

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 motorvehicle 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 To	otal \$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:

- 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

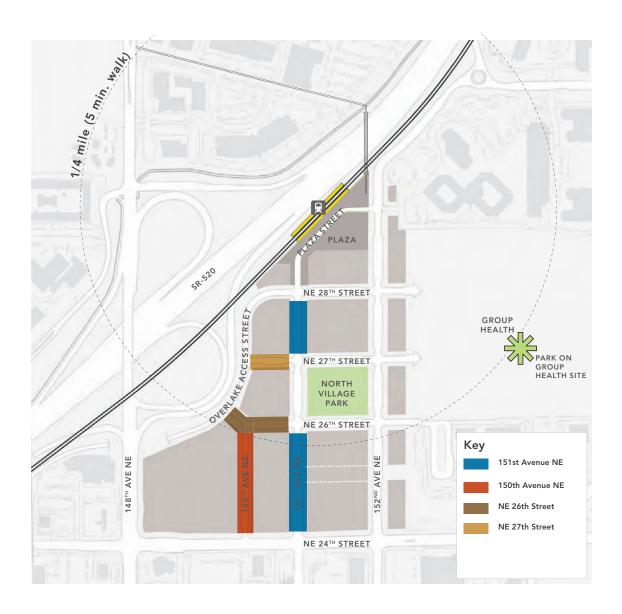
Design of the streets needed to complete the grid must meet the specifications identified for these blocks in the Streetscape Requirements chapter of the Overlake Village Street Design Guidelines.

Phasing

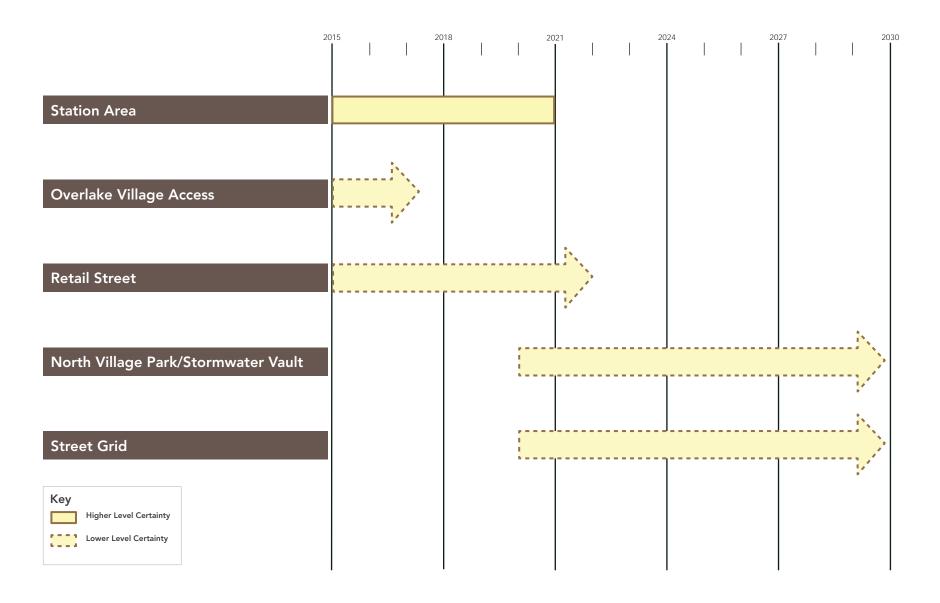
Completion of the Overlake Village street grid will require construction of the following additional street segments:

- 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.