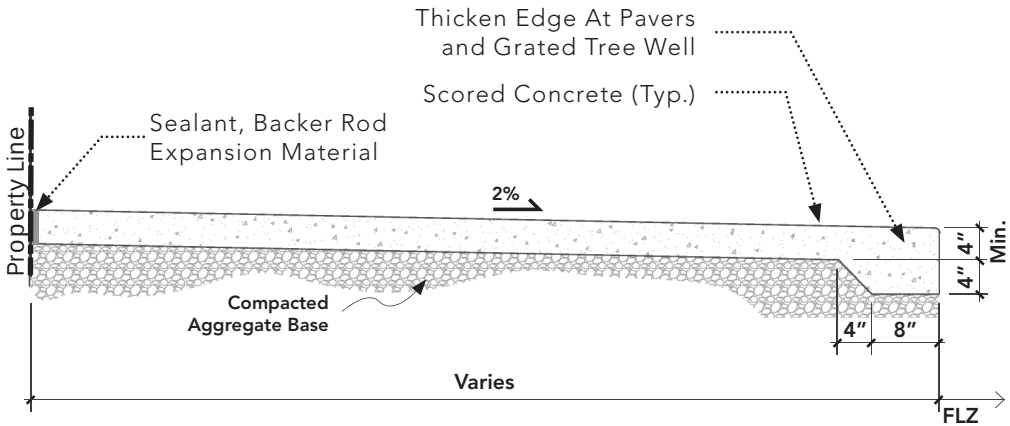
Concrete Curb Section



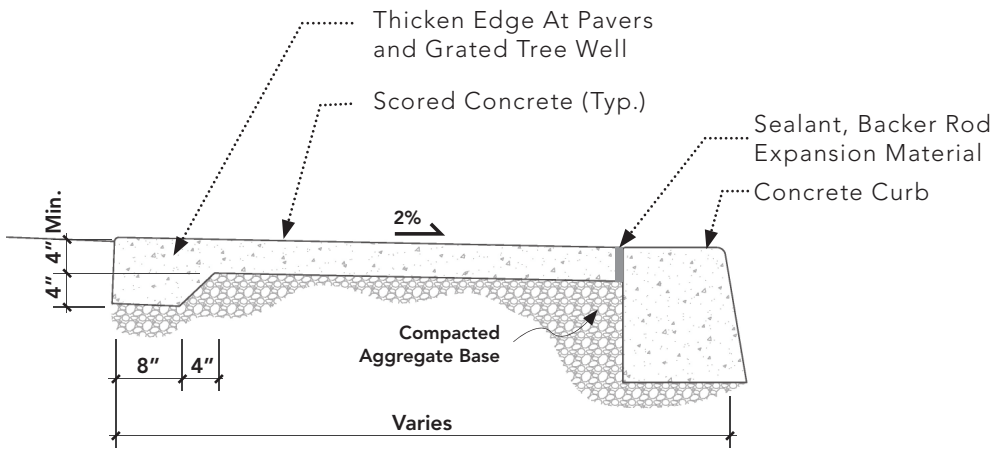
Concrete Curb Plan



Scoring Detail



Building Zone/Pedestrian Zone And Urban Pathway Zone Section

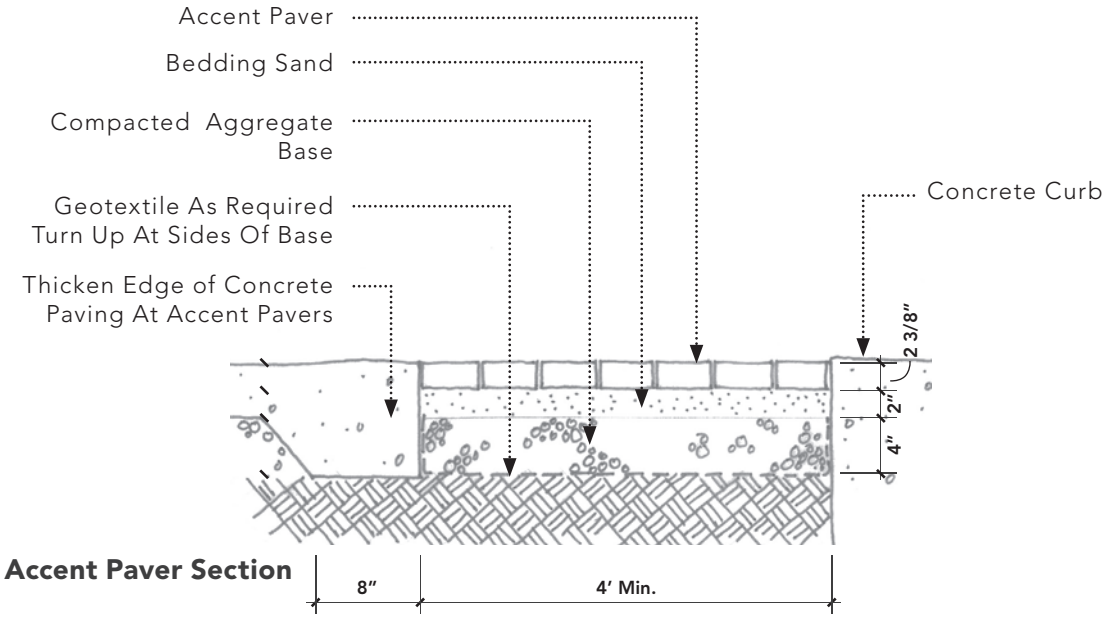


Door Zone And Protected Bikeway Zone/Door Zone Section

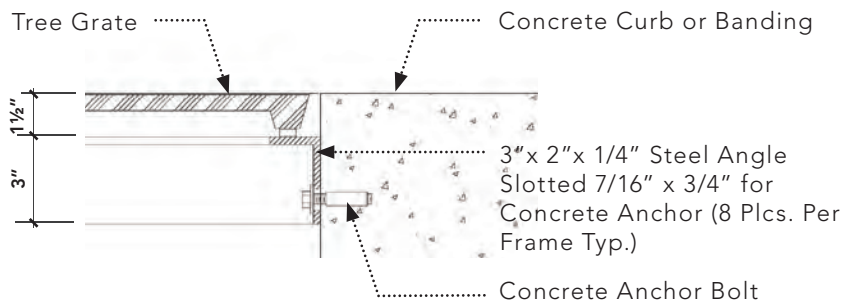
ACCENT PAVERS

Accent Paver

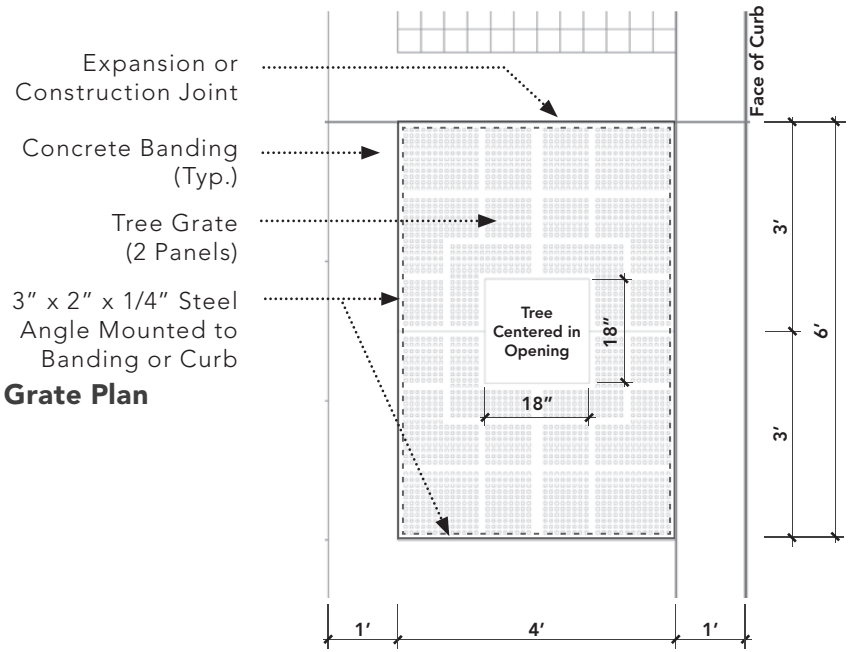
- **Manufacturer–**Mutual Materials
- **Model–**Holland Series, Half Holland (2 3/8″ x 3 15/16″ x 3 15/16″)
- **Finish–**Standard, Charcoal, Stacked Bond



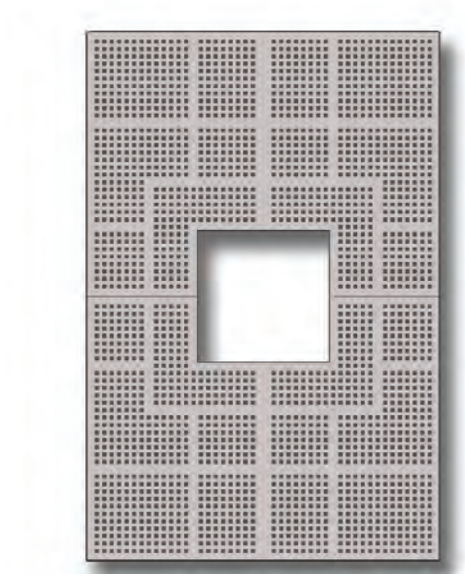
Accent Paver Section



Tree Grate Detail



Tree Grate Plan



Tree Grates

- **Manufacturer–**Ironsmith
- **Model–**Market Street, 48" x 72" rectangle (Two Panels), 18" opening
- **Finish–**Cast aluminum, standard brush finish

SIDEWALK ELEMENTS

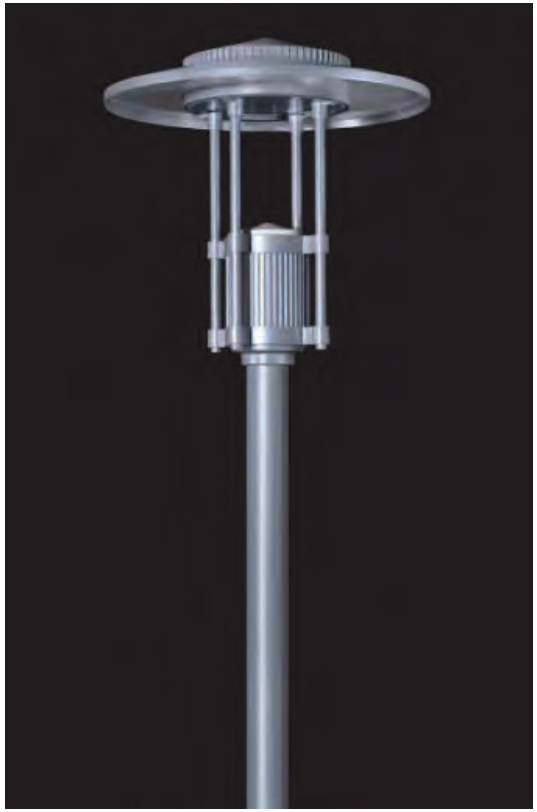
LIGHTING

Overlake Village lighting should be functional and provide visual interest and excitement. A family of fixtures has been selected and locations identified that will serve to illuminate both the roadway and the sidewalk while integrating with the district character.

Traffic signal arms and fixtures should match the character and finish of the street lighting shown here.

Roadway Lighting

- **Manufacturer**–Kim Lighting
- **Model**–Curvilinear Cutoff CCS, double luminaire, arm mount, 21-ft. pole height
- **Finish**–Platinum Silver

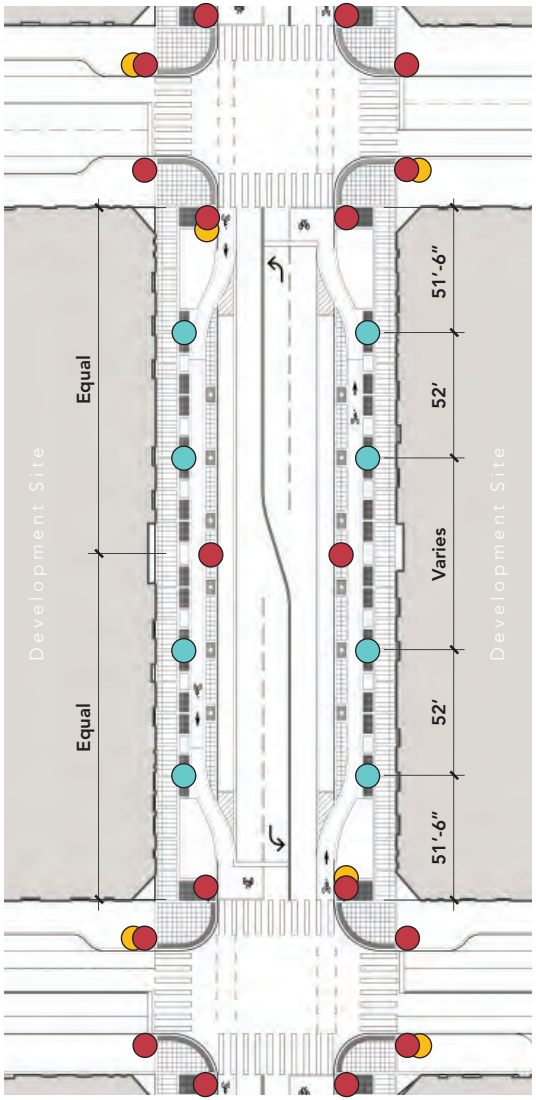


Sidewalk Lighting

- **Manufacturer**–Kim Lighting
- **Model**–Bounce, single luminaire, 10-ft. pole height
- **Finish**–Platinum Silver

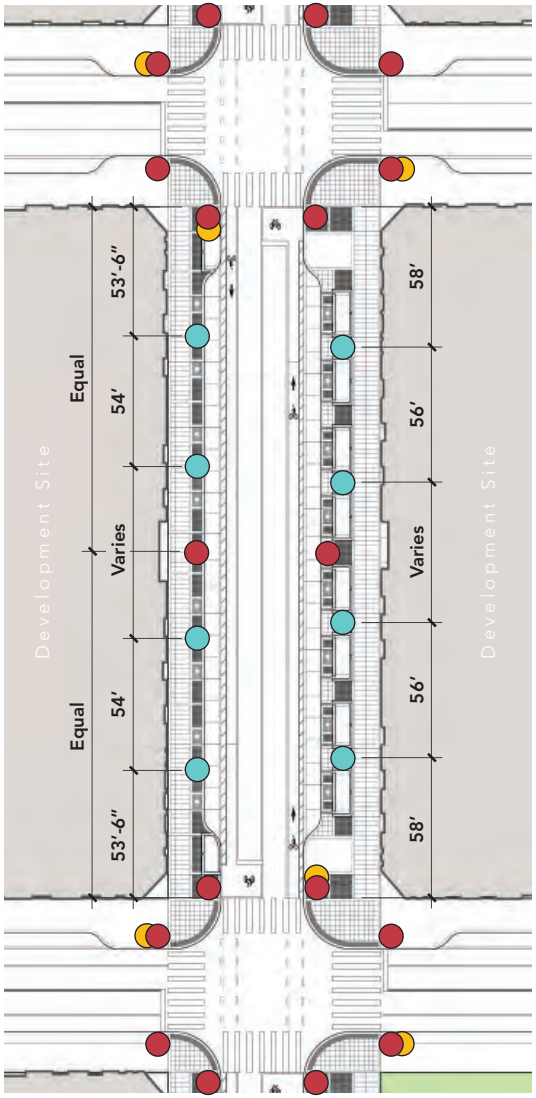
LIGHTING PLANS

Retail Street (152nd Avenue NE)



Roadway Light Fixture
Sidewalk Light Fixture
Potential Traffic Signal Fixture

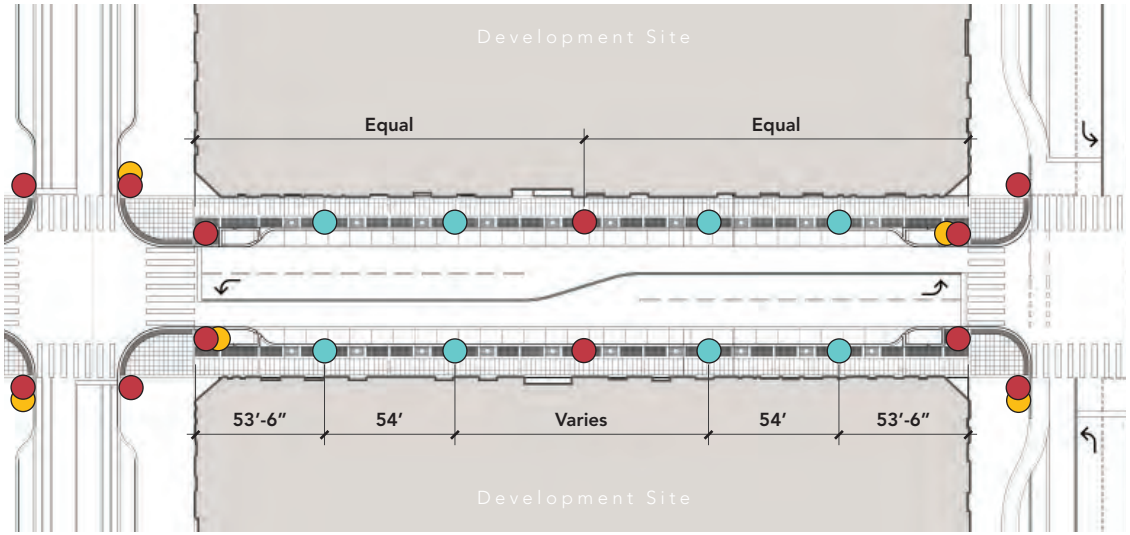
Neighborhood Street
(NE 151st Avenue)



Roadway Light Fixture
Sidewalk Light Fixture
Potential Traffic Signal Fixture

Access Street

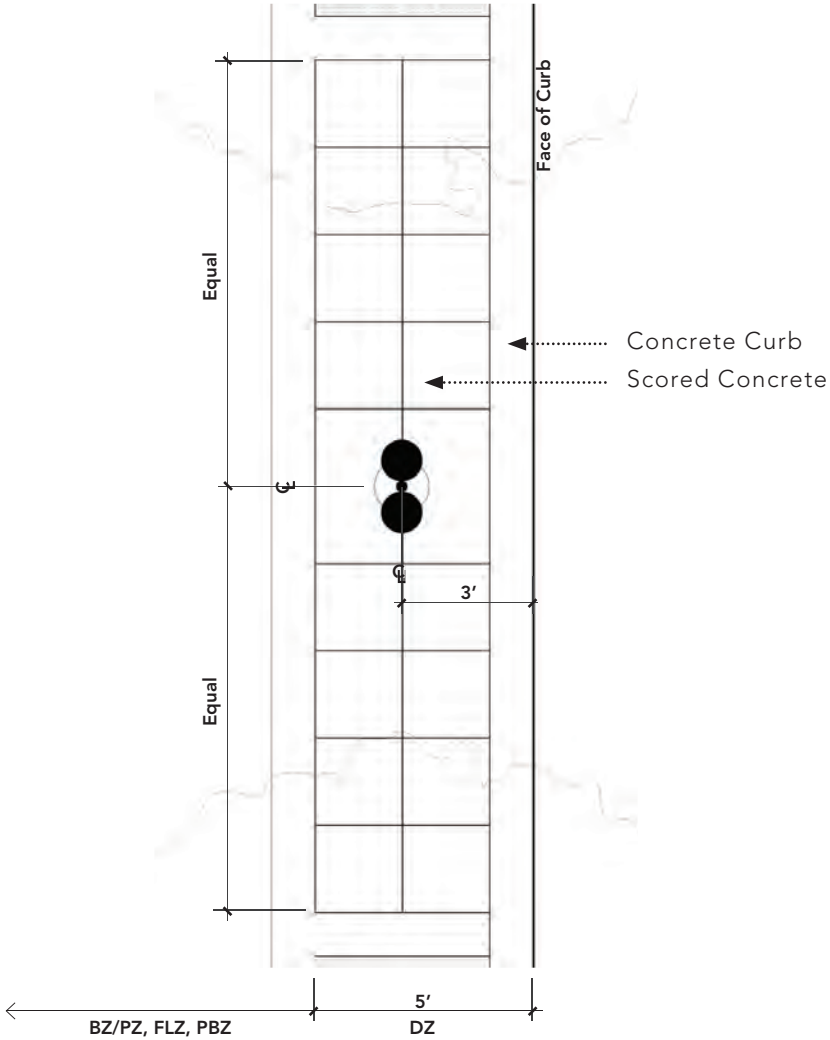
Roadway and sidewalk light fixture locations may be adjusted to accommodate driveway entries.



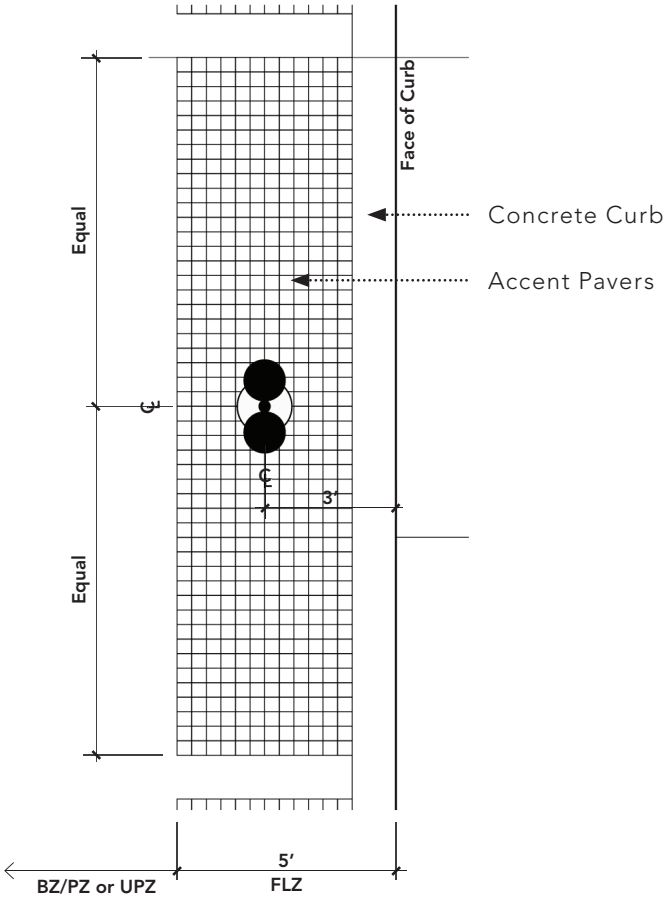
Roadway Light Fixture
Sidewalk Light Fixture
Potential Traffic Signal Fixture

LIGHTING DETAILS

Roadway Light in Door Zone

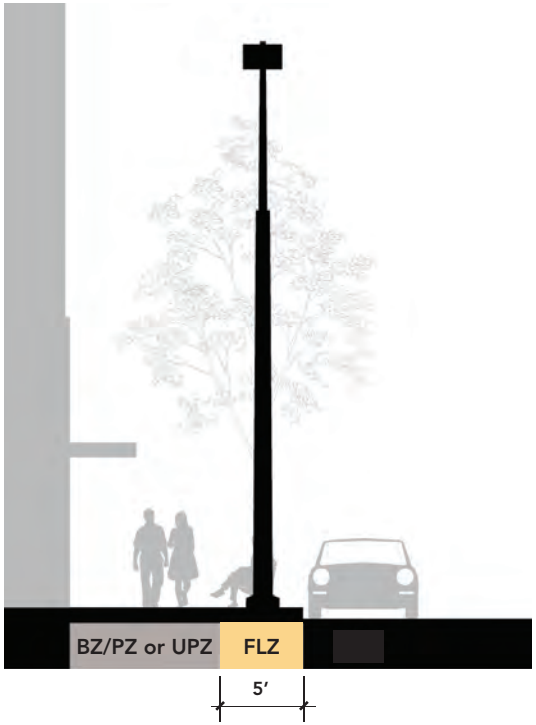


Plan

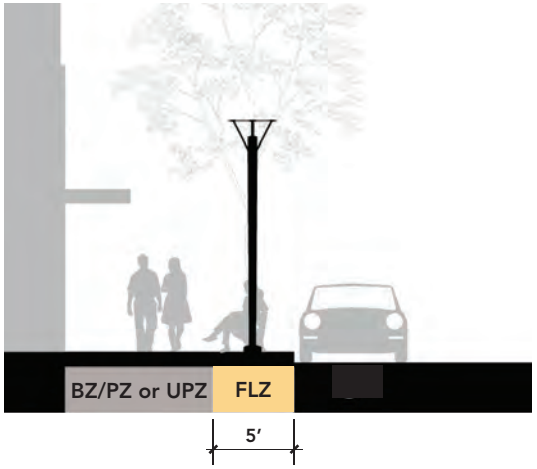


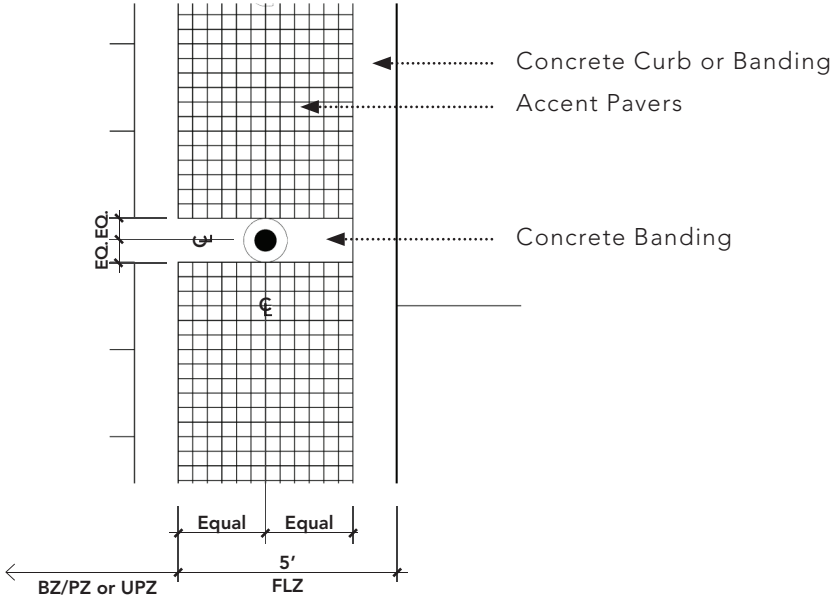
Plan

Roadway Light in Furniture/Landscape Zone

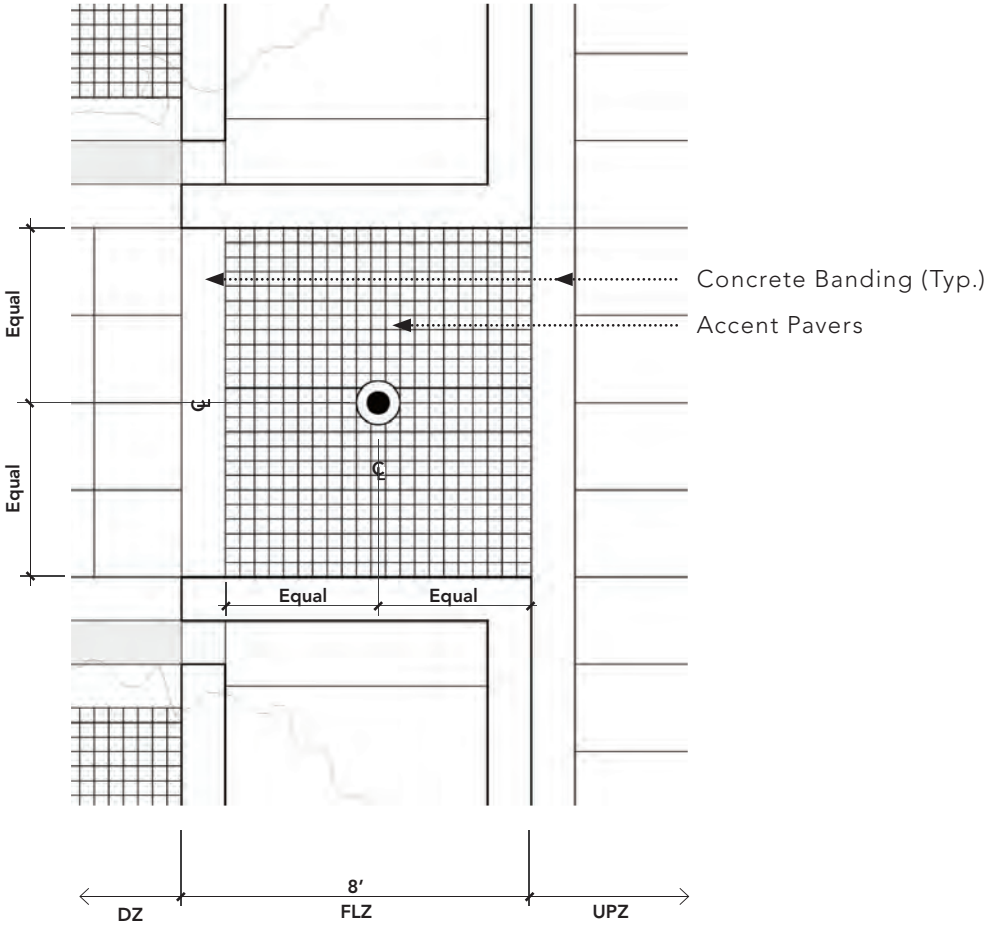


Sidewalk Light in Furniture/Landscape Zone



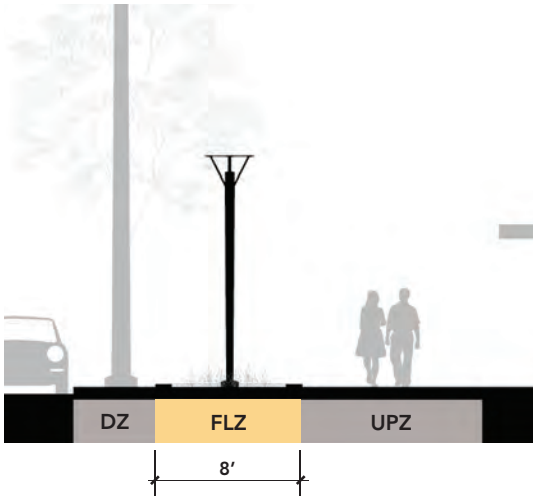


Plan

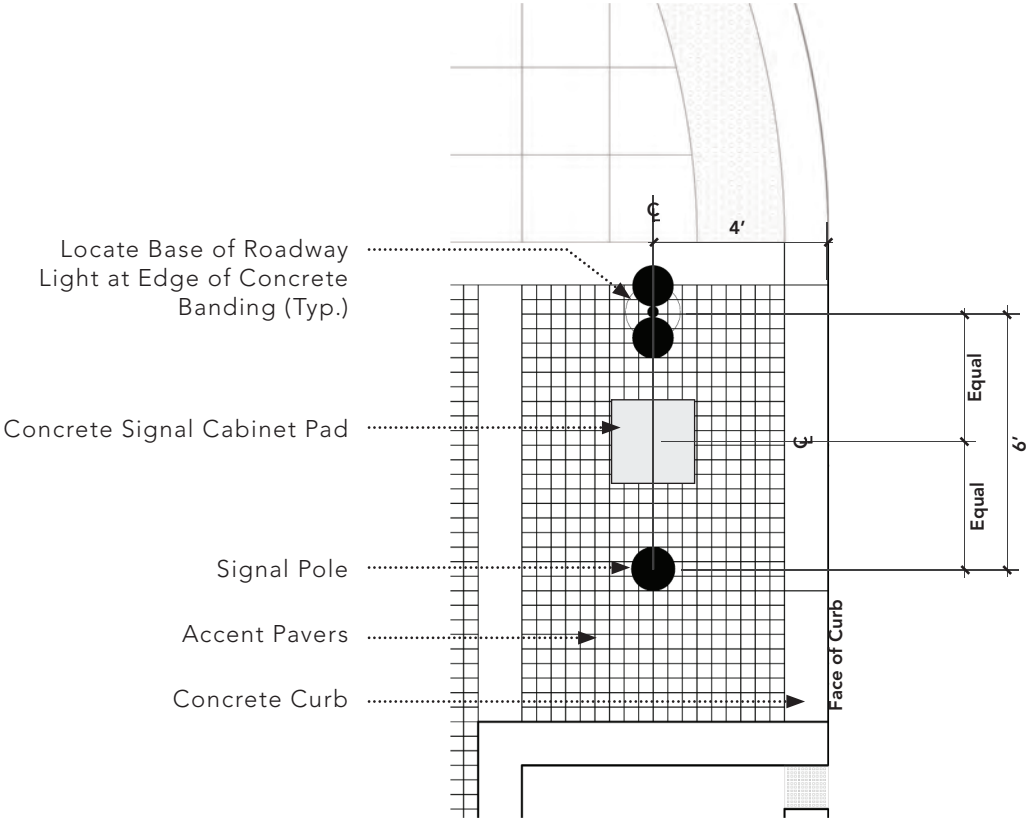


Plan

Sidewalk Light in Furniture/Landscape Zone (Between Rain Gardens)



Roadway Lighting at Intersection with Signal Pole and Signal Cabinet



Plan

FURNISHINGS

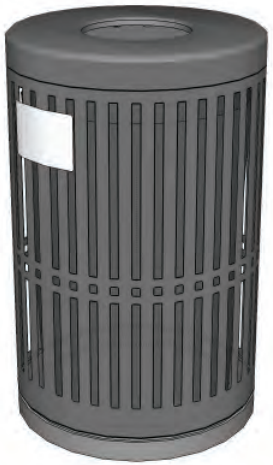
The furnishings and furnishing plans identified on the following pages are examples of acceptable materials and layouts. Developers may submit plans for City of Redmond approval that show other options with alternate locations.

Bench

- **Manufacturer–**Landscape Forms
- **Model–**Park Vue backed, 72″ length, with or without arms, surface mounted
- **Finish–**Silver, powdercoated

Backless Bench

- **Manufacturer–**Landscape Forms
- **Model–**Park Vue backless, 72″ length, no arms, surface mounted
- **Finish–**Silver, powdercoated



Litter and Recycling Receptacles

- **Manufacturer–**Landscape Forms
- **Model–**Chase Park 36-gallon side opening style with keyed door lock, surface mounted
- **Finish–**Silver, powdercoated

Cafe Table

- **Manufacturer–**Landscape Forms
- **Model–**Park Centre 28″ square, surface mount or freestanding
- **Finish–**Silver, powdercoated

Cafe Chair

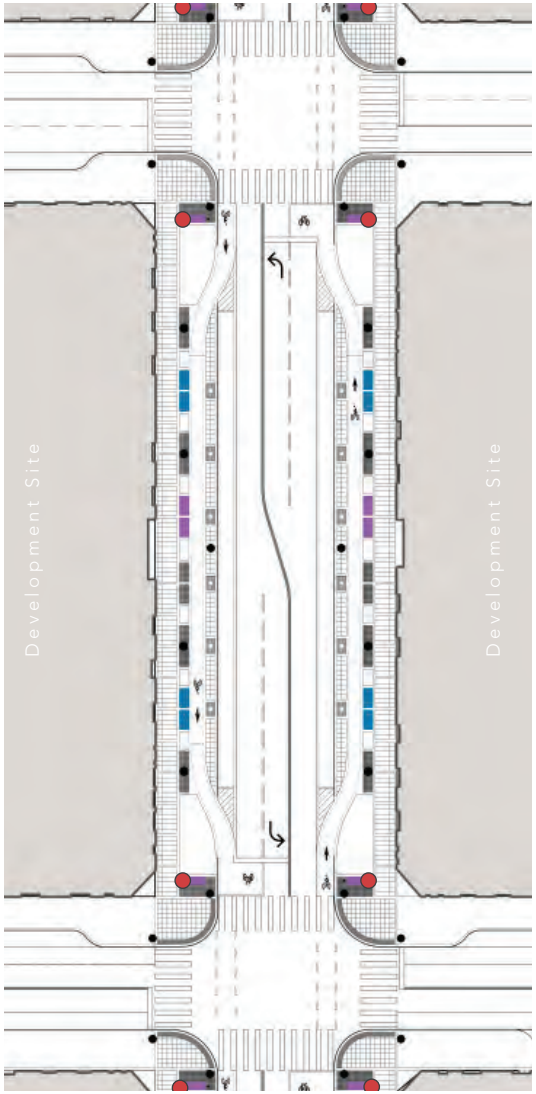
- **Manufacturer–**Landscape Forms
- **Model–**Park Centre, armless
- **Finish–**Silver, powdercoated

Bicycle Rack

- **Manufacturer–**Landscape Forms
- **Model–**Bola, embed mount
- **Finish–**Silver, powdercoated

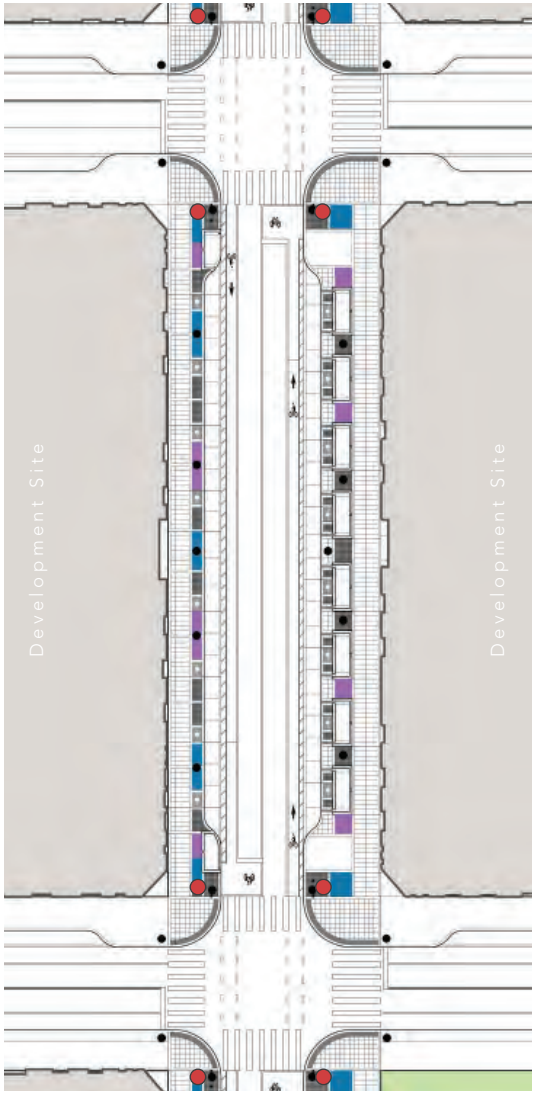
FURNISHINGS PLANS

Retail Street (152nd Avenue NE)



- Bicycle Rack
- Benches
- Litter Receptacle
- Roadway and Sidewalk Light Fixture

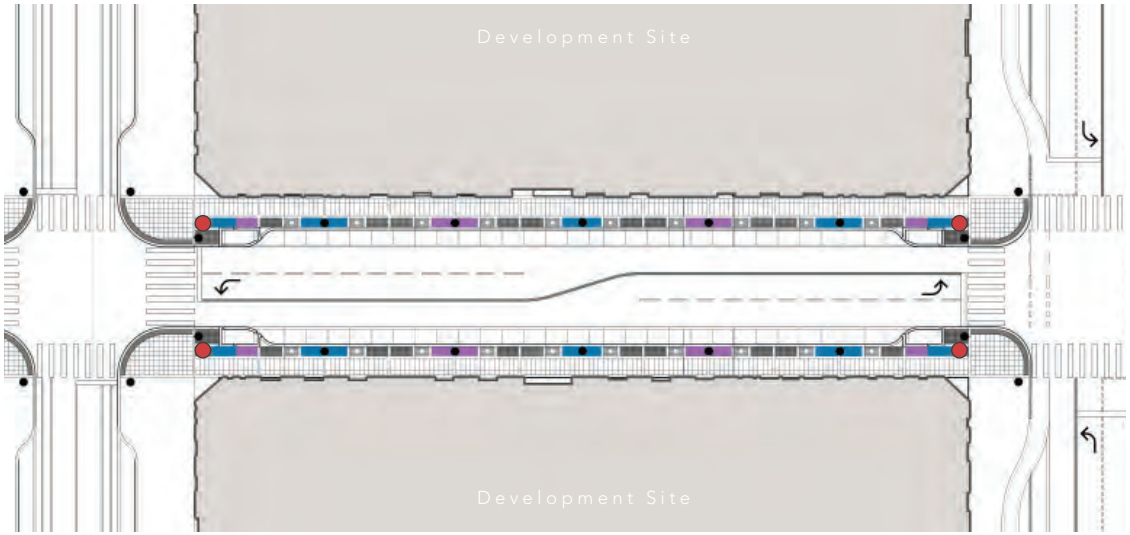
Neighborhood Street
(NE 151st Avenue)



Bicycle Rack
Benches
Litter Receptacle
Roadway and Sidewalk Light Fixture

Access Street

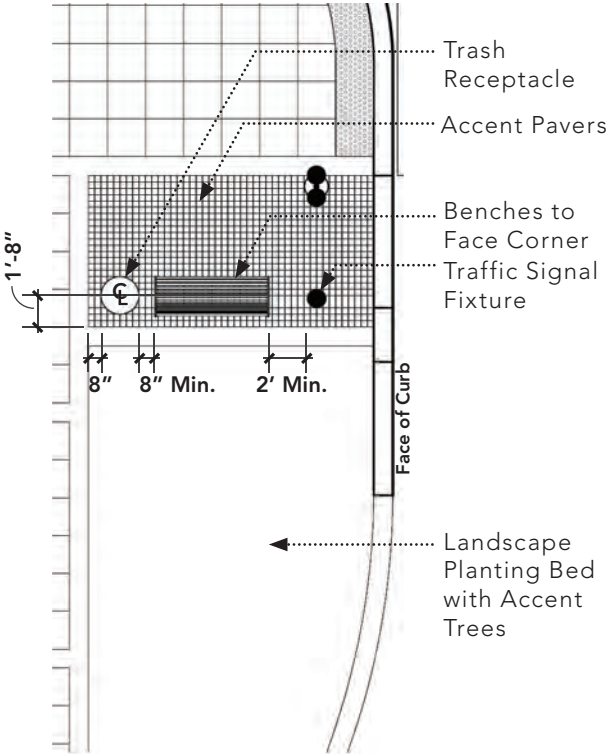
Furniture locations may be adjusted or removed to accommodate driveway entries.



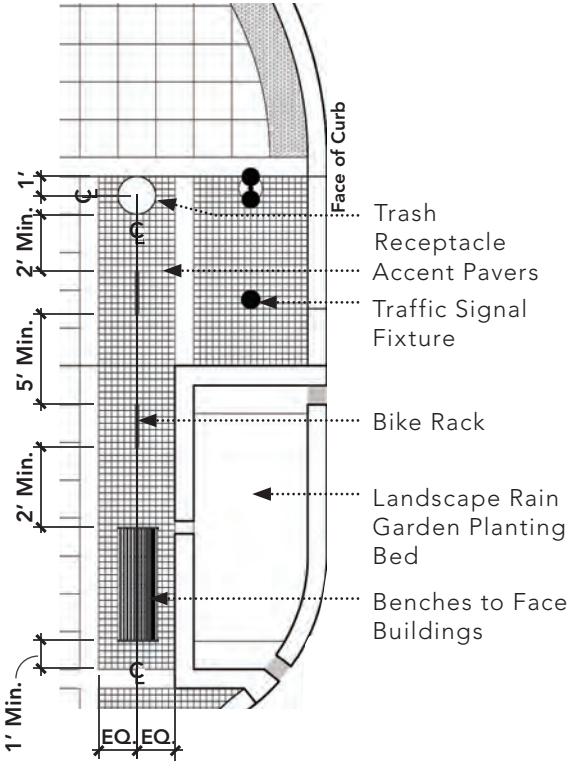
- Bicycle Rack
- Benches
- Litter Receptacle
- Roadway and Sidewalk Light Fixture

FURNISHINGS DETAILS

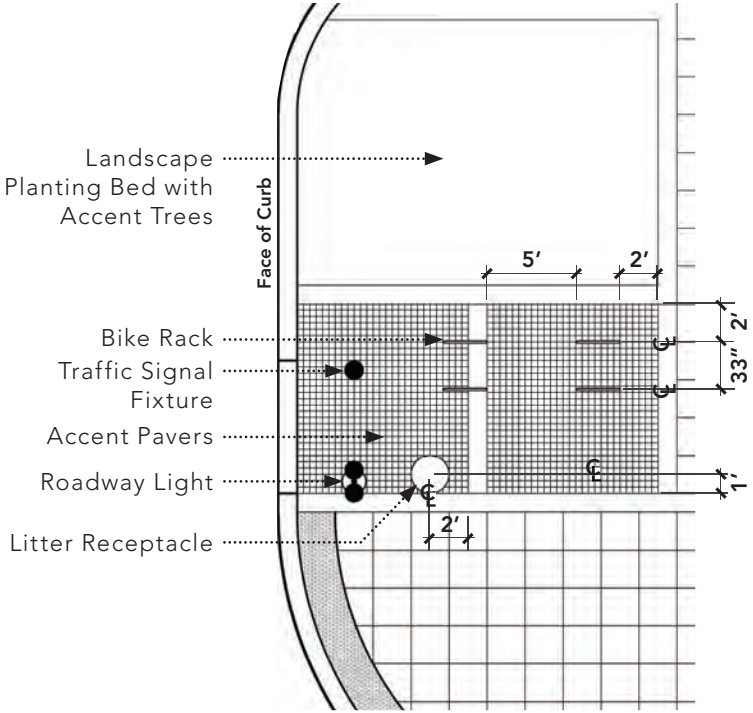
Site Furnishings at Corners



Retail Street

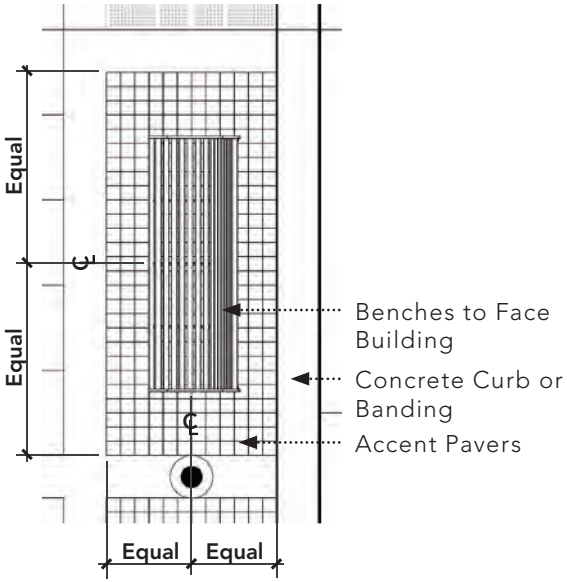


Neighborhood Street *without* Urban Pathway and Access Streets

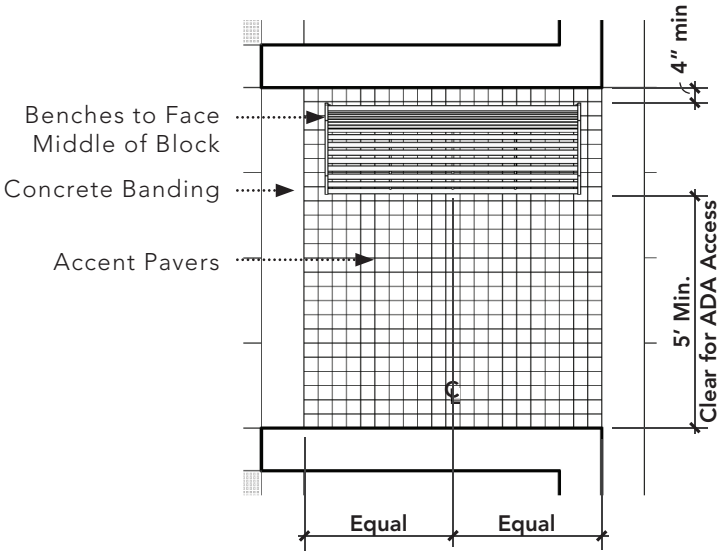


Neighborhood Street *with* Urban Pathway

Benches

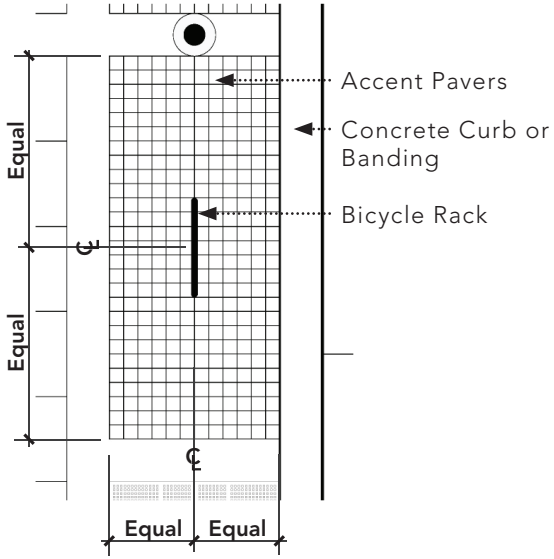


Single Bench

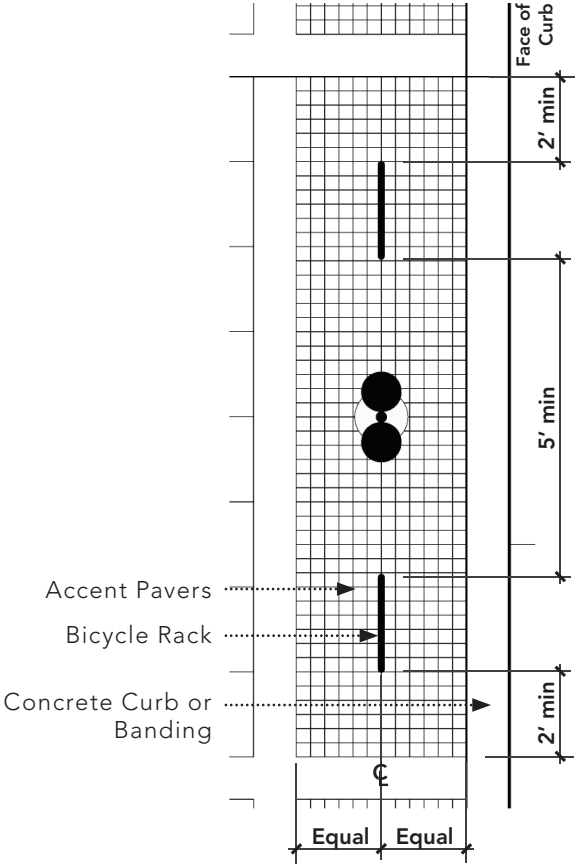


Single Bench at Rain Garden

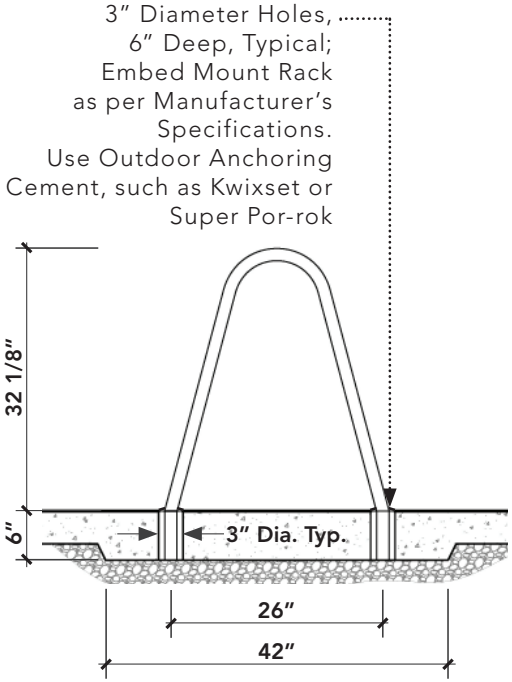
Bicycle Racks



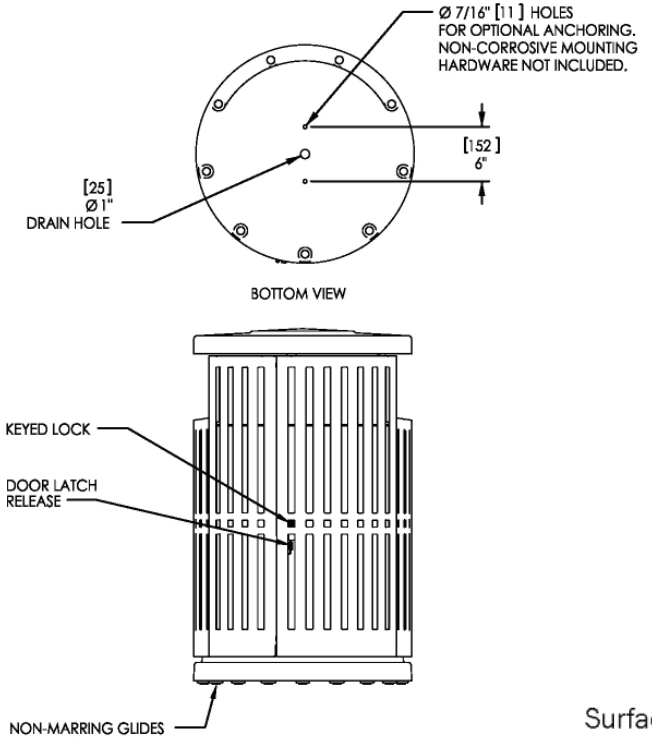
Single Rack



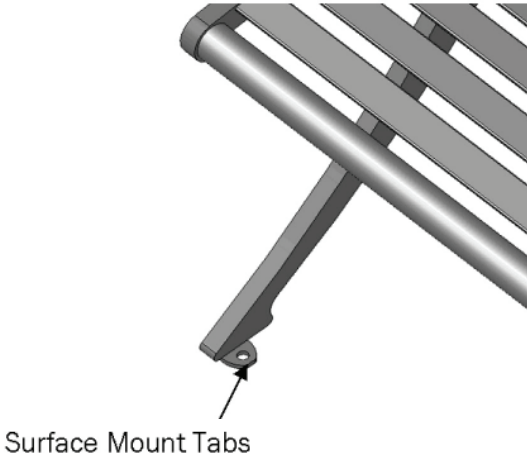
Double Rack at Sidewalk Light



Bicycle Rack Mounting



Litter and Recycling Receptacles



Bench

Canopy Trees

Acer platanoides 'Crimson Sentry'—Crimson Sentry Norway Maple

Acer rubrum 'Bowhall'—Bowhall Red Maple

Carpinus betulus 'Frans Fontaine'—Frans Fontaine Hornbeam

Ginkgo biloba 'Princeton Sentry'—Princeton Sentry Ginkgo

Liriodendron tulipifera 'Fastigiatum'—Columnar Tulip Tree

Zelkova serrulata 'Village Green'—Village Green Zelkova

Accent Trees

Acer griseum—Paperbark Maple

Acer palmatum—Japanese Maple (several varieties would be acceptable)

Cercis canadensis—*Eastern* Redbud

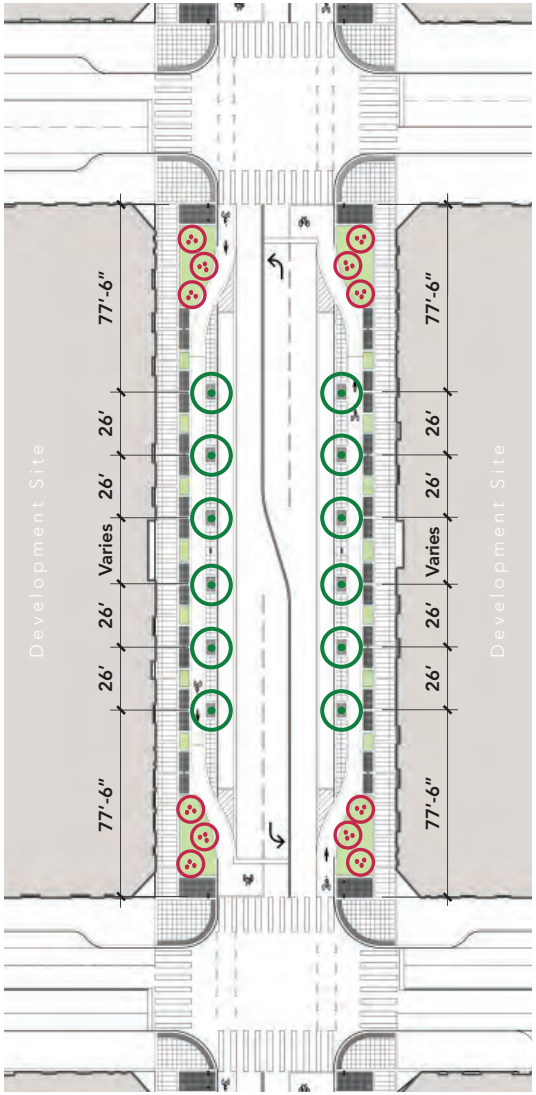
Halesia carolina—Silver Bell

Magnolia grandiflora 'Little Gem'—Little Gem Southern Magnolia

Parrotia persica—Persian Parrotia

LANDSCAPE PLANS

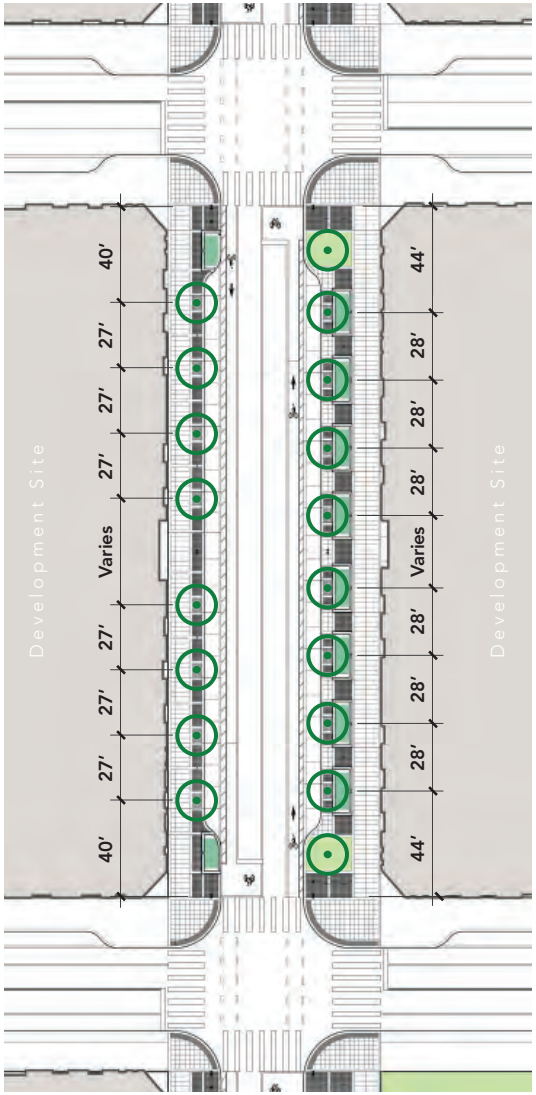
Retail Street (152nd Avenue NE)



Canopy Trees

Accent Trees

Shrubs and Groundcover Planting Beds



Neighborhood Street (NE 151st Avenue)

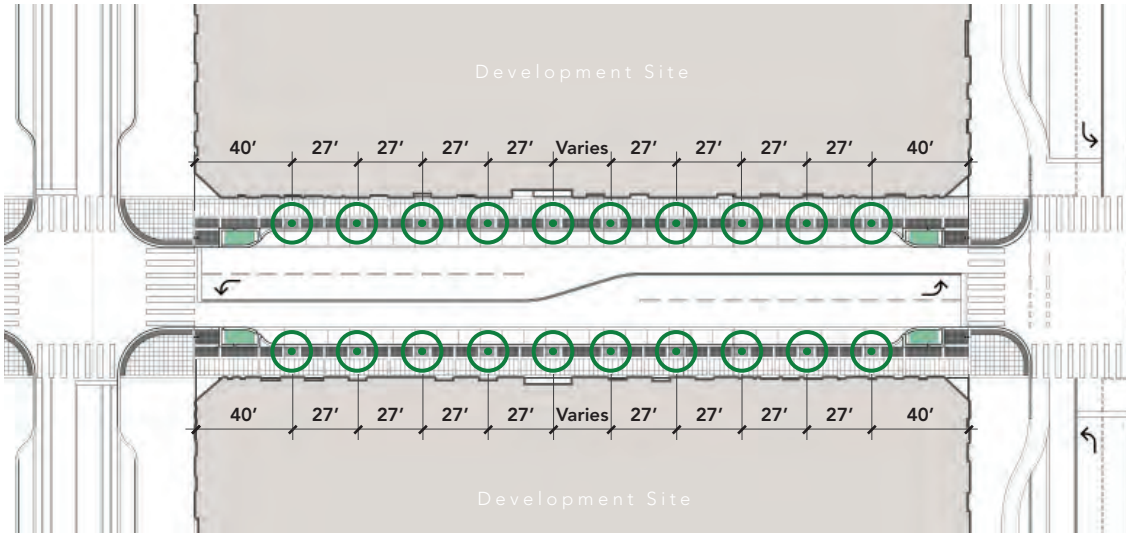
Canopy Trees

Rain Gardens

Shrubs and Groundcover Planting Beds

Access Street

Canopy trees and corresponding tree wells with tree grates may be removed to accommodate driveway entries.

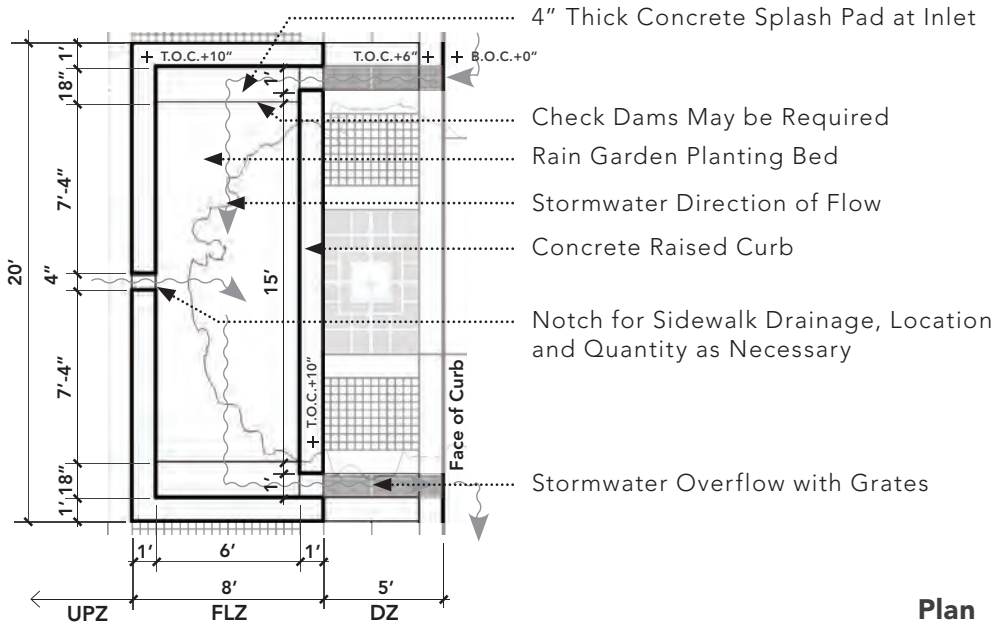


Canopy Trees

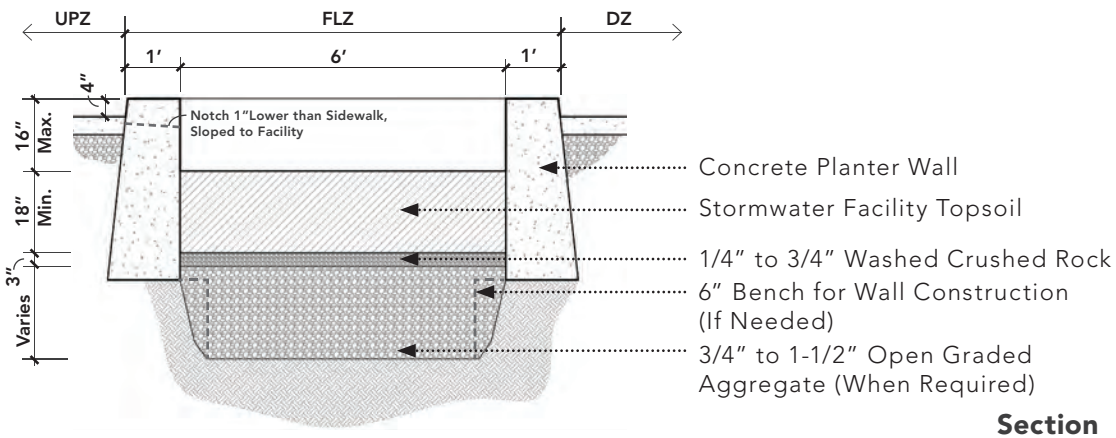
Rain Gardens

LANDSCAPE DETAILS

Neighborhood Street Sidewalk with Rain Garden Section

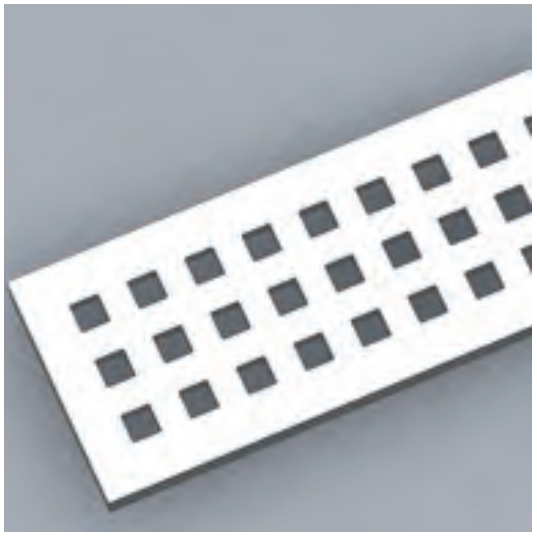


Plan



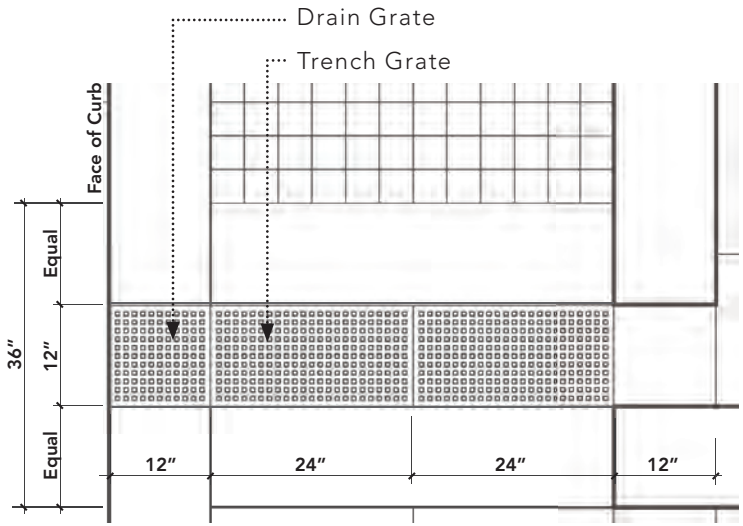
Section

Trench and Drain Grates



Trench/Drain Grates

- **Manufacturer**–Ironsmith
- **Model**–Market Street, size as required
- **Finish**–Cast aluminum, standard brush finish



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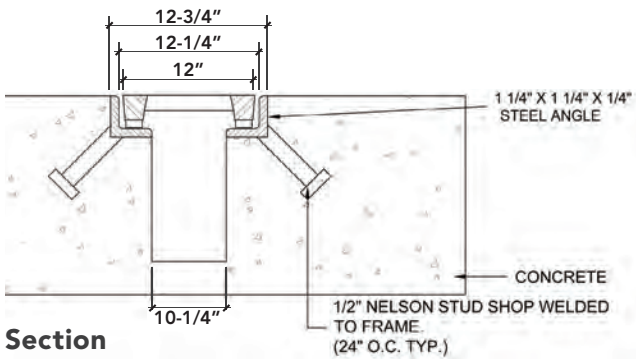
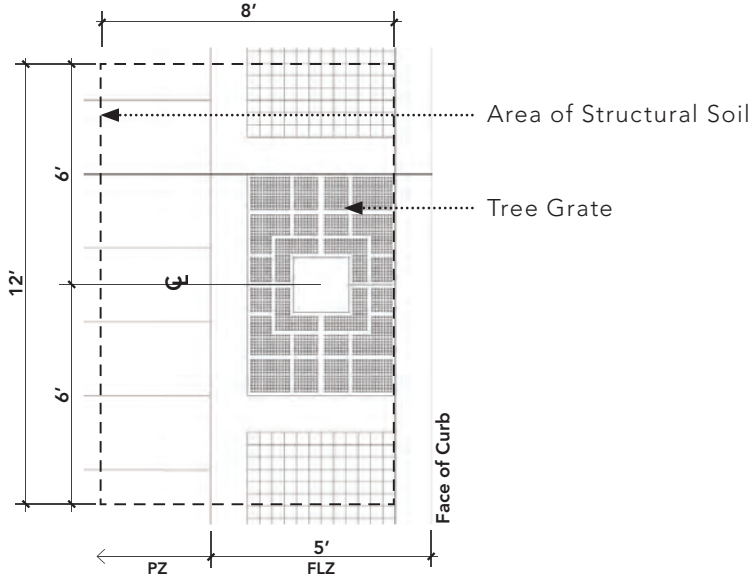
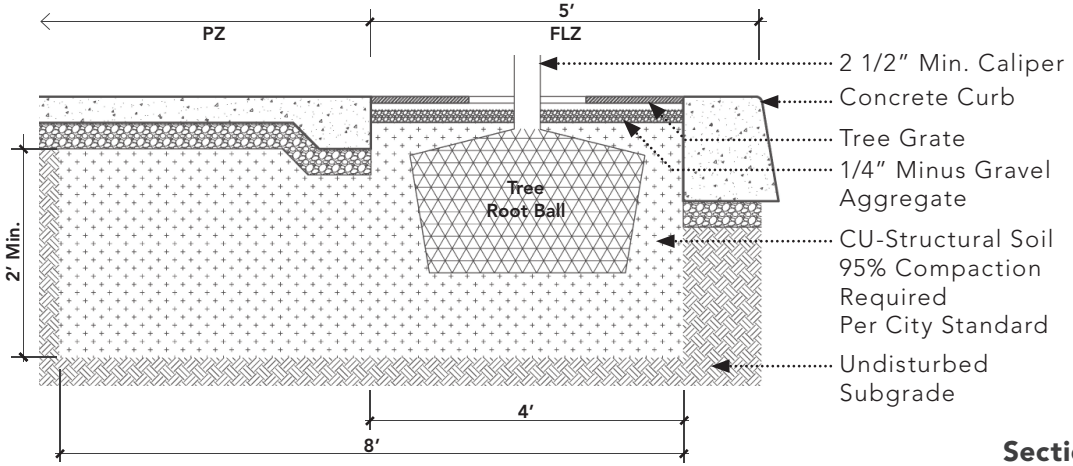


Section

Grated Tree Well with Structural Soil



Plan



Section

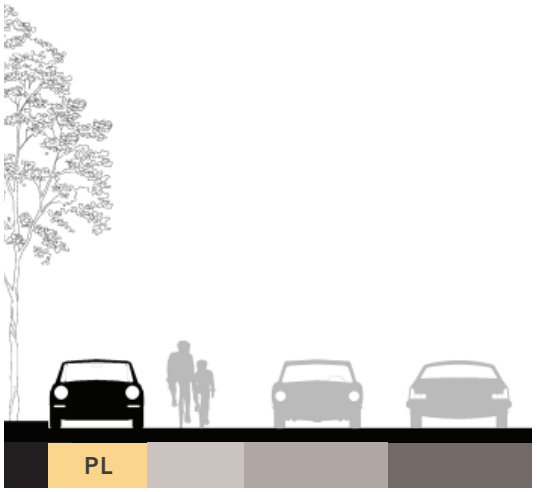
ROADWAY LANES

Roadways are the area between curb faces and are comprised of functional lanes that define the use of the roadway for bike and auto through-travel and curbside parking.

Roadway lanes provide:

- Automobile, transit and bicycle movement within the Village street grid
- Curbside parking for short, and long term use

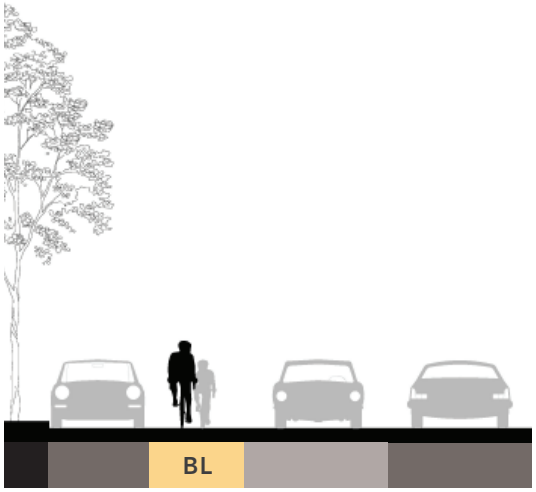
The diagrams below and on the following page define the function and arrangement of lanes within the roadway for standard sections of each street type.



Parking Lane (PL)

Located adjacent to the curb, this zone is provided for parallel vehicle parking, loading, and drop-off.

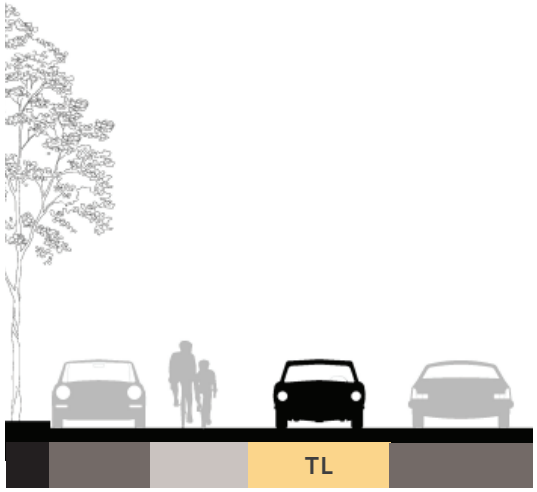
Size: 7 to 7.5 feet; stall length 20 to 22 feet



Bike Lane (BL)

A striped portion of the roadway located adjacent to the parking zone and/or curbside that is exclusively for bicycle use.

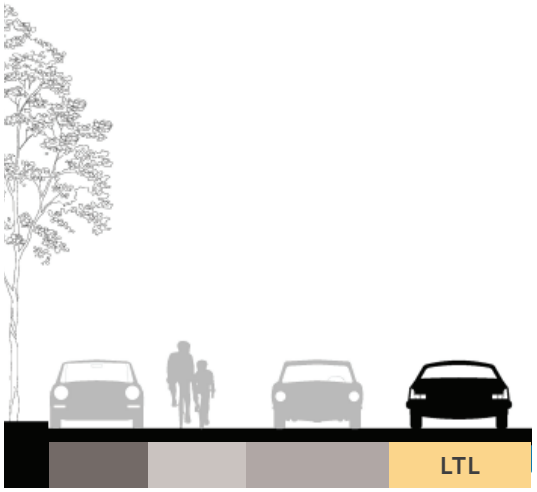
Size: 7 feet



Travel Lane (TL)

A continuous zone for vehicle through-traffic; can be exclusive or combined with left or right turn movements; Travel lanes may also accommodate bicycle travel.

Size: 10 to 11 feet



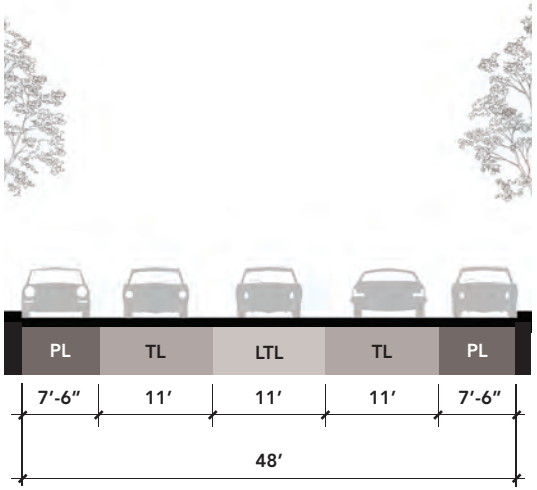
Left Turn Lane (LTL)

A lane designated exclusively for vehicles turning left, typically located in the center of a two-way street; length of lane will be determined by traffic analysis.

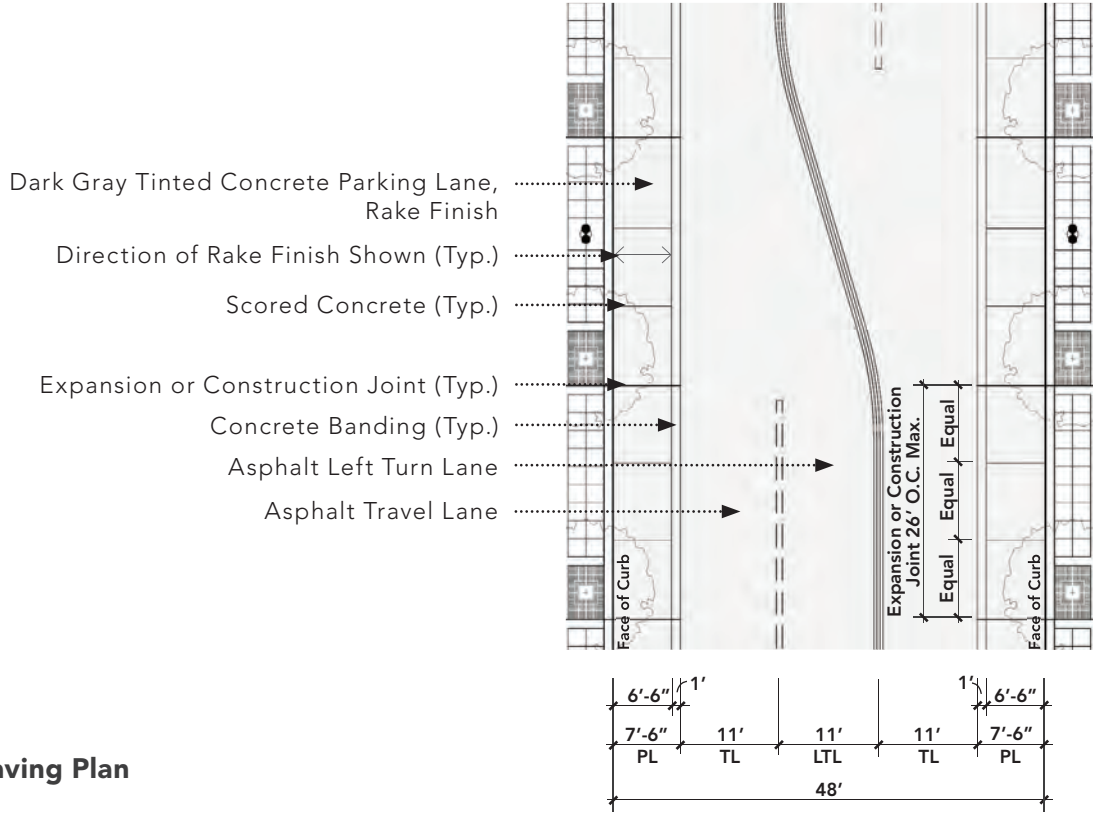
Size: 10 to 11 feet

ROADWAY PLANS

RETAIL STREET

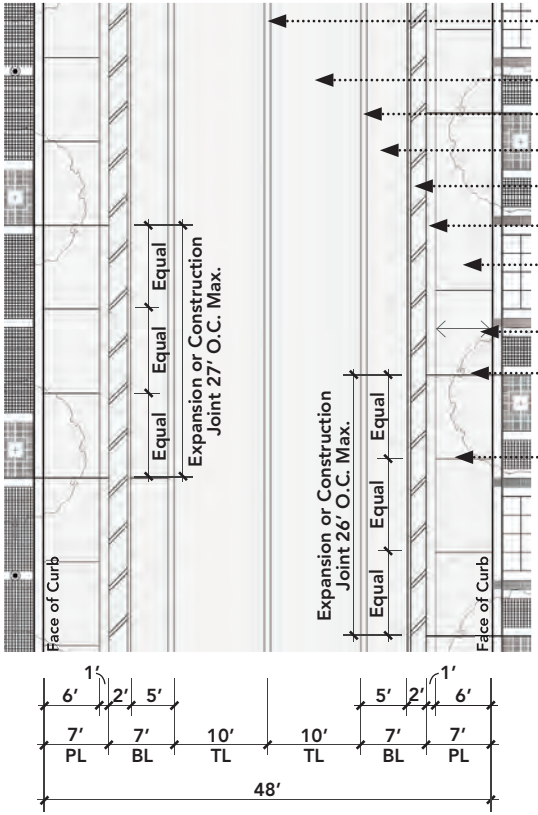


Lanes



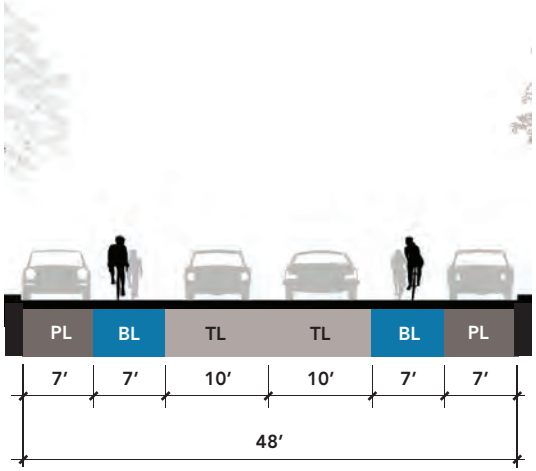
Paving Plan

NEIGHBORHOOD STREET



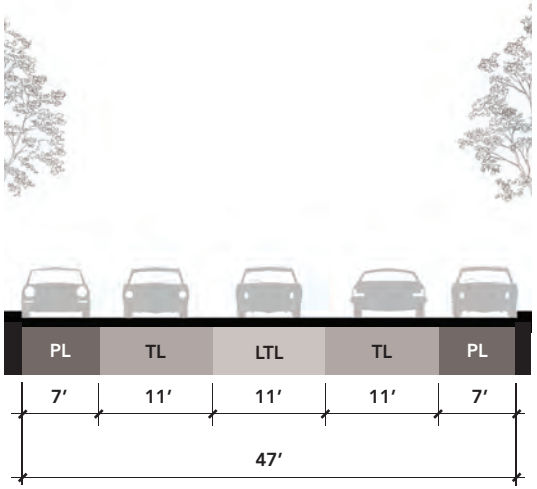
- Opposing Traffic Painted Stripe Per City Standard
- Asphalt Travel Lane
- Bike Lane Stripe on Asphalt
- Asphalt Bike Lane
- Shy-Zone Striping on Asphalt
- Concrete Banding (Typ.)
- Dark Gray Tinted Concrete Parking Lane, Rake Finish
- Direction of Rake Finish Shown (Typ.)
- Expansion or Construction Joint (Typ.)
- Scored Concrete (Typ.)

Paving Plan

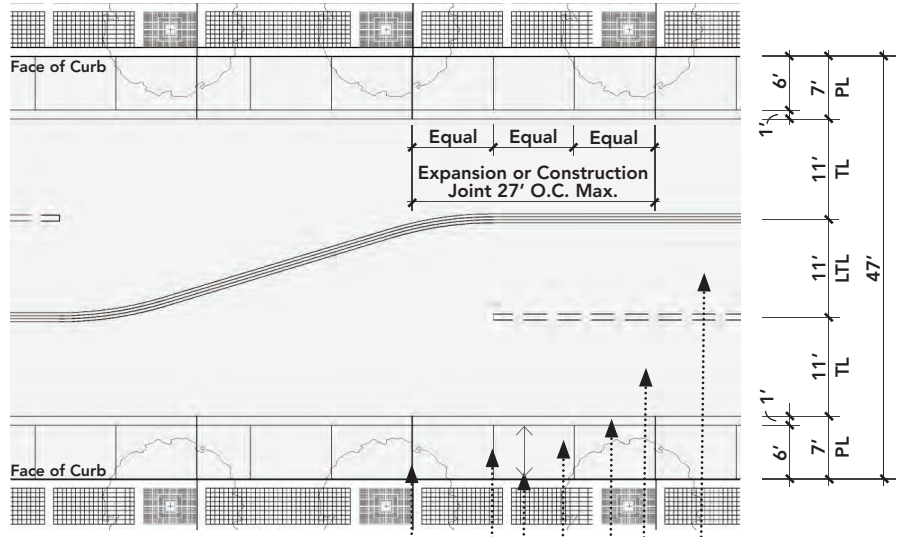


Lanes

ACCESS STREET *WITHOUT* BIKE LANES



Lanes



Expansion or Construction Joint (Typ.)

Scored Concrete (Typ.)

Direction of Rake Finish Shown (Typ.)

Dark Gray Tinted Concrete Parking Lane, Rake Finish

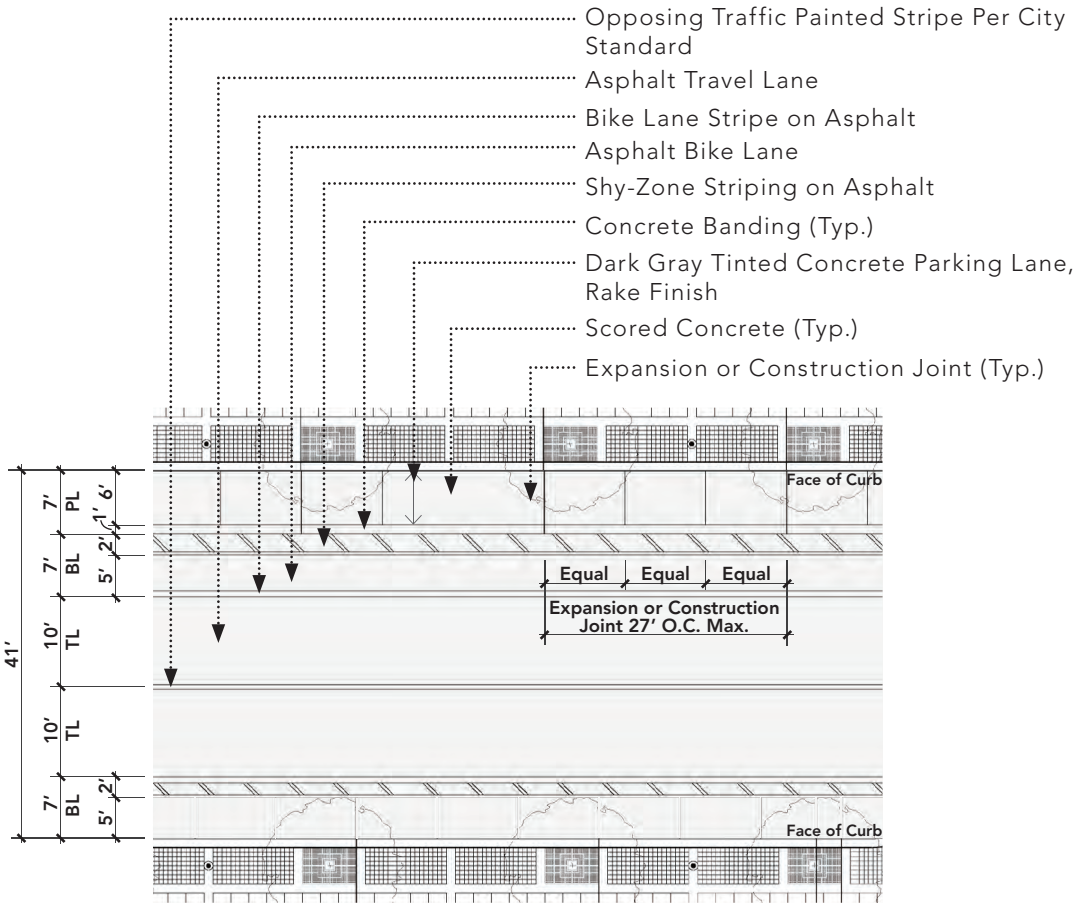
Concrete Banding (Typ.)

Asphalt Travel Lane

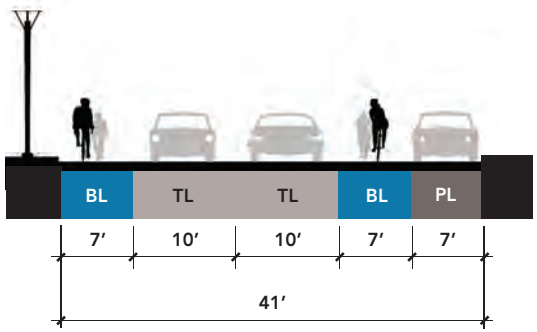
Asphalt Left Turn Lane

Paving Plan

ACCESS STREET *WITH* BIKE LANES



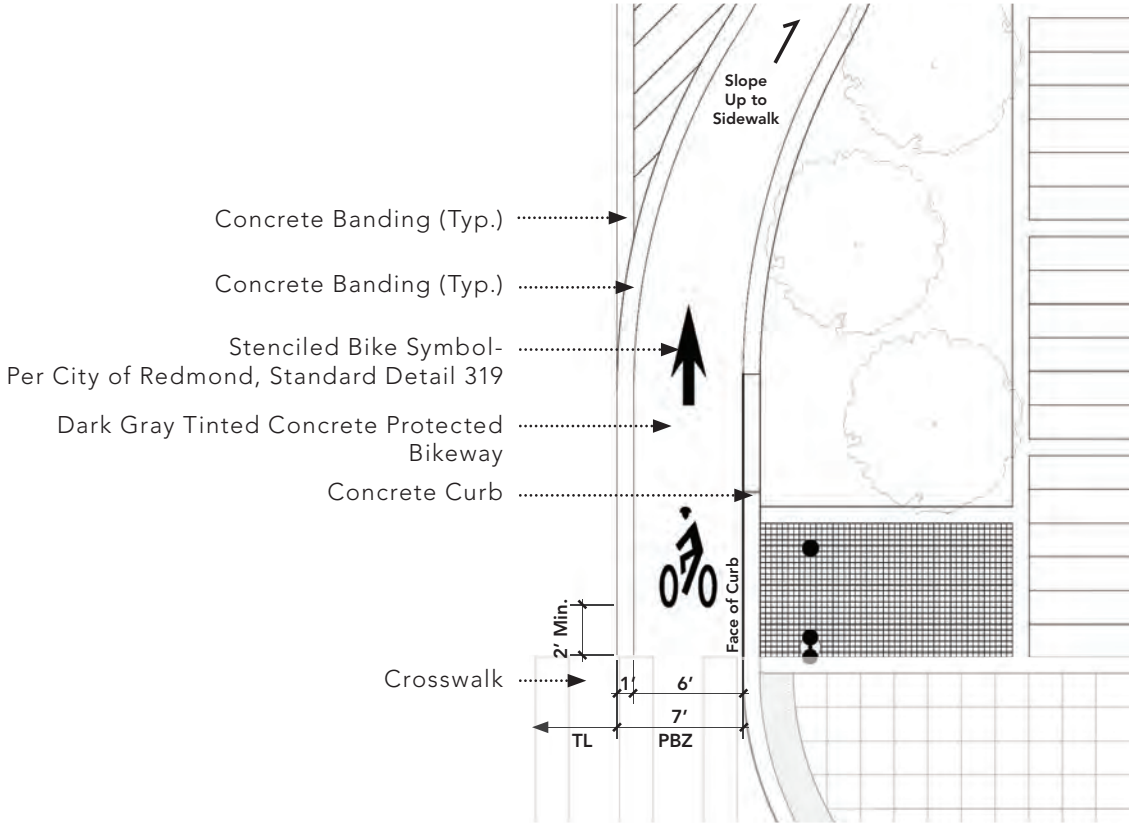
Paving Plan



Lanes

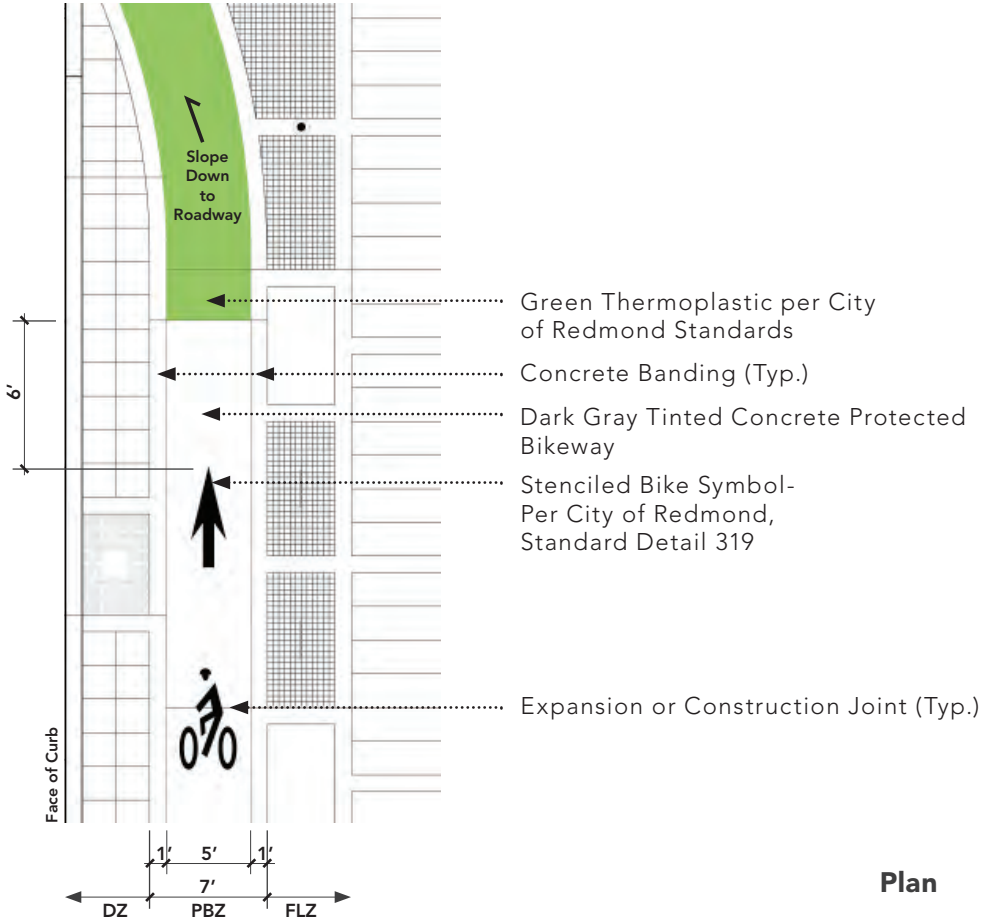
ROADWAY DETAILS

PROTECTED BIKEWAY AT CURB EXTENSION



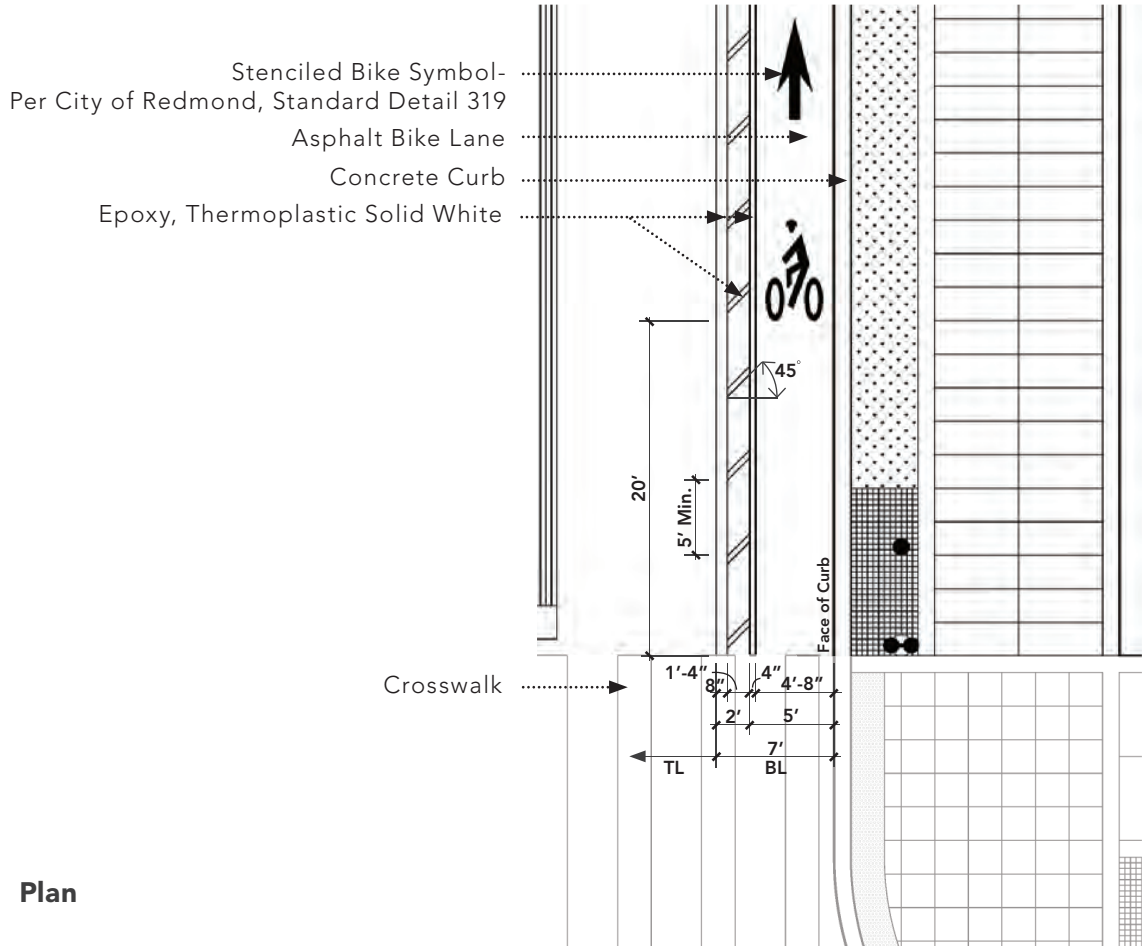
Plan

PROTECTED BIKEWAY AT SIDEWALK



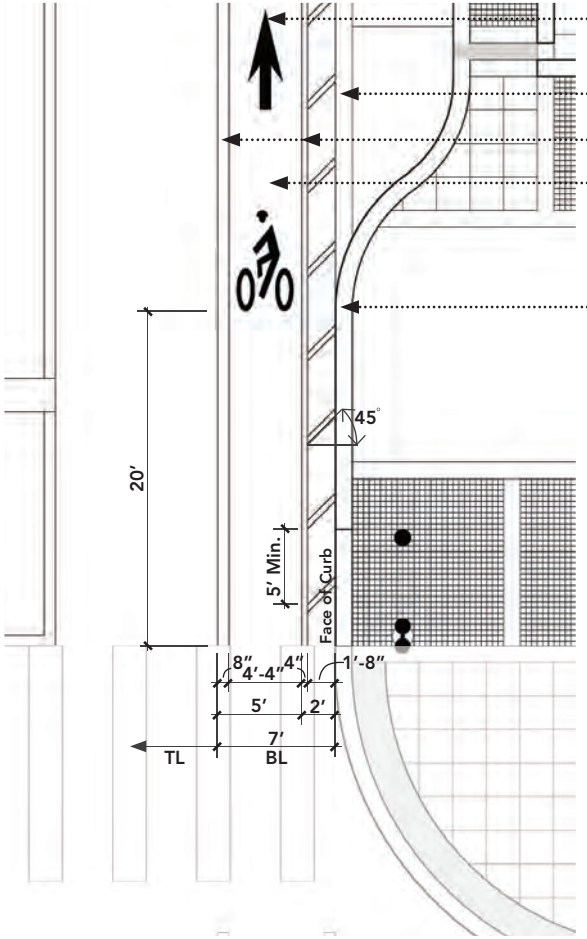
Plan

BIKE LANE ALONG CURB



Plan

BIKE LANE ALONG PARKING LANE



Stenciled Bike Symbol-
Per City of Redmond, Standard Detail 319

Concrete Banding (Typ.)

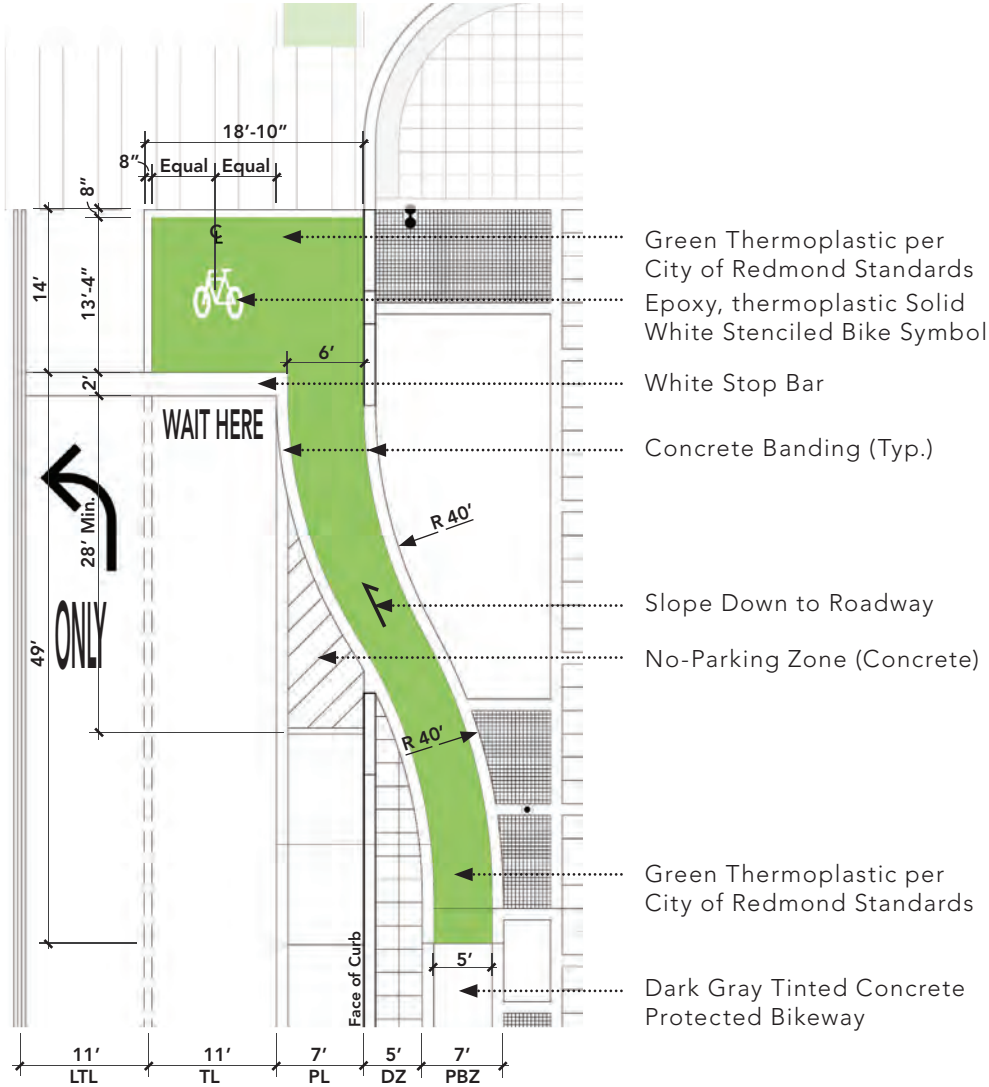
Epoxy, Thermoplastic Solid White

Asphalt Bike Lane

Concrete Curb

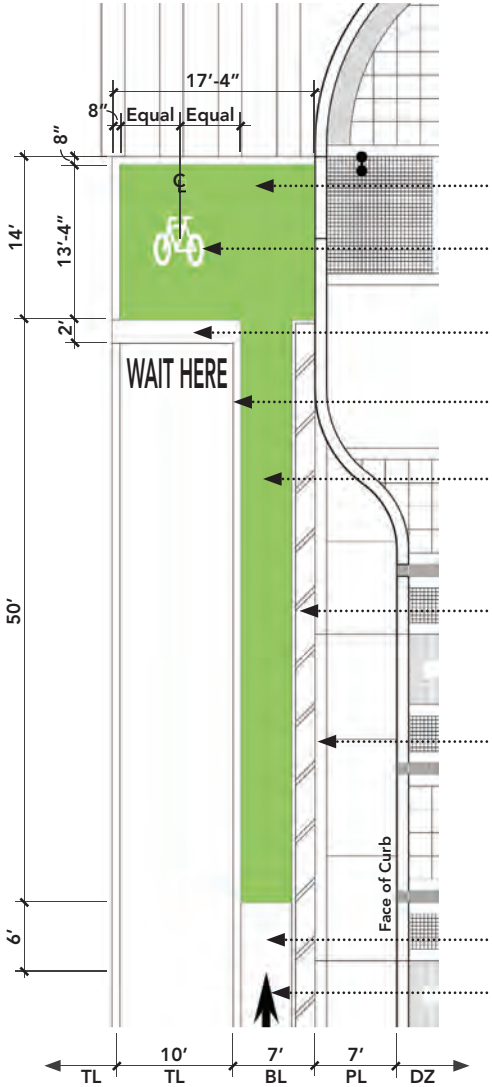
Plan

PROTECTED BIKEWAY AT BIKE BOX



Plan

BIKE LANE AT BIKE BOX



Green Thermoplastic per City of Redmond Standards

Epoxy, thermoplastic Solid White Stenciled Bike Symbol

White Stop Bar

Epoxy, thermoplastic Solid White

Thermoplastic Blue Premark 20/20 Flex 125 mil.

2' Shy-Zone Striping on Asphalt

Concrete Banding (Typ.)

Asphalt Bike Lane

Stenciled Bike Symbol-
Per City of Redmond, Standard Detail 319

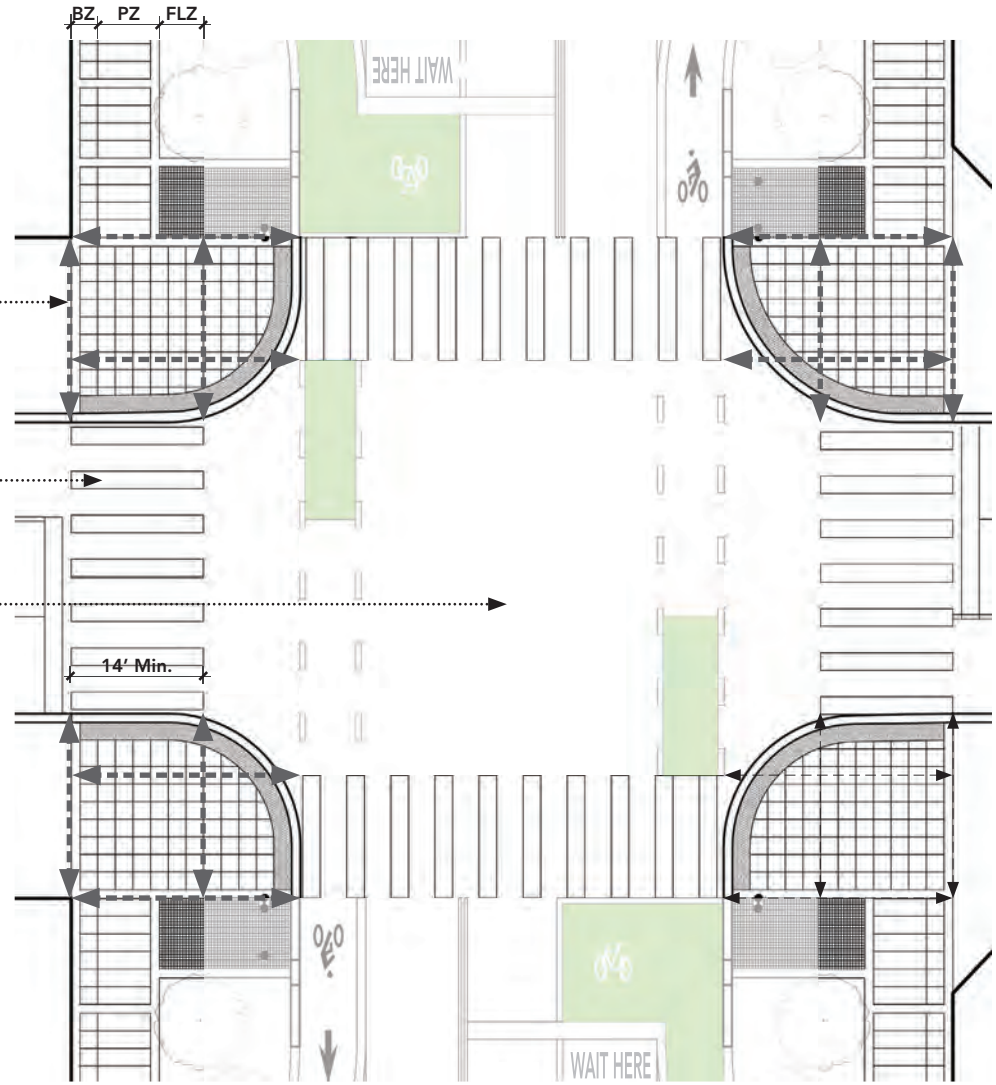
Plan

CROSSWALKS AT INTERSECTIONS

Align Crosswalks with the Combined-Building Zone (BZ), Pedestrian Zone (PZ) and Furniture Landscape Zone (FLZ); or Urban Pathway Zone (UPZ) and Furniture Landscape Zone (FLZ)

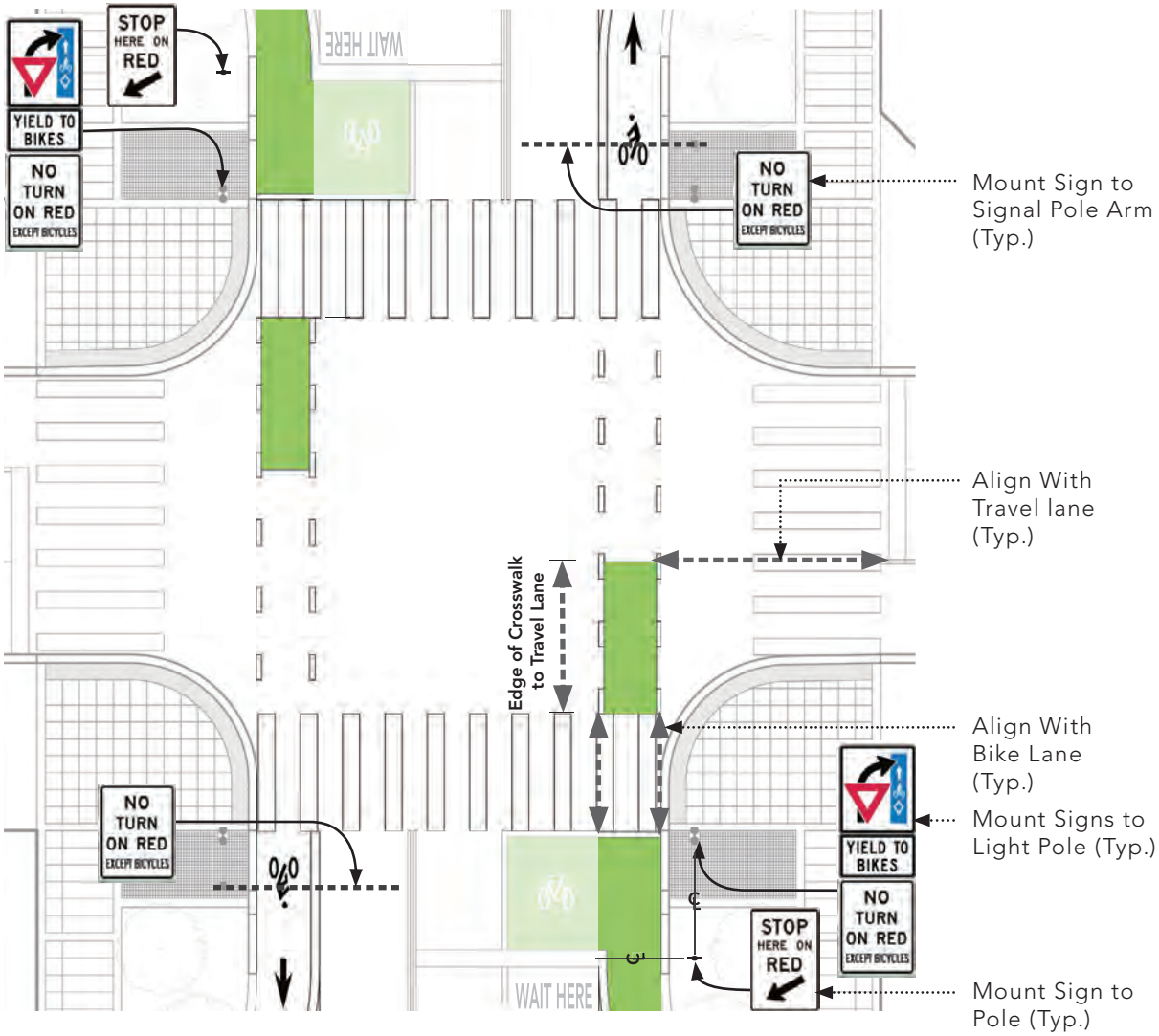
Staggered Continental Crosswalks and Stop Bar Per City of Redmond, Standard Details 311B. (Sidewalk Line Should Be a Min. 14')

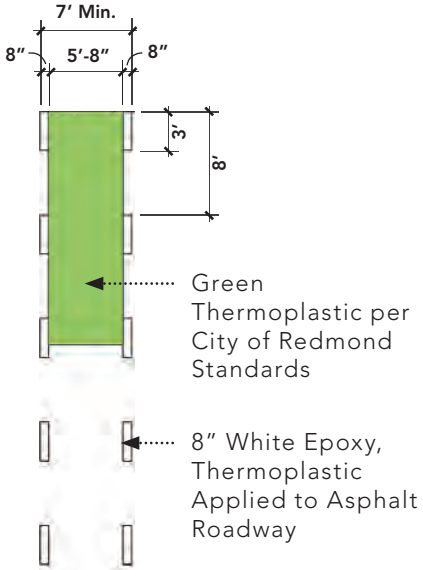
Asphalt (Typ.)



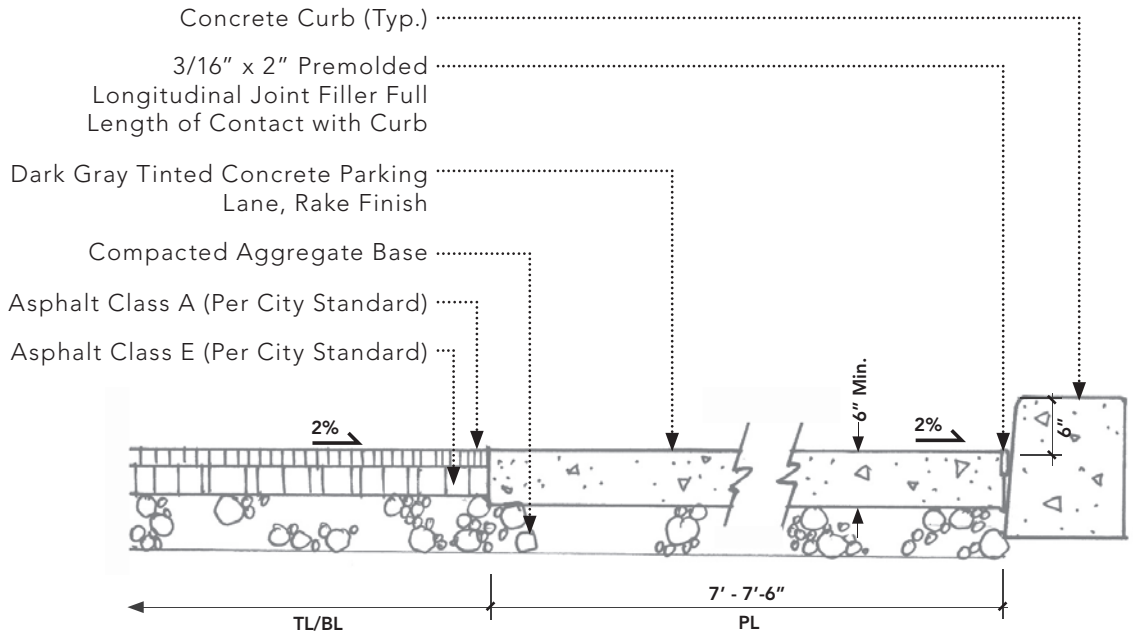
Plan

BIKE LANES AT INTERSECTIONS





PARKING LANE



Section

IMPLEMENTATION STRATEGY

OVERVIEW

Priority Projects

The priority projects will stimulate Overlake Village investment and support development efforts over time. Priority projects will be constructed in a phased approach over time and will include both public and private funding and partnerships.

Four priority projects have been identified for Overlake Village:

1. **Station Area**
2. **Overlake Village Access**
3. **Retail Street (152nd Avenue NE)**
4. **North Village Park**

Other Projects

The streets necessary to complete the Overlake Village grid will be privately funded and constructed by owners and developers of adjacent properties.

OVERLAKE VILLAGE LRT STATION

The Sound Transit light rail transit (LRT) station will be located parallel and adjacent to the SR-520 right-of-way between 151st and 152nd Avenues NE. The station is anticipated to be an integral component of Overlake Village.

For this to occur, the design of the station should be developed in concert with the adjacent station area and 152nd Avenue NE retail street projects. Due to the planned schedule for construction of the EastLink corridor, many of the priority projects identified in this implementation strategy are likely to be constructed prior to, or concurrently with, the Overlake Village station.

Sound Transit's environmental analysis does not require or anticipate funding for acoustic separation between the station platform and SR-520 for the benefit of transit patrons. However, acoustic treatment in the vicinity of the station platform is recommended to create a comfortable and safe development environment that will attract near-by retail customers and residents. Acoustic treatments should be constructed by the public and/or private sector.

Sound Transit should consider the following criteria in the design of the Overlake Village station:

- Locate platform at grade
- Provide side-loaded platforms
- Provide embedded trackway between 152nd Avenue NE and Overlake Access Street
- Provide enhanced weather protection over entire station platform that contributes to the desired station area 'wow'
- Provide access at each end of the station platform
- Locate development site for an approximately 5,000 sf bike station or retail pavilion adjacent to the pedestrian/bike bridge touchdown
- Integrate station design with SR-520 pedestrian/bicycle bridge design
- Provide public art as an integral element of the station's design
- Coordinate all paving, lighting and furniture with the Station Area project design

STATION AREA

The Station Area project provides a gathering space at the station's 'front door' and pedestrian, bicycle, and vehicular access to and from surrounding destinations. The project also incorporates a regional stormwater facility.

Design Requirements

The Station Area project is comprised of four components which should be designed as an integrated whole and closely coordinated with Sound Transit's design work for the Overlake Village station.

- Plaza
- Plaza Street
- Stormwater Vault
- Pedestrian/Bicycle Bridge

Design integration of these components will ensure that access to the station is seamless for all modes and will establish a unified identity with a consistent palette of design motifs, materials and furnishings, and public art.

Plaza

The Plaza is Overlake Village's central destination and the 'front door' for visitors arriving by light rail. The plaza should be an open, flat, paved surface surrounded by active storefront shops and restaurants. The Plaza should meet the following design criteria:

- Designed simply and elegantly without fixed elements, such raised stages and platforms, that may limit flexible use
- Accessible by trucks or other vehicles as required for event set-up or servicing
- Acts as a forecourt for the retail and commercial uses along the southern edge
- Serves as a space for sitting and viewing
- Accommodates pedestrian and bicycle movement
- Incorporates predominantly paved surfaces with minimal changes in elevation, steps or other barriers
- Accommodates flexible use and supports safety at all hours
- All paving, lighting and furniture is coordinated with the plaza street and station designs
- Accomodates maintenance access to the stormwater vault beneath the plaza

Plaza Street

The Plaza Street provides direct vehicle, bike, and pedestrian access to the station from 151st and 152nd Avenues NE and pedestrian access from the plaza. The plaza street should meet the following criteria:

- Curbless street designed for low vehicular speeds not exceeding 15 mph
- Two travel lanes
- Drop-off zones on alternating sides of the street along the station platform
- Pedestrian zones on both sides of the street
- Public art as an integral element of plaza street design
- Complete integration of paving materials and lighting with the plaza and station designs

Stormwater Vault

The plaza is collocated with a stormwater vault as part of a regional plan for controlling and treating rainwater funoff.

SR-520 Pedestrian/Bicycle Bridge

The pedestrian/bicycle bridge links the station and Overlake Village to the SR-520 bike path and other routes and uses north of SR-520. The pedestrian/bicycle bridge design should meet the following criteria:

- Primary access via a universally accessible pedestrian/bicycle ramp with a preferred sloped of 5% or less
- Elevators included only as an alternative means of access, due to maintenance and safety concerns
- North side bridge ramp touchdown is located to create direct visual and physical connections between the station platform and NE 31st Way
- Bridge ramp on the south side does not create physical or visual barriers between the retail street and the station platform

STATION AREA PROJECT COST ESTIMATE*	
PROJECT COMPONENT	COST
Plaza	$2,900,000
Plaza Stormwater Vault	$2,100,000
Plaza Street	$3,300,000
Pedestrian/Bicycle Bridge	$8,800,000
Right-of-Way (Station Area Projects)	$10,200,000
Grand Total	$27,300,000

* The following notes apply to this Table:

1. Construction costs are estimated in 2015 dollars using 2% annual escalation and are rough order of magnitude estimates. Values listed for Construction include 42% added for permitting, engineering and construction management.
2. Right-of-way costs are estimated in 2015 dollars using 5% annual escalation and assume land value only plus 5% markup for expenses.
3. Pedestrian/bicycle bridge costs assume a skewed through truss bridge alternative with V-Stair south side landing. See Pedestrian/Bike Bridge memo in Appendix for more information.
4. Costs for projects may be shared by City and others as construction is phased in over time.

Phasing

Station Area project components must be integrated into a single design. Funding and construction of the components may be phased as follows:

- Stormwater Vault
- Plaza Street
- SR-520 Pedestrian/Bicycle Bridge
- Plaza

OVERLAKE VILLAGE ACCESS

The Overlake Village Access project is intended to relieve congestion along 148th Avenue NE between SR-520 and NE 24th Street. It provides direct eastbound motor-vehicle access from SR-520 to Overlake Village and adjacent employment destinations.

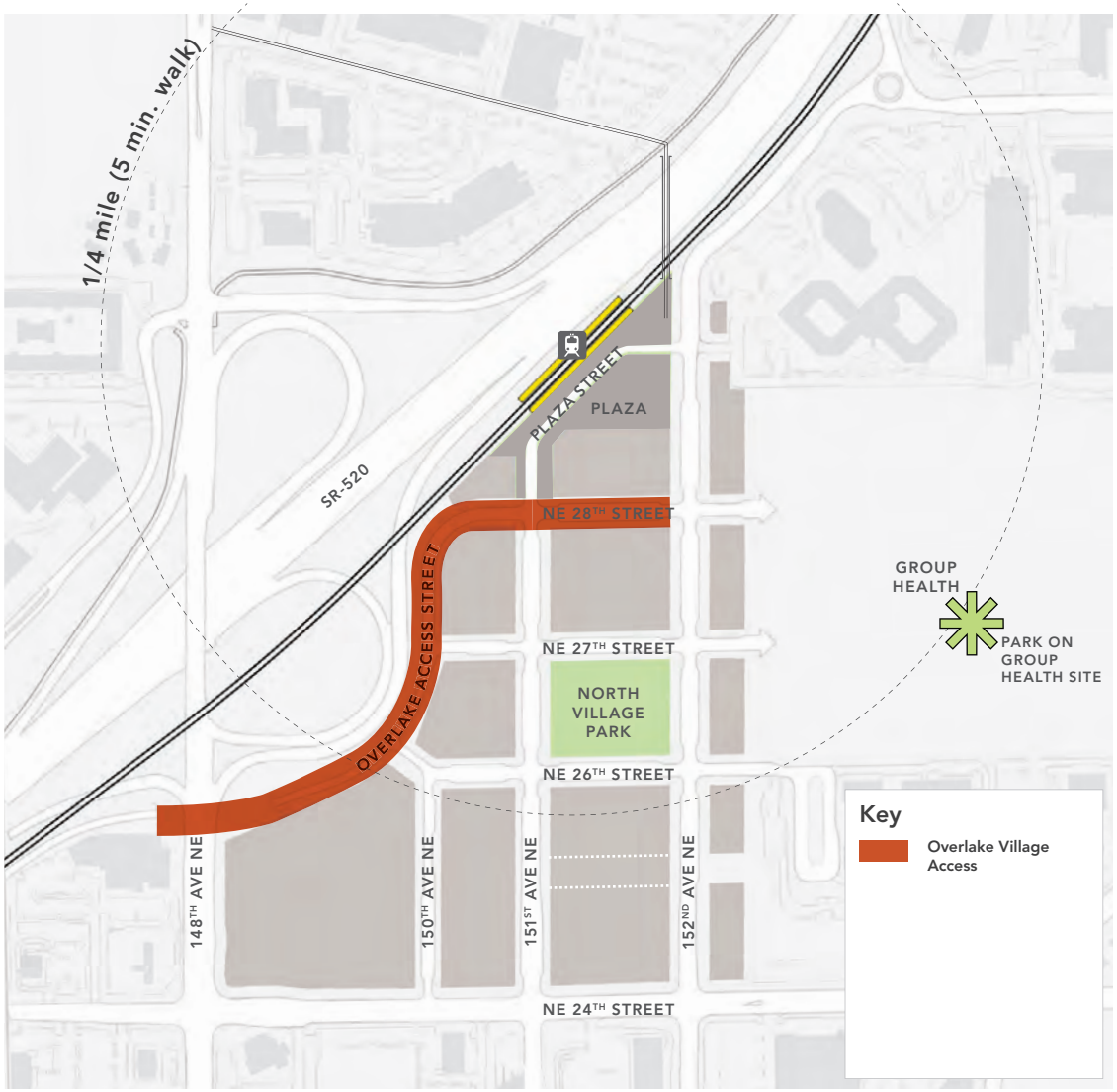
Design Requirements

The project is comprised of three segments.

Overlake Village Access Ramp

A one-way ramp provides a direct link from SR-520 under 148th Avenue NE to NE 26th Street. A roundabout may be located at the intersection of the Overlake Village access ramp and NE 26th Street. The access ramp design should meet the following criteria:

- Ensure roundabout design minimizes impacts to the parcel north of NE 26th Street
- Provide a 12-ft. urban pathway on the south side of the right-of-way between NE 26th Street and 148th Avenue NE



OVERLAKE VILLAGE ACCESS PROJECT COST ESTIMATE*	
PROJECT COMPONENT	COST
NE 28th Street	$2,700,000
Overlake Village Access Street	$2,900,000
Overlake Village Access Ramp	$29,700,000
Right-of-Way (Overlake Village Access Projects)	$26,100,000
Grand Total	$61,400,000

* The following notes apply to this Table:

1. Construction costs are estimated in 2015 dollars using 2% annual escalation and are rough order of magnitude estimates. Values listed for Construction include 42% added for permitting, engineering and construction management.
2. Right-of-way costs are estimated in 2015 dollars using 5% annual escalation and include property and building values, building restorations, relocations, temporary use, parking impacts and general expenses.
3. Overlake Access Ramp costs assume a roundabout at NE 26th St.
4. Costs for projects may be shared by City and others as construction is phased in over time.

Overlake Village Access Street

Between NE 26th Street and NE 28th Street, the access street links to the street grid with two-way vehicular travel. The design of the Overlake Village Access Street must meet the specifications identified in the *Streetscape Requirements* chapter of the *Overlake Village Street Design Guidelines*.

NE 28th Street

NE 28th Street is included in the Overlake Village Access project to complete the connection between SR-520 and 152nd Avenue NE and to provide access to destinations north and east of Overlake Village. The design of NE 28th Street must meet the specifications identified for this street in the *Streetscape Requirements* chapter of the *Overlake Village Street Design Guidelines*.

Phasing

The Overlake Village Access project may be phased. A minimal width roadway connecting eastbound SR-520 to 152nd Avenue NE will likely be constructed first. The full-build roadway will be phased in as development occurs.

RETAIL STREET (152ND AVENUE NE)

The Retail Street—152nd Avenue NE—is Overlake Village's signature 'outdoor room,' its active 18-hour heart and the focus for Overlake Village development.

Ground-floor street-oriented retail, including restaurant, entertainment, and other retail uses, will enclose and animate the street and attract people on a daily and weekly basis.

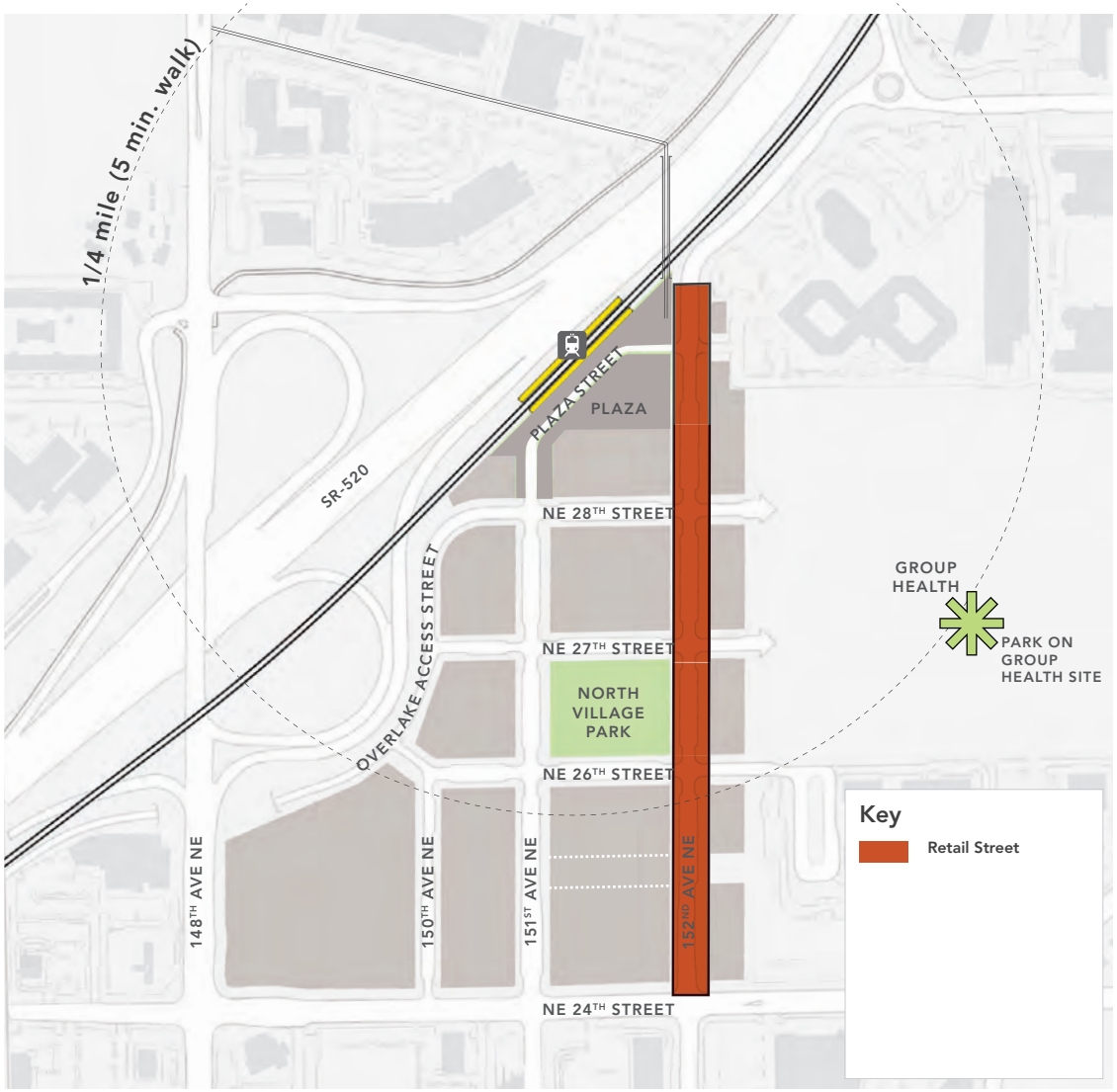
The pedestrian environment includes wide sidewalks and some seating areas for viewing and resting.

Protected bikeways are separated from auto traffic by parked cars and landscaping, providing an attractive and comfortable environment for riders of all skill levels.

Automobiles are adequately accommodated to ensure drive-by exposure and convenient curbside parking for retailers.

Design Requirements

The design of 152nd Avenue NE must meet the specifications identified for this street in the *Streetscape Requirements* chapter of the *Overlake Village Street Design Guidelines*.



RETAIL STREET PROJECT COST ESTIMATE*	
PROJECT COMPONENT	COST
Station/Plaza Segment	$3,000,000
NE 28th to NE 27th Street Segment	$4,300,000
North Village Park Segment	$900,000
NE 26th to NE 24th Street Segment	$4,900,000
Right-of-Way (Retail Street Projects)	$8,000,000
Grand Total	$21,100,000

* The following notes apply to this Table:

1. Construction costs are estimated in 2015 dollars using 2% annual escalation and are rough order of magnitude estimates. Values listed for Construction include 42% added for permitting, engineering and construction management.
2. Right-of-way costs are estimated in 2015 dollars using 5% annual escalation and assume land value only plus 5% markup for expenses.
3. North Village Park Segment costs only include street improvements for the east half of 152nd Ave NE.
4. Costs for projects may be shared by City and others as construction is phased in over time.

Phasing

Design refinement and funding for the Retail Street project should be coordinated for all project segments.

Ideally, 152nd Avenue NE between SR-520 and NE 24th Street should be constructed as one project. If required by funding availability or other constraints, construction may be phased.

NORTH VILLAGE PARK/STORMWATER VAULT

North Village Park is envisioned as a vibrant urban public space green amenity flanked by the urban pathway and surrounded by ground-floor retail activity.

Design Requirements

The North Village Park project is comprised of three components.

North Village Park

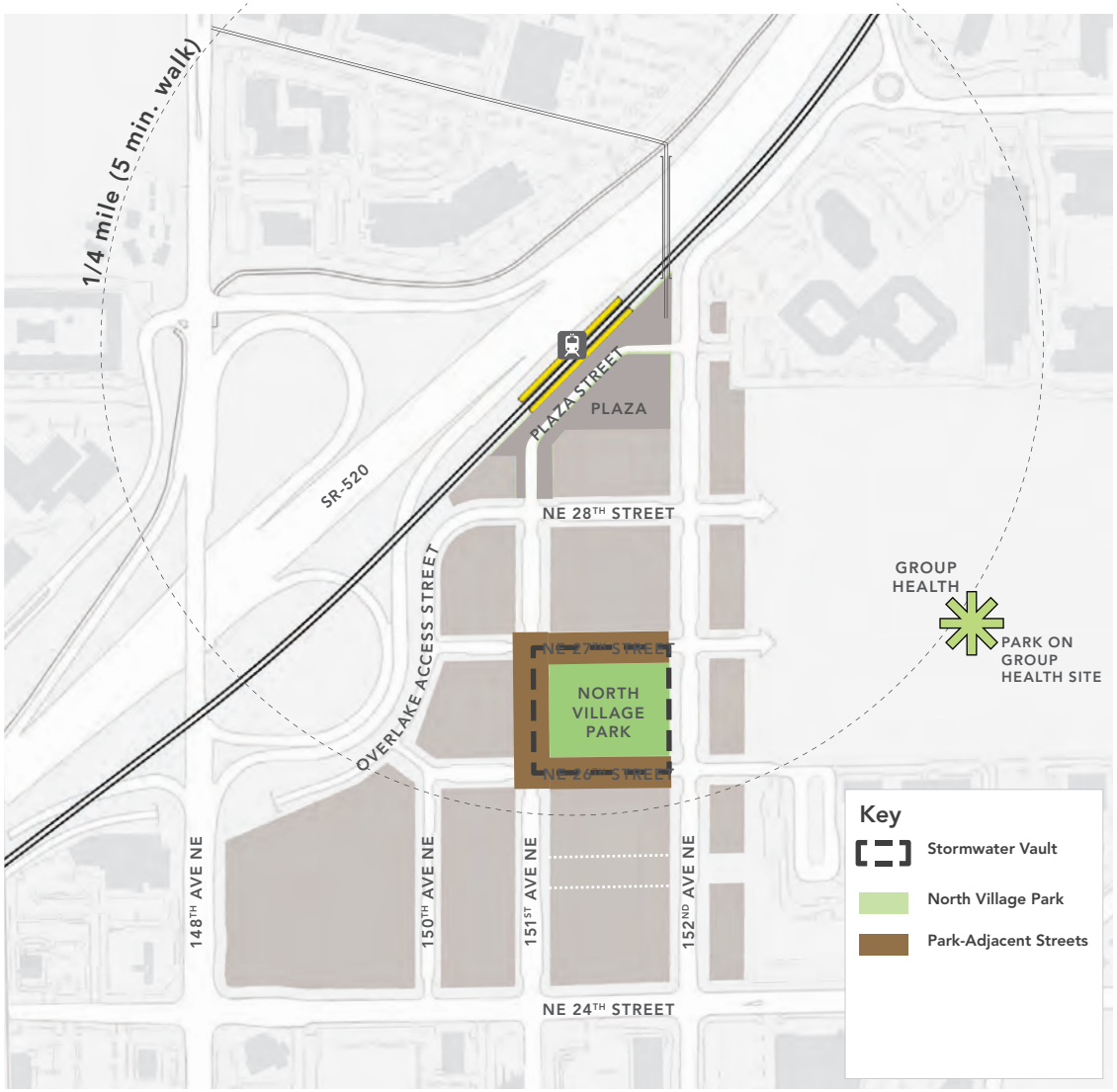
A combination of paved and green space, the park will accommodate both large civic festivals and fairs and small intimate gatherings.

Stormwater Vault

The park is collocated with a stormwater vault as part of the regional plan for controlling and treating rainwater runoff.

Park-Adjacent Streets

Design of the streets adjacent to the park—NE 26th and 27th Streets and 151st Avenue NE—must meet the specifications identified for these blocks in the *Streetscape Requirements* chapter of the *Overlake Village Street Design Guidelines*.



NORTH VILLAGE PARK/STORMWATER VAULT COST ESTIMATE*	
PROJECT COMPONENT	COST
Park Stormwater Vault	$10,100,000
151st–NE 26th to NE 27th Segment	$3,300,000
NE 26th–151st NE to 152nd NE Segment	$1,900,000
NE 27th–151st NE to 152nd NE Segment	$1,900,000
152nd–NE 26th to NE 27th Segment	$900,000
North Village Park	$4,300,000
Right-of-Way (Overlake Village Access Projects)	$19,700,000
Grand Total	$42,100,000

* The following notes apply to this Table:

1. Construction costs are estimated in 2015 dollars using 2% annual escalation and are rough order of magnitude estimates. Values listed for Construction include 42% added for permitting, engineering and construction management.
2. Right-of-way costs are estimated in 2015 dollars using 5% annual escalation and assume land value only plus 5% markup for expenses.
3. North Village Park costs include street improvements for the west half of the adjacent street block on 152nd Ave NE.
4. Costs for projects may be shared by City and others as construction is phased in over time.

Phasing

Design refinement and funding for the North Village Park project should be coordinated for all project components. Construction may be phased as follows:

- Stormwater vault and adjacent steet blocks on NE 27th Street, NE 26th Street and 151st Avenue NE
- North Village Park and west half of adjacent street block on 152nd Avenue NE

STREET GRID

Build-out of the street grid will complete the networks for pedestrian, bicycle and vehicular circulation.

Design Requirements

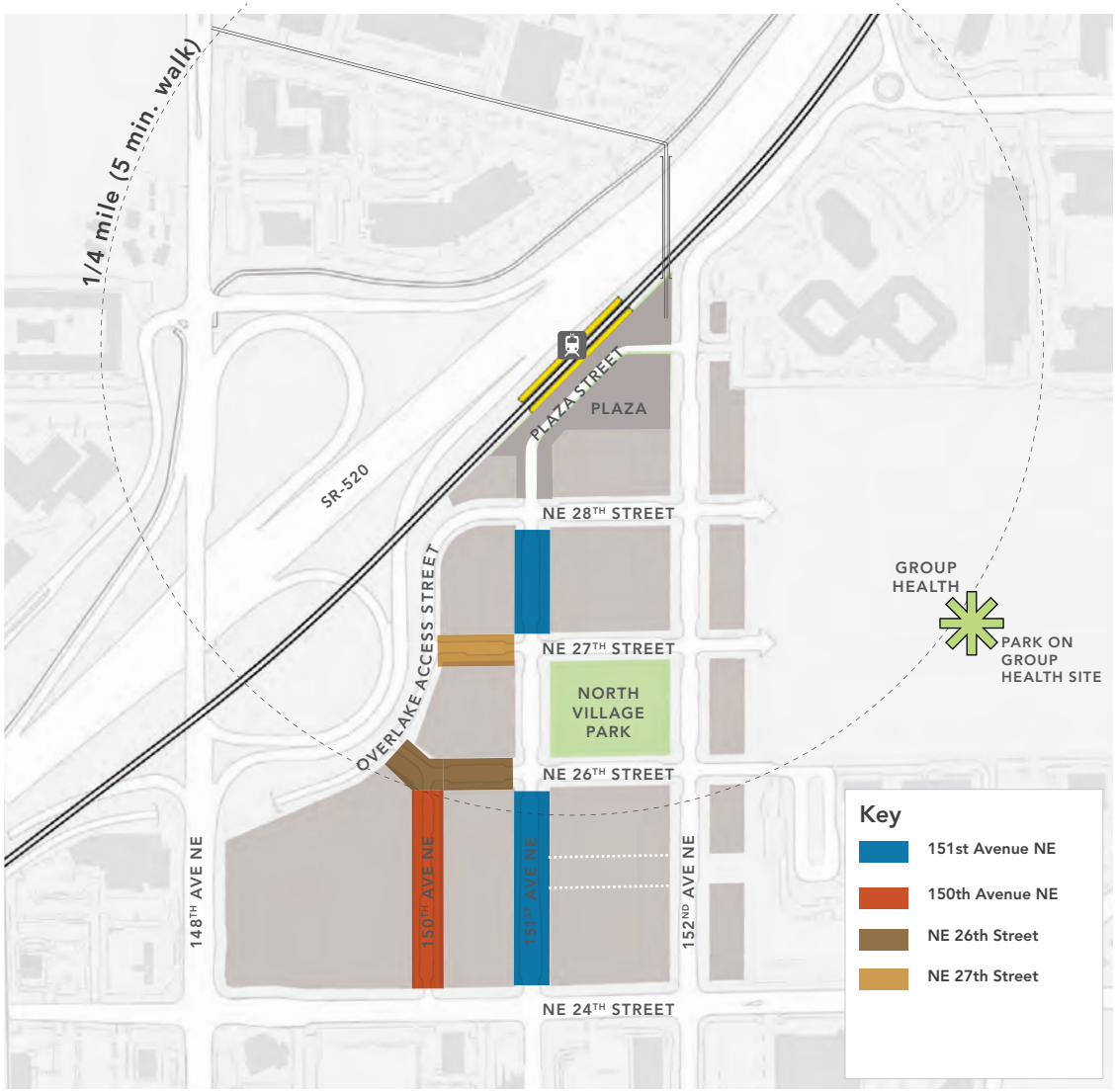
Design of the streets needed to complete the grid must meet the specifications identified for these blocks in the *Streetscape Requirements* chapter of the *Overlake Village Street Design Guidelines*.

Phasing

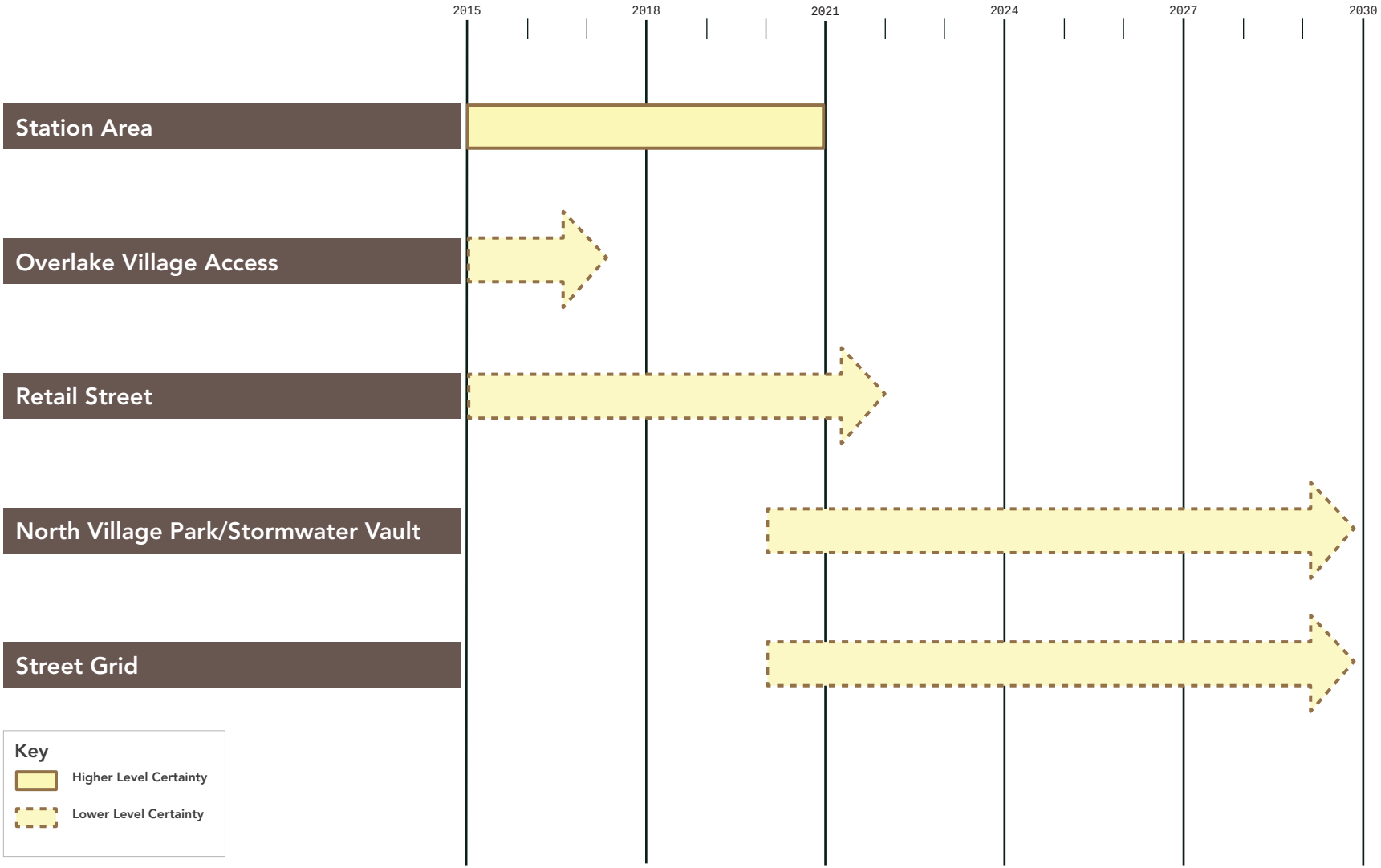
Completion of the Overlake Village street grid will require construction of the following additional street segments:

- 151st Avenue NE
- 150th Avenue NE
- NE 26th Street
- NE 27th Street

These streets will be funded and constructed by private developers or property owners.



CONSTRUCTION SCHEDULE



MANAGEMENT AND FUNDING

MANAGING IMPLEMENTATION

Implementation of this plan will require focused, coordinated efforts by the public and private sectors over the coming years. Plan success depends upon establishing implementation momentum.

City of Redmond

The City of Redmond will be responsible for coordinating planning, design, funding and construction of priority projects, including stormwater and parks facilities.

Sound Transit

Sound Transit will coordinate with the City on design, construction, funding and management of the Overlake Village Station.

Property Owners and Business Owners

Property owners and business owners will coordinate with the City on development of private projects that support the Overlake Village vision.

FUNDING IMPLEMENTATION

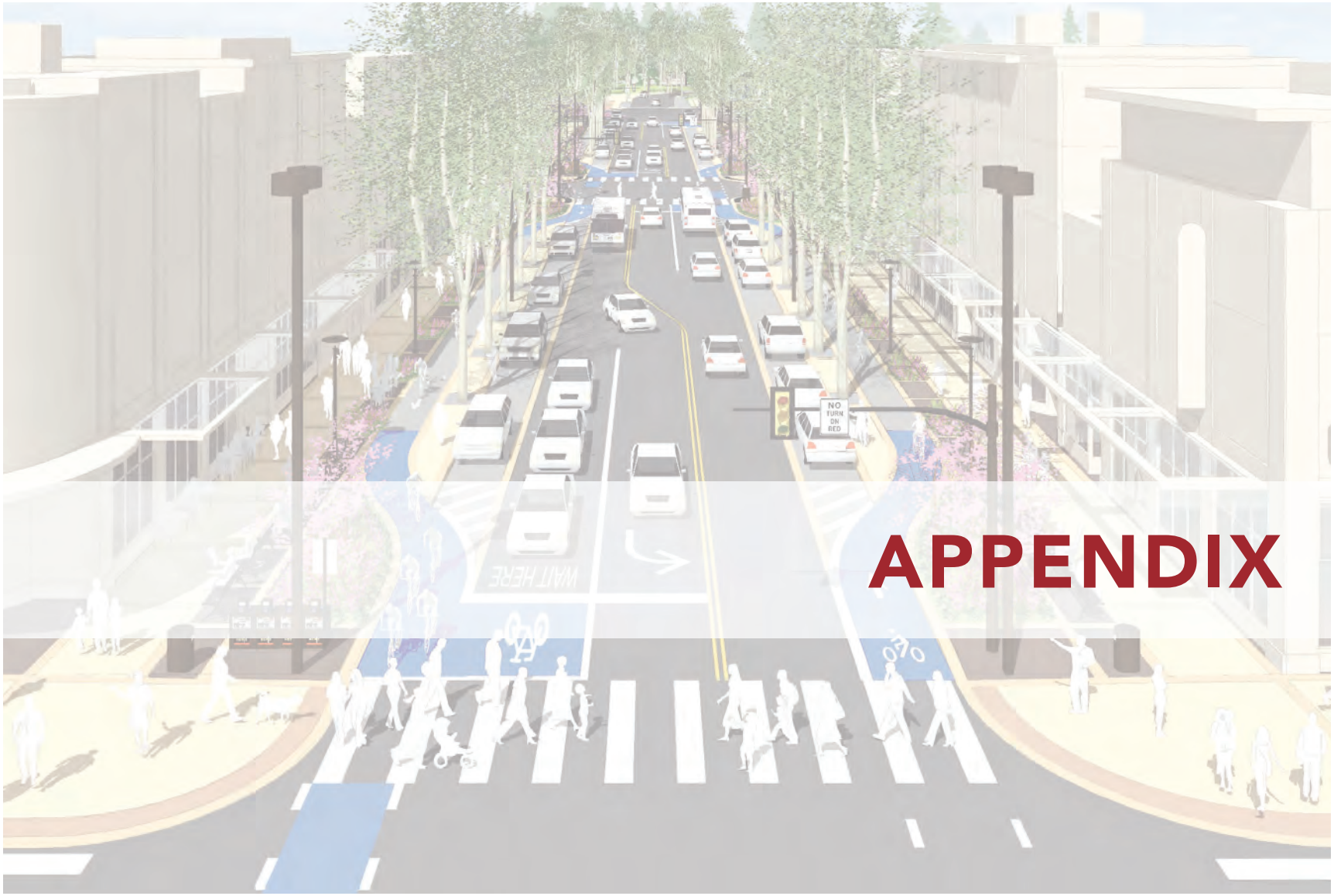
Public investment in infrastructure and open space will be necessary to establish the private investment environment within Overlake Village. The area currently lacks fundamental components of a vibrant district such as a public open space and pedestrian-friendly streets. Therefore, the Implementation Strategy suggests focusing on the priority projects as the initial step required to stimulate adjacent private development.

Public Investment Tools

Funding of Overlake Village priority projects will likely come from various sources and may include:

- General obligation bonds
- Local improvement district
- General Fund
- Capital Improvement Plan (CIP)
- Partnerships with local businesses and property owners
- Partnerships with local and regional agencies such as Sound Transit, WSDOT, King County Metro, PSRC
- Developer contributions through regional stormwater facilities plan

Additional funding from other sources should be explored and may include Federal funding such as USDOT's future TIGER Grants and HUD's Community Planning Grants. The Washington State Department of Ecology provides stormwater retrofit grants that may help to fund stormwater improvements.

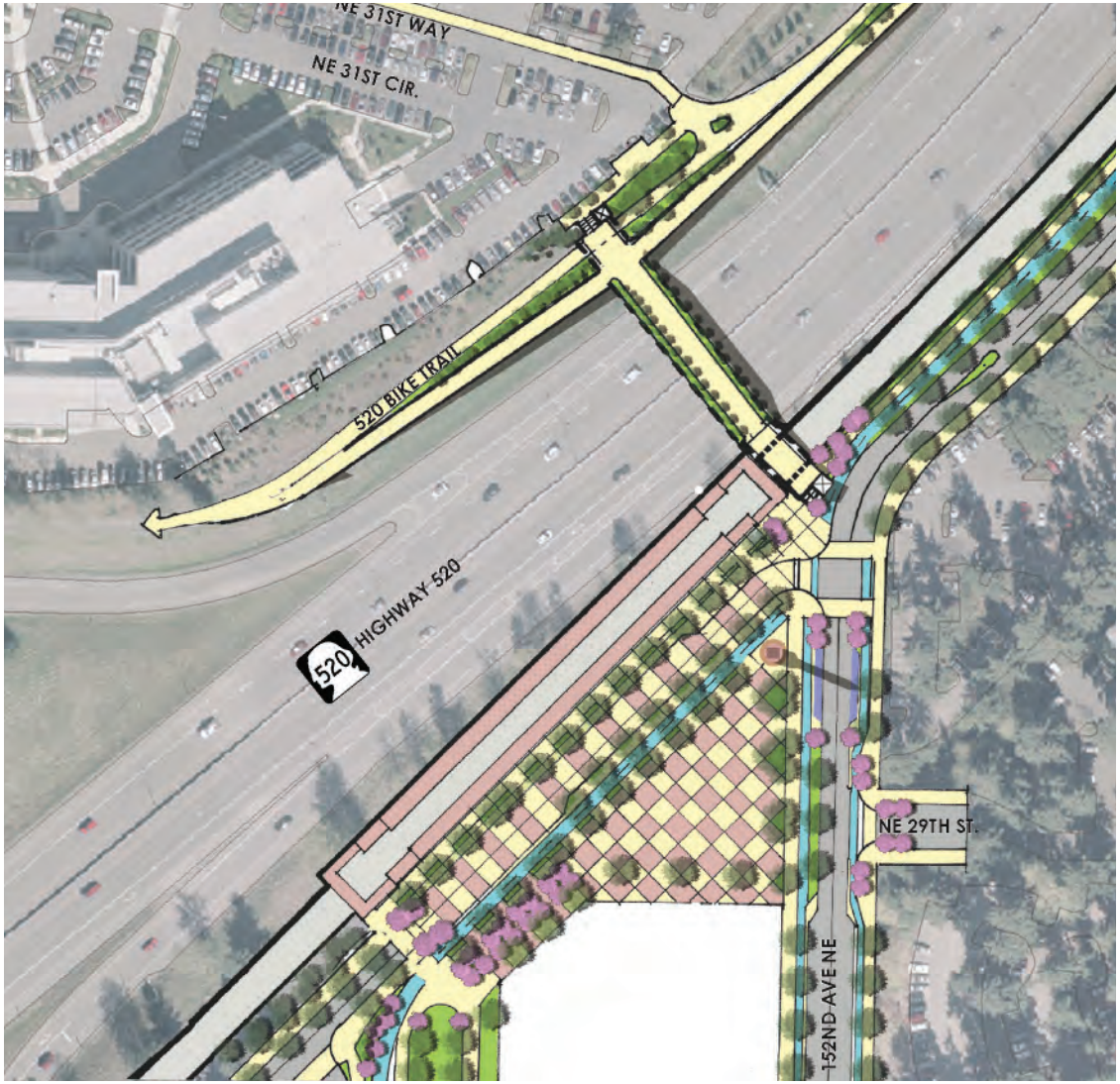


APPENDIX

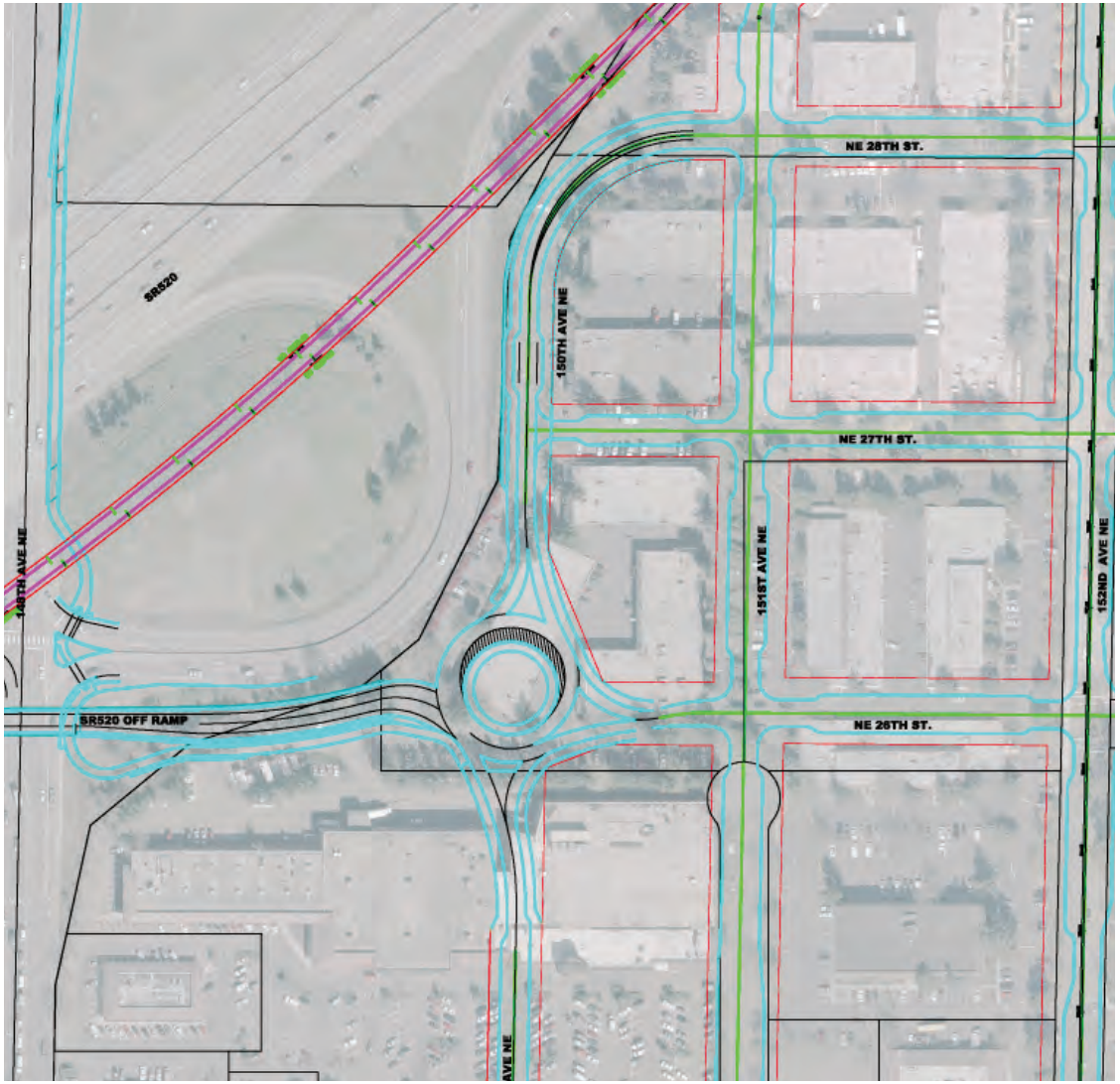
PLAZA

The plaza at the Sound Transit station is Overlake Village's 'front door'. This open and flexible paved area engages visitors and residents arriving by light rail. The public plaza is surrounded by active storefront shops and restaurants and will result in an active, animated and safe station environment.

Requirements for the design of the plaza are outlined in the Implementation chapter.



ROUNDABOUT



A roundabout concept design has been developed as part of an ongoing study to investigate the operational feasibility of constructing a modification to the 148th Avenue NE interchange on SR-520. The roundabout would help enhance mobility within Overlake Village by effectively distributing eastbound off-ramp traffic at 148th Ave NE to the proposed Overlake Village street grid. It would also help effectively distribute eastbound off-ramp traffic to destinations further to the east.

PEDESTRIAN/BICYCLE BRIDGE

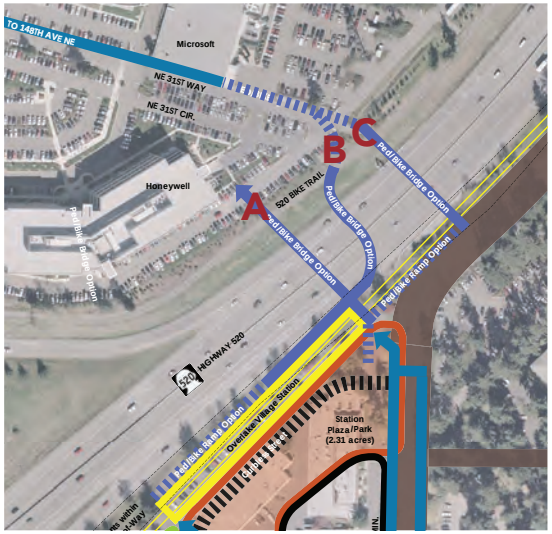
The concept of a pedestrian and bicycle bridge linking the planned Sound Transit station with employment uses to the north of SR-520 was developed during the charette held for this project.

Three options for the alignment of the pedestrian/bicycle bridge and locations of the bridge touchdowns north and south of SR-520 were developed. These three options are identified to the right.

Technical analysis of the pedestrian/bicycle bridge has also been performed and is included on the following pages. Final design of the bridge should meet the design considerations identified in the Implementation Strategy chapter.

Charette Concept E

This highly-rated concept from the public charette identifies a pedestrian bicycle bridge crossing SR-520 from 151st Avenue NE.



Alignment Options

Three options for the alignment of the pedestrian/bicycle bridge were developed during the design process.

HDR | ONE COMPANY *Many Solutions*℠

Final Memo

To:	Joel Pfundt		
From:	Rob Gorman, P.E., PMP	Project:	152nd Ave NE Corridor Study
CC:	Tricia Thomson		
Date:	2/15/2011	Job No:	125158

RE: Pedestrian/Bicycle Bridge Analysis at the Overlake Village Station

Project Background

The 152nd Ave NE Corridor Study has identified a preferred land-use and multi-modal mobility framework in the Overlake Village Neighborhood (see Appendix A - Exhibits A1 and A2). Key elements of the land-use and mobility framework include a preferred street grid, proposed locations for ground floor retail and other land-uses, recommended street cross-sections, the Sound Transit station platform and plaza location, and a pedestrian/bicycle bridge connecting the Sound Transit station plaza on the south side of SR-520 to the business park areas adjacent to NE 31st Way on the north side of SR-520. The pedestrian/bicycle bridge is a very important element of the overall plan and provides the following benefits for the Overlake Village station and neighborhood:

- It could serve as a major entry way for Redmond and a key component of the wayfinding system to access the Sound Transit station and public plaza at Overlake Village;
- It would increase ridership at the Overlake Village station by "removing" the SR-520 freeway barrier and greatly expanding the accessible area falling within a ¼ mile (pedestrians) and ½ mile (bicyclists) travel distance from the station (see Appendix A – Exhibit A3);
- It would help activate the station area and facilitate local and regional multimodal uses and connections within Overlake Village (i.e. establishes a strong connection to the SR-520 regional trail system for users on both sides of the freeway; increases opportunities to access and use existing or proposed local bicycle and pedestrian amenities);

- It provides a strong link between neighborhoods in both Redmond and Bellevue and land uses on both sides of the freeway and directly to Overlake Village;

- It encourages activity, helps create a sense of place, and supports the objective of establishing a vibrant multi-modal neighborhood in Overlake Village.

Recognizing the importance of the pedestrian/bicycle bridge to the overall objectives for the future of Overlake Village, the City decided that a conceptual analysis of a potential pedestrian/bicycle bridge needed to be conducted in conjunction with their review of Sound Transit's final preliminary engineering plans. The City had HDR conduct the pedestrian/bicycle bridge analysis as an added Task to the 152nd Ave NE Corridor Study contract. The findings of the analysis are described in this technical memo and will be used, in part, to assist in the City's response to the Sound Transit final preliminary engineering design.

Scope Summary

The key scope elements for the pedestrian/bicycle bridge analysis Task are outlined below:

- Prepare preliminary draft bridge crossing concepts;
- Hold meetings with City staff to review and discuss preliminary draft concepts, identify other potential concepts, discuss issues and concerns with various concepts, and select concepts for further development and analysis;
- Develop three station landing concepts including at least one concept that includes an elevator;
- Prepare two north-side landing concepts consistent with either a skewed or perpendicular bridge crossing of SR-520;
- Prepare three renderings to help illustrate different pedestrian/bicycle bridge types and to help bracket estimates for lower, middle and higher end bridge costs;
- Develop rough order of magnitude costs for the different bridge types, configurations, and landing concepts;
- Prepare a technical memo to summarize the analysis and findings.

Objectives of Analysis

The pedestrian/bicycle bridge analysis was conducted for the following primary reasons:

- To identify elements of the Sound Transit preliminary design that may need to be addressed in order to accommodate (or not preclude) a pedestrian/bicycle bridge connection to the station;
- To identify issues and actions for Sound Transit's consideration to allow for effective integration of a pedestrian/bicycle bridge into the Overlake Village Station area;
- To assess the potential footprint required to accommodate a pedestrian/bicycle bridge at the station including its transition from bridge deck to station plaza;
- To evaluate bridge landing alternatives that transition the bridge to the street grid and regional trail system on the north side of SR-520;
- To prepare rough order of magnitude cost estimates for different concept alternatives.

Alternatives Analysis

The alternatives analysis considered the following concept options:

1. Three south-side bridge landings at the Sound Transit station plaza;

2. Two north-side bridge landings near NE 31st Way. The two north-side landings correspond to either 1) a bridge crossing that is skewed to SR-520 and extends from the Sound Transit station plaza directly to NE 31st Way, or 2) a bridge crossing that's roughly perpendicular to SR-520 and extends from the Sound Transit station plaza to a location southwest of NE 31st Way;

3. Three bridge structure types.

The focus of the Alternatives Analysis was on development of the south-side landing options and identification of potential conflicts or opportunities associated with the integration of these options into the Sound Transit station area preliminary design. The discussion below consists of two main sections. The first section (Design Constraints Common to all Concepts) provides a basic description of the north and south-side landings and design constraints that are common to each. A similar discussion is provided for the bridge structure types analyzed. The second section (South-Side Landing Analysis) provides a more detailed discussion of the south–side landing options, evaluates the pros and cons of each option, and provides an estimate of the range of cost (rough order of magnitude) based on the combination of each south-side landing option with different bridge structure types and north-side landing options. A conceptual cost estimate spreadsheet (provided as a separate .xls file) allows the user to input costs for a variety of variables to estimate different combinations of bridge type, width, skew and landing options.

Design Constraints Common to all Concepts

North-Side Landing

The north-side landing design issues are similar regardless of which bridge type or south-side landing option is considered. At the north-side landing, the ideal bridge access/egress route has been identified along the NE 31st Way corridor. However, NE 31st Way and the adjacent parking lots are all contained within private property. A future easement, or other property rights, will have to be obtained along this corridor to provide direct pedestrian/bicycle access to the bridge from surrounding businesses and residences via the adjacent parking lots and the signalized intersection at 148th Ave NE.

Two options are provided for the north-side landing location. The "skewed" option aligns the bridge so that the north-side landing occurs at the southeast end of NE 31st Way. The bridge alignment is skewed across SR-520, and is approximately 320 feet long. The "perpendicular" option aligns the bridge perpendicular across SR-520 and has a landing that's approximately 170 feet southwest of the skewed landing. The perpendicular bridge is approximately 280 feet long.

For both north-side options, the bridge abutment is located just south of the SR-520 regional trail. The trail rises up from locations both east and west of the bridge and connects to 1) the bridge deck, and 2) NE 31st Way. In order to meet minimum clearance requirements over SR-520, the bridge elevation is approximately 17 feet above the regional trail. A stairway provides a direct connection between the bridge deck and NE 31st Way which is approximately 5 feet lower than the bridge deck. The connections between the bridge deck, the regional trail, and NE 31st Way are ADA accessible.

South-Side Landing

The details of the south-side landing options are discussed in the South-Side Landing Analysis section below. However, there are several design elements common to all options.

The landings must accommodate all users including pedestrians and bicyclists and meet ADA design criteria. ADA accommodations can be provided with an elevator or ramps. ADA compliant ramps must have an 8% maximum slope with a 5 foot flat landing every 25 feet. Cyclists can be accommodated with an elevator, ramps, or stairs. Cyclists prefer linear ramps that allow them to stay on their bikes. Elevators are not a good option for cyclists because of the difficulty transporting a bike in an elevator, especially in heavily used facilities. For the stair options we are proposing that a "stair channel" be provided to enable cyclists to walk their bikes up and down, rather than having to carry them. All south-side landing options provide convenient and direct access under the bridge for pedestrian and bicycle movements that are roughly parallel to the light rail trackway between the station platform and 152nd Ave NE.

An option was considered with a landing located between SR-520 and the light rail tracks, but it was apparent there was not enough room to transition from the bridge elevation to the light rail station platform, especially given WSDOT's plans for future SR-520 expansion. Another option was considered that would locate the south-side abutment approximately 300 feet east of

the Sound Transit station midway between the station and NE 36th St. This option would provide a long linear ramp from the south-side bridge deck down to the Sound Transit station platform. This option would not require ramp switchbacks and would be easier for cyclists to use. However, it would likely require re-alignment of 152nd Ave NE between the Sound Transit station and NE 36th St and would locate the pedestrian-bicycle bridge a lot closer to the recently constructed NE 36th St bridge. For these and other reasons, this option was not considered further.

Bridge Structure

The three bridge structure types considered are 1) a through truss option, 2) a tied arch option, and 3) a cable stayed option (see Appendix A – Exhibits A4 to A6). Each bridge has a dramatically different look and feel and represents a range of costs from lower end for the through truss option to higher end for the cable stayed option. Each bridge must provide minimum clearances over SR-520 and the light rail tracks (see Appendix A - Exhibit A7). Since the bridge is considered a two-way multi-use trail, WSDOT design standards require it to be a minimum of 10 feet wide, with 12 feet the preferred minimum width. This memo assumes a 12 foot width for all structure types for the purpose of estimating rough order of magnitude costs.

South-Side Landing Analysis

Three south-side landing options are described below. The approximate footprint required for each option is shown superimposed on the space available for each option (see Exhibit B1). The space available for each option is approximately 5019 square feet and is assumed to be the landscaped area bounded by the light rail tracks, the entry plaza, and 152nd Ave NE as shown on sound Transit's final preliminary engineering plans. A rough order of magnitude cost estimate is shown for each option. It includes an estimated construction cost plus costs for design and construction contingencies, mobilization, and design and construction engineering. The contingency, mobilization and engineering costs are each estimated as a percentage of the construction cost believed to be appropriate at a conceptual level of design.

Option 1 – Semicircular Stairs with Elevator

Description of Option

In Option 1 (see Appendix B - Exhibits B2 & B2A), the bridge crosses over SR-520 and the light rail tracks and ends at a semicircular staircase. The top of the stairs are northeast of and approximately 20 feet above the light rail plaza area. The stairs descend to the southwest in a semicircular route and touch down southeast of the station ticketing facilities. If the design is coordinated with the light rail station architecture, the stairs could be designed to blend with the station plaza, including associated bike racks or lockers and ticketing facilities.

There are landings within the staircase to provide architectural aesthetics as well as opportunities for the user to easily access 152nd Ave NE or other locations near the station plaza.

At the junction of the bridge and staircase, there is also an elevator for general public or ADA use. This elevator would have doors that open to the southwest and could be glass to provide for better security and monitoring.

Pedestrians and cyclists moving between the station and 152nd Ave NE to the northeast would be able to walk/bike between the staircase and the light rail tracks, underneath the bridge. The approximate landing area required for Option 1 is 8732 square feet.

Range of Costs
The rough order of magnitude cost estimate for the semicircular stairs with elevator option is $6.3M for a perpendicular truss bridge up to $9.6M for a skewed cable stayed bridge.

Pros/Cons
Pros

- Visually appealing from Overlake Village and consistent with neighborhood vision
- Direct stair access to Overlake Village and light rail station
- ADA access via elevator

Cons

- Larger stair footprint than Option 3 – "V" Stairs with Elevator
- Cyclists must dismount
- Stair channel for bike access on circular stairs may have functional issues
- Elevator maintenance

Option 2 – Ramp with Stairs

Description of Option
In Option 2 (see Appendix B - Exhibits B3 & B3A), the bridge crosses over SR-520 and the light rail tracks and ends at a combination staircase and series of ramps. The top of the stairs are northeast of and approximately 20 feet above the light rail plaza area. The stairs descend to the south and touch down southeast of the station ticketing facilities. The ramp is located adjacent to the stairs and has a series of switchbacks in order to provide the ADA required slopes and landings while minimizing footprint. If the design is coordinated with the light rail station architecture, the stairs could be designed to blend with the station plaza including associated bike racks or lockers and ticketing facilities. However, the stairs do not align with the station platform as well as the semicircular or the v-stair options.

There are landings within the staircase to provide architectural aesthetics as well as opportunities for the user to use alternate stairs to more easily access 152nd Ave NE or other locations near the station plaza.

Cyclists will have the option of riding or walking bikes on the ramps. However, riding on the ramps may be difficult given the tight confines and the switchbacks.

Pedestrians and cyclists moving between the station and 152nd Ave NE to the northeast would be able to walk/bike between the staircase and the light rail tracks underneath the bridge. The approximate landing area required for Option 2 is 6794 square feet.

Range of Costs
The rough order of magnitude cost estimate for the ramp with stairs option is $5.4M for a perpendicular truss bridge up to $8.8M for a skewed cable stayed bridge.

Pros/Cons
Pros

- Bike access via ramp
- ADA access via ramp
- No elevator maintenance

Cons

- Less direct stair access to Overlake Village and light rail station
- The ramp structure may create a visual barrier
- Relatively large stair and ramp footprint
- No elevator access which may be preferred for ADA accommodations
- Switchback ramp structure can be difficult to navigate for bicyclists.

Option 3 – "V" Stairs with Elevator

Description of Option
In Option 3 (see Appendix B - Exhibits B4 & B4A), the bridge crosses over SR-520 and the light rail tracks and ends at a v-shaped staircase. The top of the stairs are northeast of and approximately 20 feet above the light rail station plaza. Separate staircases descend to the south and southwest and touch down north and northeast of the station plaza. If the design is

coordinated with the light rail station architecture, the stairs could be designed to blend with the station plaza including associated bike racks or lockers and ticketing facilities.

There are landings within the staircase to provide architectural aesthetics as well as opportunities for the user to switch between staircases to more easily access 152nd Ave NE or the station platform.

At the junction of the bridge and the staircase, there is also an elevator for ADA access. This elevator would have doors that open to the southwest and could be glass to provide for better security monitoring.

Pedestrians and cyclists moving between the station and 152nd Ave NE to the northeast would be able to walk/bike between the staircase and the light rail tracks, underneath the bridge. The approximate landing area required for Option 3 is 5875 square feet.

Range of Costs
The rough order of magnitude cost estimate for the "V" stairs with elevator option is $5.9M for a perpendicular truss bridge up to $9.3M for a skewed cable stayed bridge.

Pros/Cons
Pros

- No visual barrier from Overlake Village
- Direct stair access to Overlake Village and light rail station
- Bike access via stair channel
- ADA access via elevator

Cons

- Smallest stair footprint
- Cyclists must dismount
- Elevator maintenance

Conclusion

Based on this limited analysis of pedestrian/bicycle bridge options that connect areas on the north side of SR-520 directly to Overlake Village and the Sound Transit station area, the following conclusions can be made:

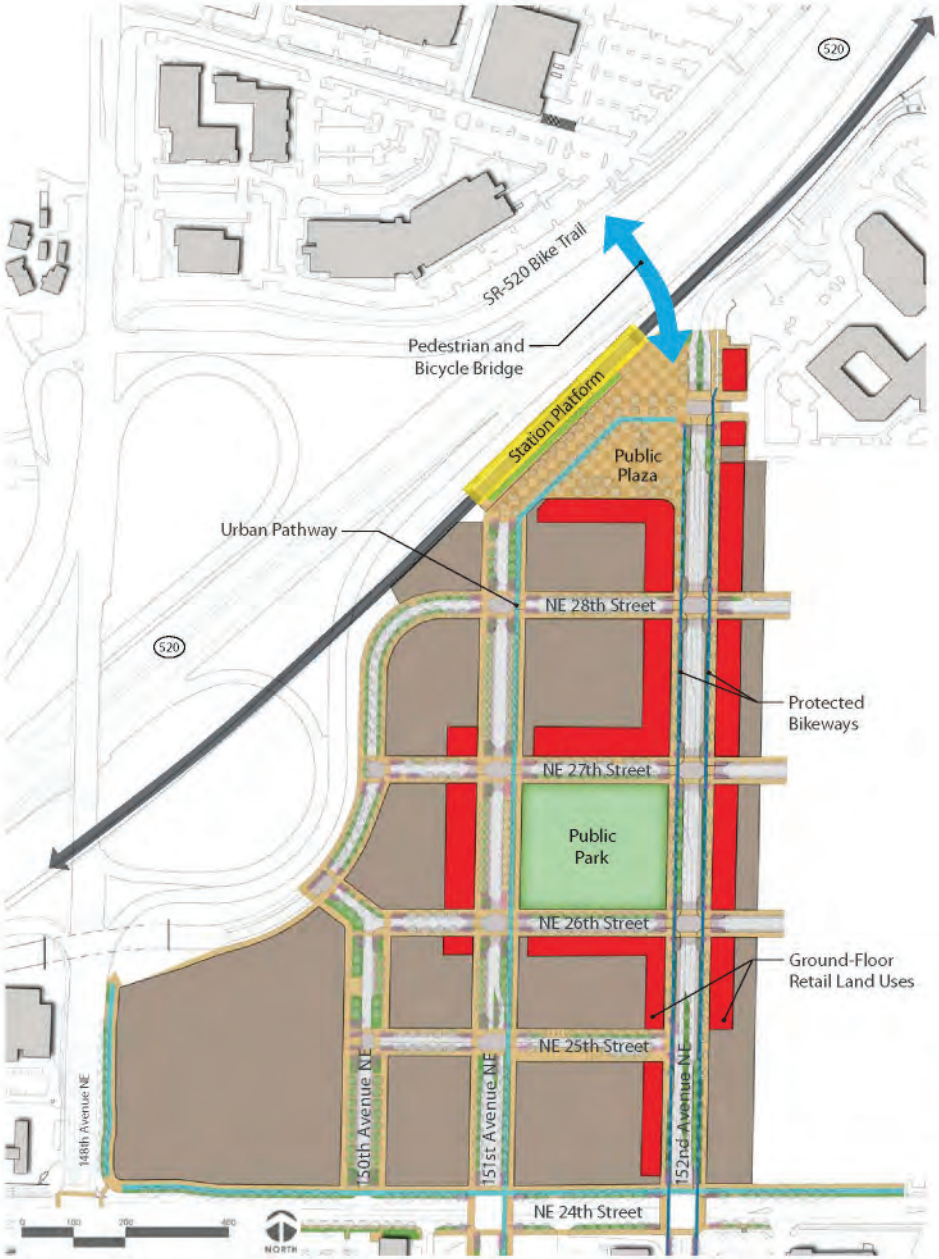
1. A pedestrian/bicycle bridge at this location provides several benefits for Sound Transit and the City. These benefits range from significantly increasing the number of potential light rail customers at the Overlake Village station to helping the City achieve its goals and objectives for the Overlake Village neighborhood.

2. There do not appear to be any fatal flaws with the current Sound Transit station area design that would preclude construction of a pedestrian/bicycle bridge at this location.

3. The greatest value will be obtained if Sound Transit's final station area design can occur concurrently with the pedestrian/bicycle bridge design. At a minimum, the station area design needs to consider and make accommodations for a pedestrian/bicycle bridge at this location.

OVERLAKE VILLAGE STUDY AREA EXHIBIT A1

STREET GRID AND GROUND-FLOOR RETAIL FRAMEWORK

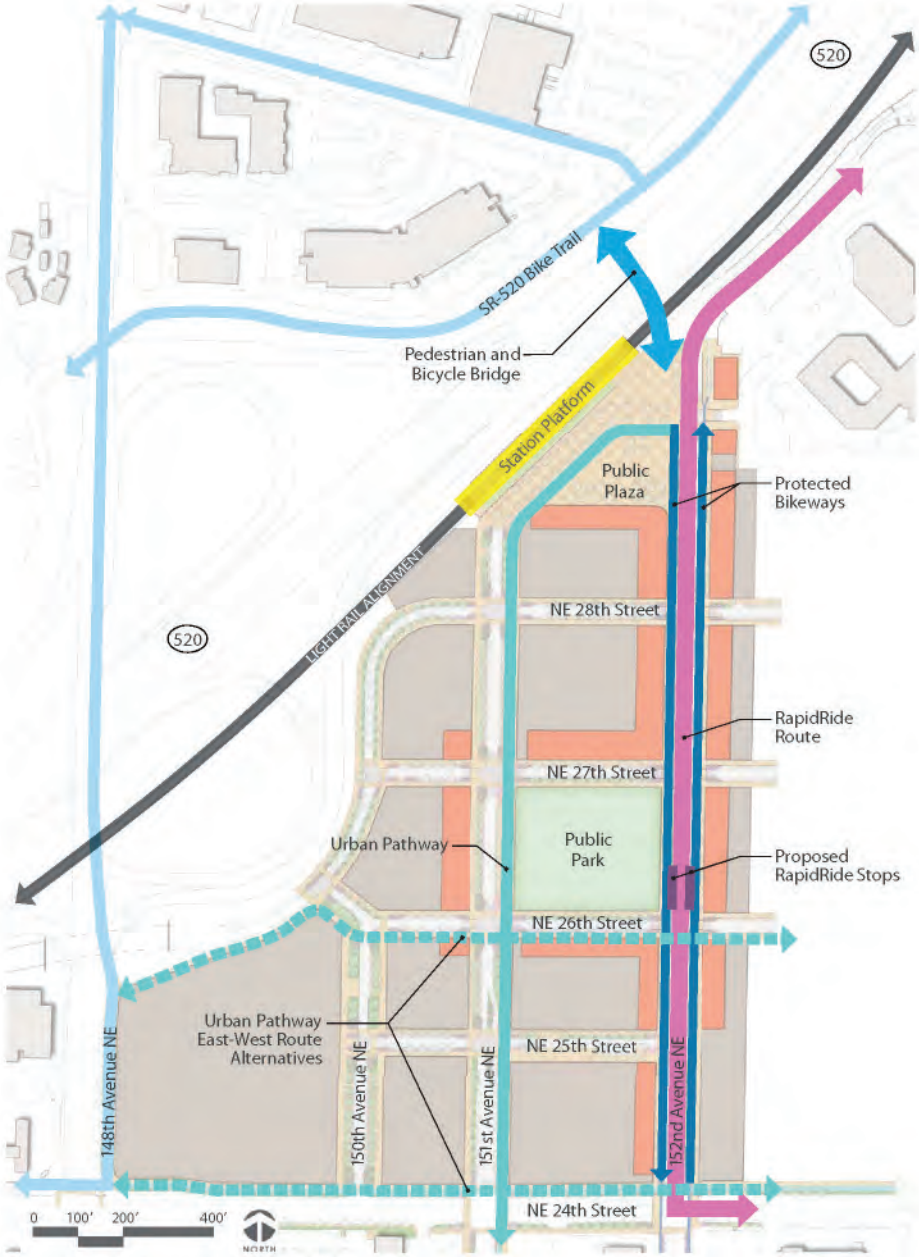


Legend:

- Ground-Floor Retail
- Typical Development Block
- Protected Bikeway
- Urban Pathway
- Pedestrian/Bicycle Bridge
- Station Platform
- Light Rail Alignment

OVERLAKE VILLAGE STUDY AREA EXHIBIT A2

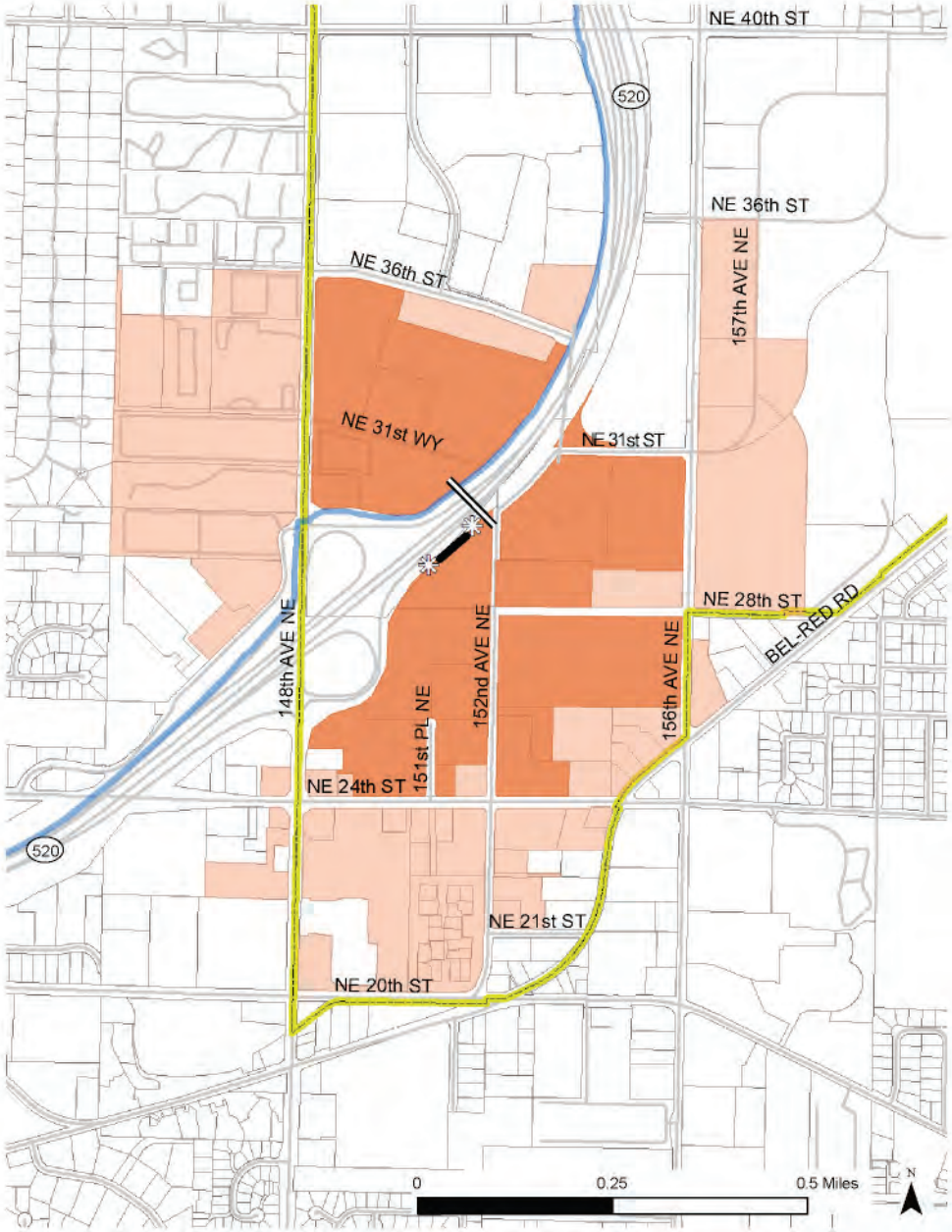
PEDESTRIAN, BICYCLE AND TRANSIT CIRCULATION



Pedestrian and Bicycle Connections

Legend

- Pedestrian and Bicycle Links
- Pedestrian and Bicycle Loop
- Protected Bikeways
- Urban Pathway
- Urban Pathway East-West Route Alternatives
- Pedestrian and Bicycle Bridge
- RapidRide Route
- RapidRide Stop
- Station Platform
- Light Rail Alignment
- Ground-Floor Retail



OVERLAKE VILLAGE STUDY AREA

EXHIBIT A3

OVERLAKE VILLAGE STATION 2030 PROJECTIONS

5 Minute Walk (1/4 mile)
Jobs: 14,999
Population: 6,365

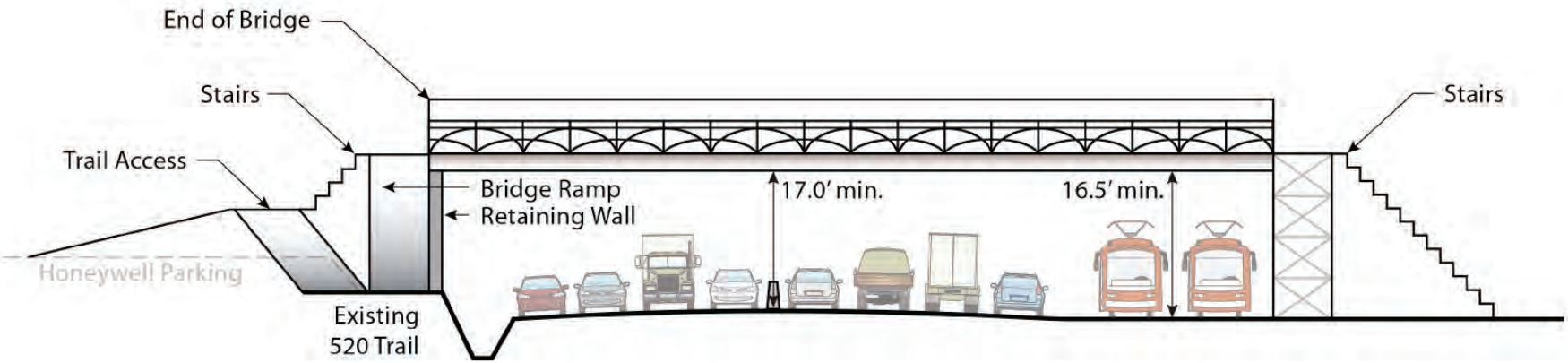
10 Minute Walk (1/2 mile)
Jobs: 45,559
Population: 11,213

Legend

- SR 520 Bike Trail
- Station Exits
- Parcels: Option E 5 minutes
- Parcels: Option E 10 minutes
- Redmond City Limits

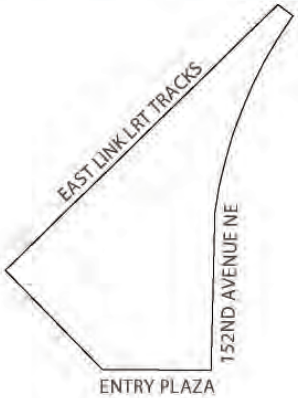
Exhibit A4 - Through Truss Option

Exhibit A5 - Tied Arch Option

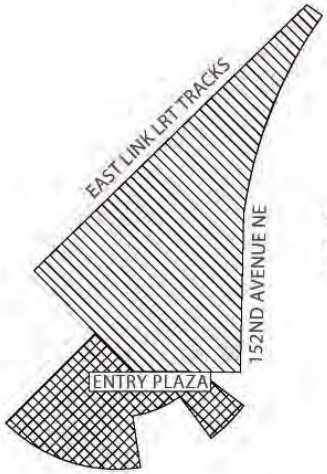

End of Bridge
Stairs
Trail Access
Bridge Ramp
Retaining Wall
17.0′ min.
16.5′ min.
Stairs
Honeywell Parking
Existing
520 Trail

OVERLAKE VILLAGE STUDY AREA EXHIBIT B1

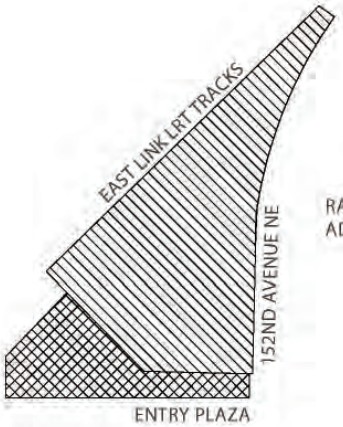
LANDING AREAS - SOUTH SIDE FOOTPRINTS



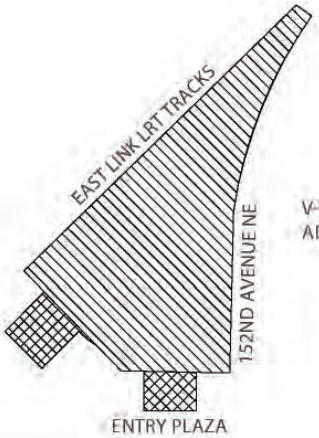
EXISTING AREA FOR
PED/BIKE BRIDGE LANDING
5,020 FT^2



SEMICIRCULAR STAIRS
WITH ELEVATOR 6,680 FT^2,
ADD'L AREA NEEDED 1,660 FT^2



RAMP WITH STAIRS 6,400 FT^2,
ADD'L AREA NEEDED 1,380 FT^2



V-STAIRS WITH ELEVATOR 5,190 FT^2,
ADD'L AREA NEEDED 170 FT^2

EXHIBIT B2 - SEMICIRCULAR STAIRS WITH ELEVATOR

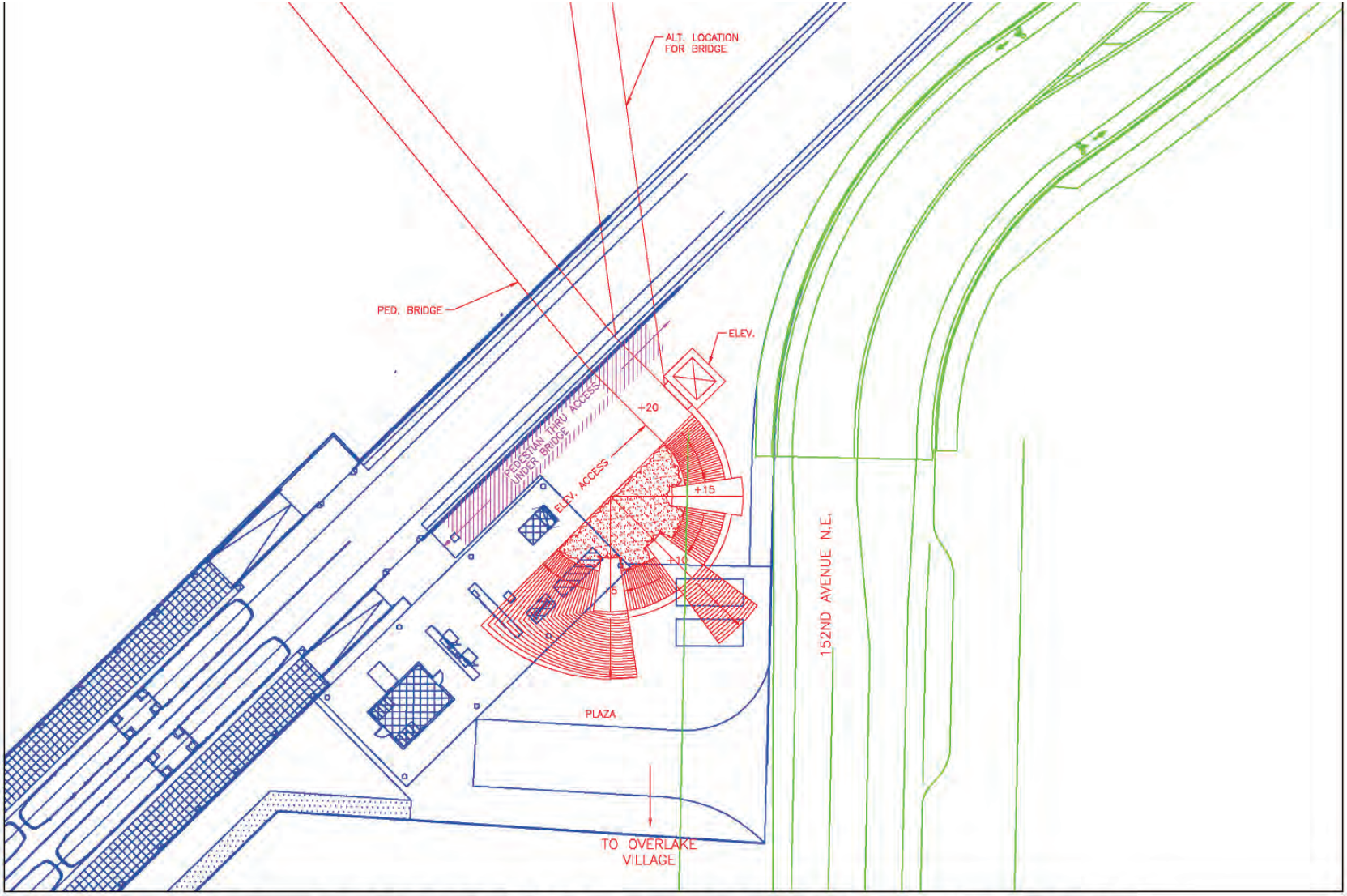


EXHIBIT B2A - SEMICIRCULAR STAIRS WITH ELEVATOR

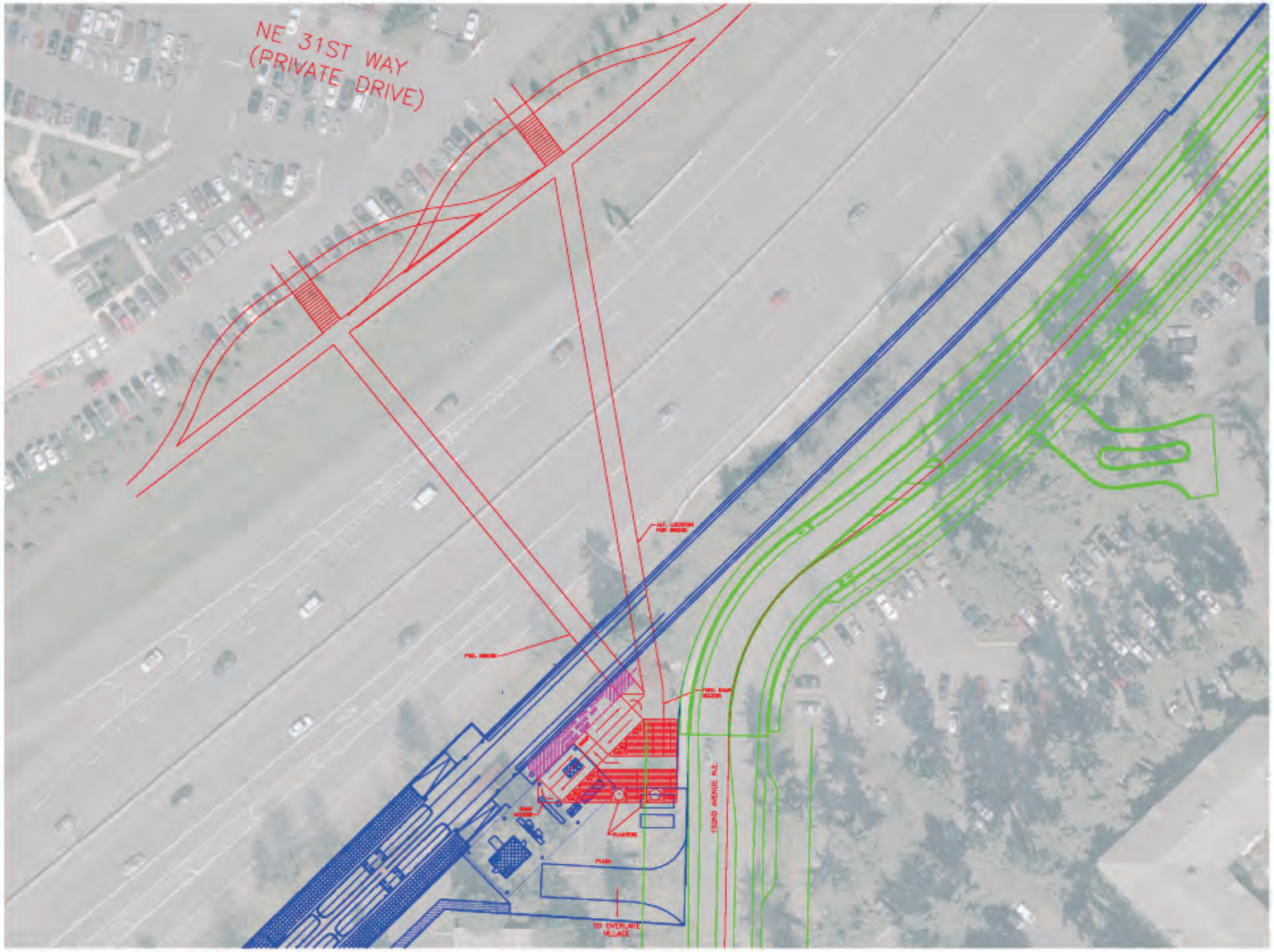


EXHIBIT B3 - RAMP WITH STAIRS

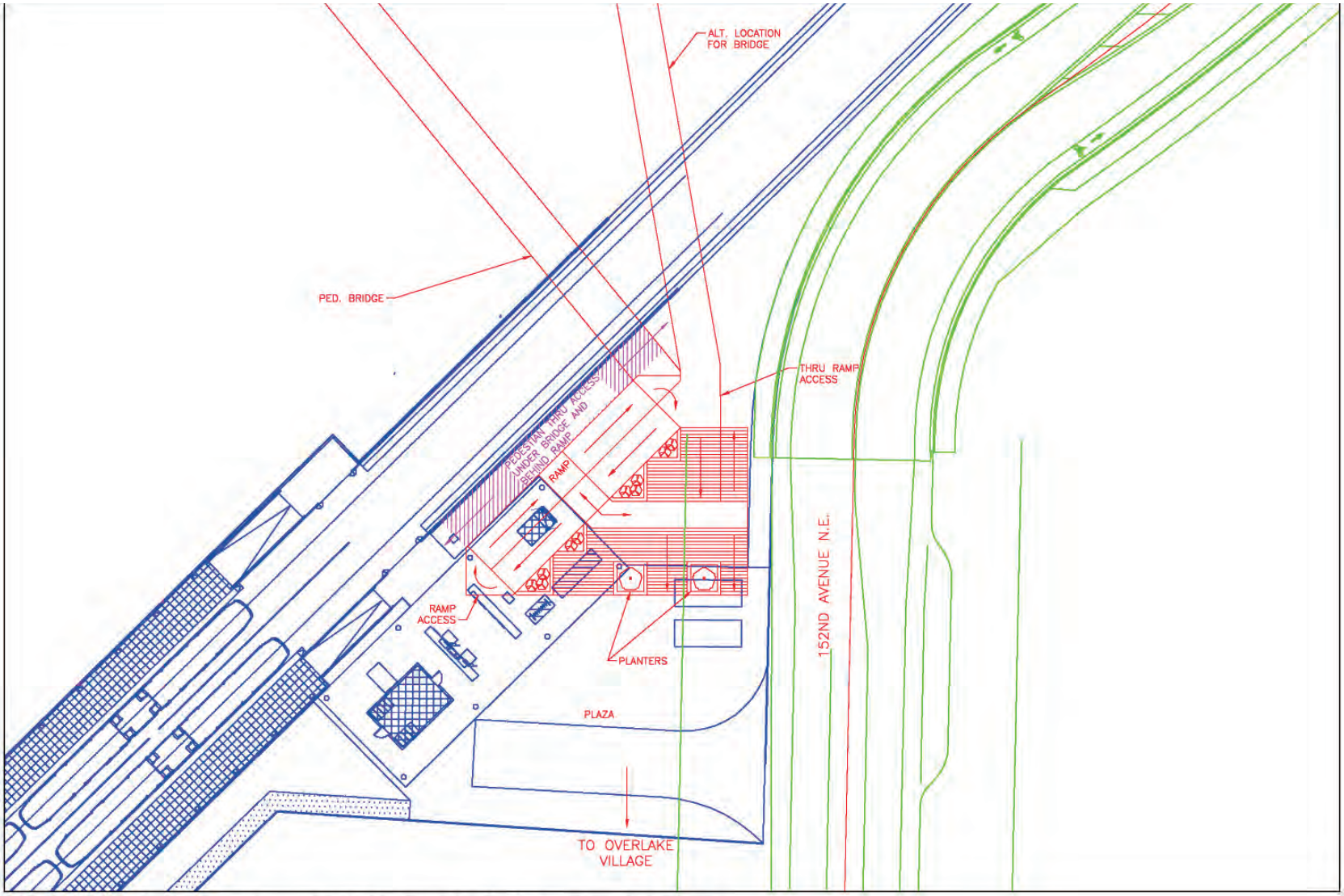


EXHIBIT B3A - RAMP WITH STAIRS

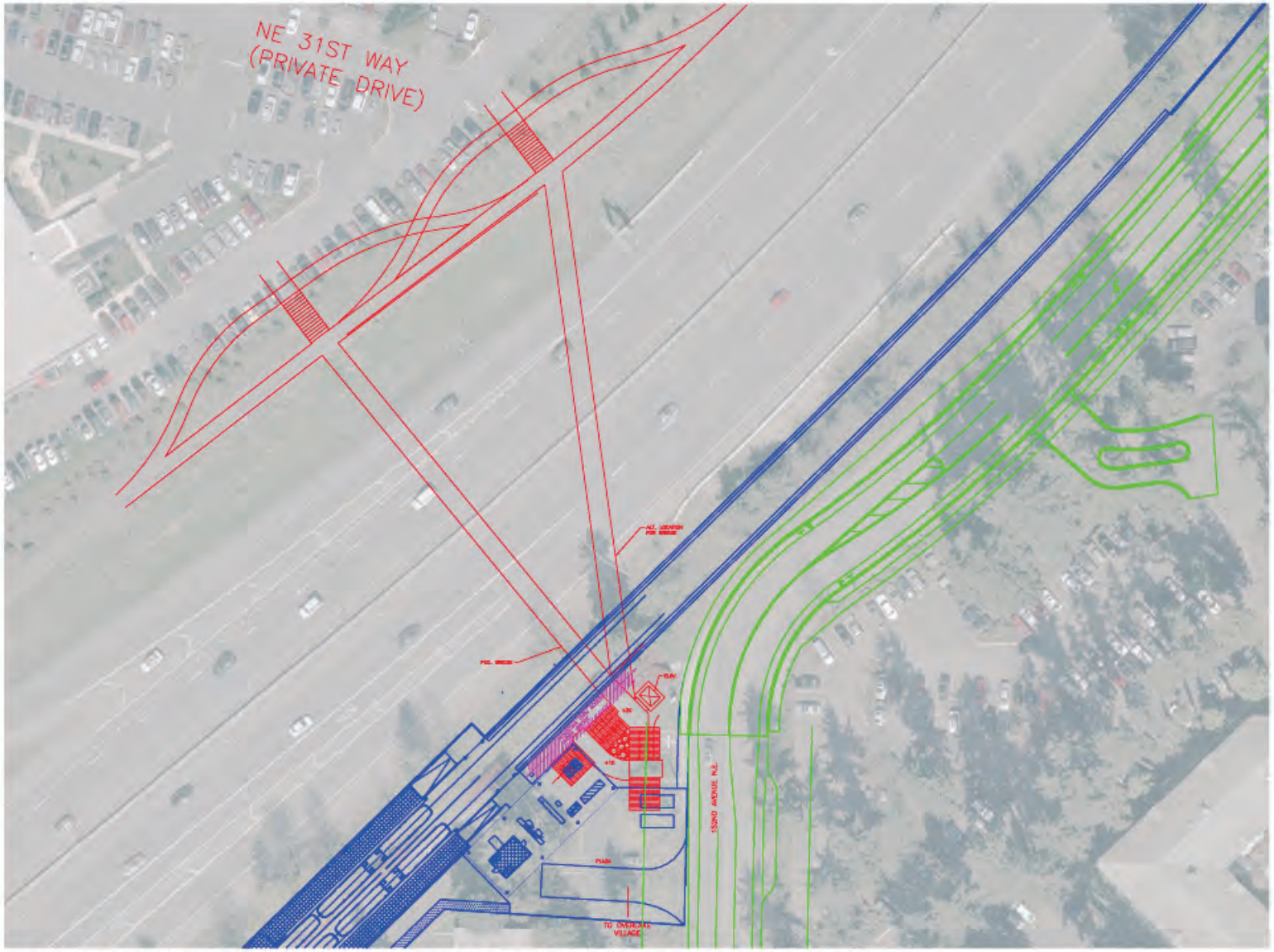


EXHIBIT B4 - "V" STAIRS WITH ELEVATOR

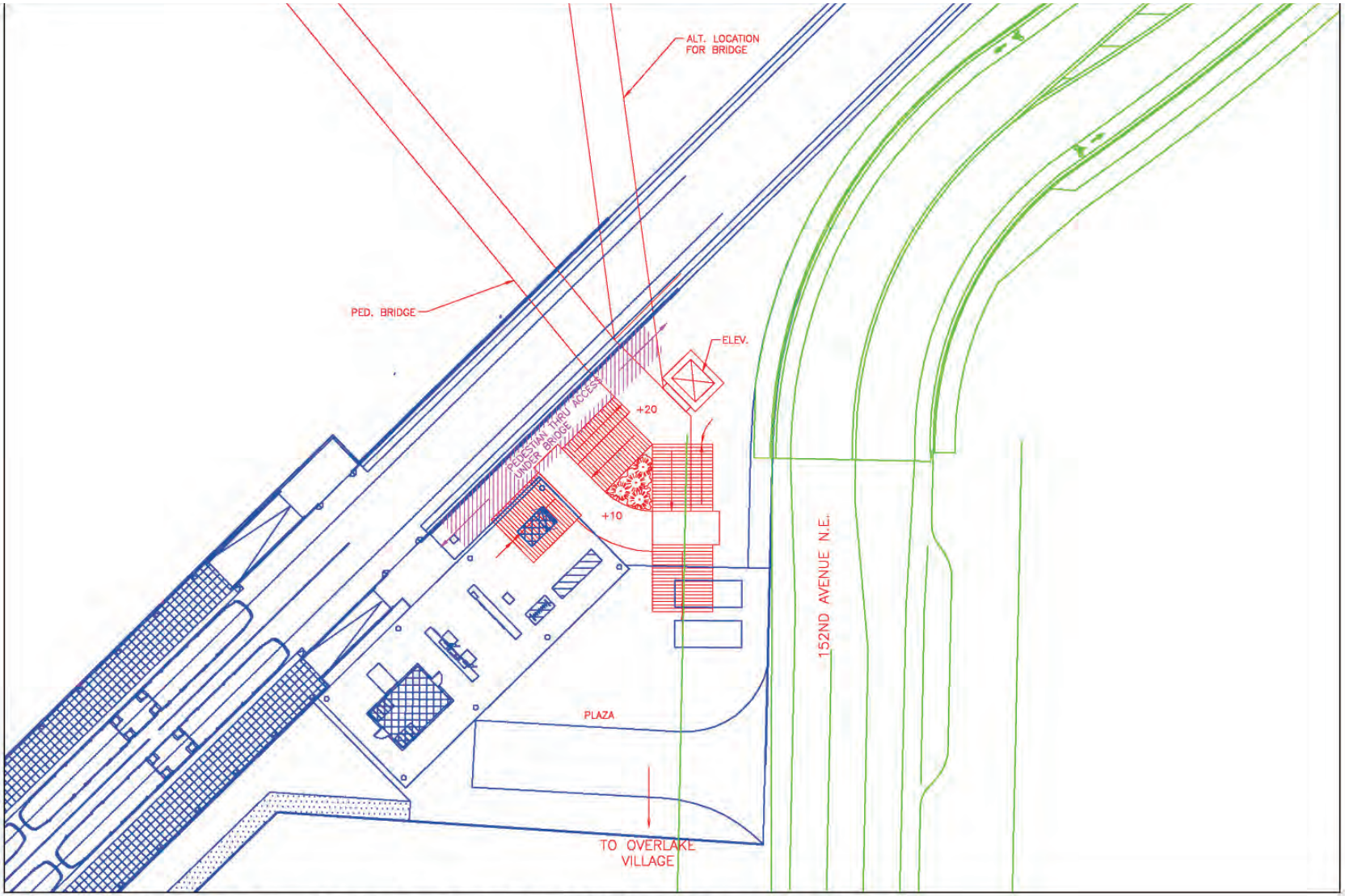


EXHIBIT B4A - "V" STAIRS WITH ELEVATOR