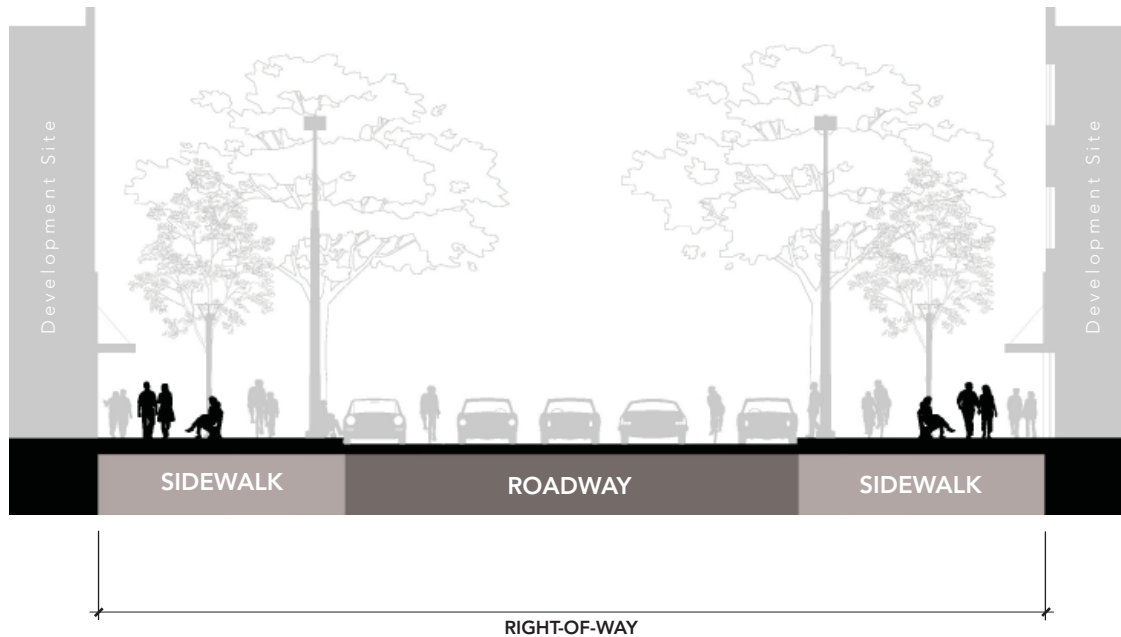


## RZC Appendix 7



## 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:

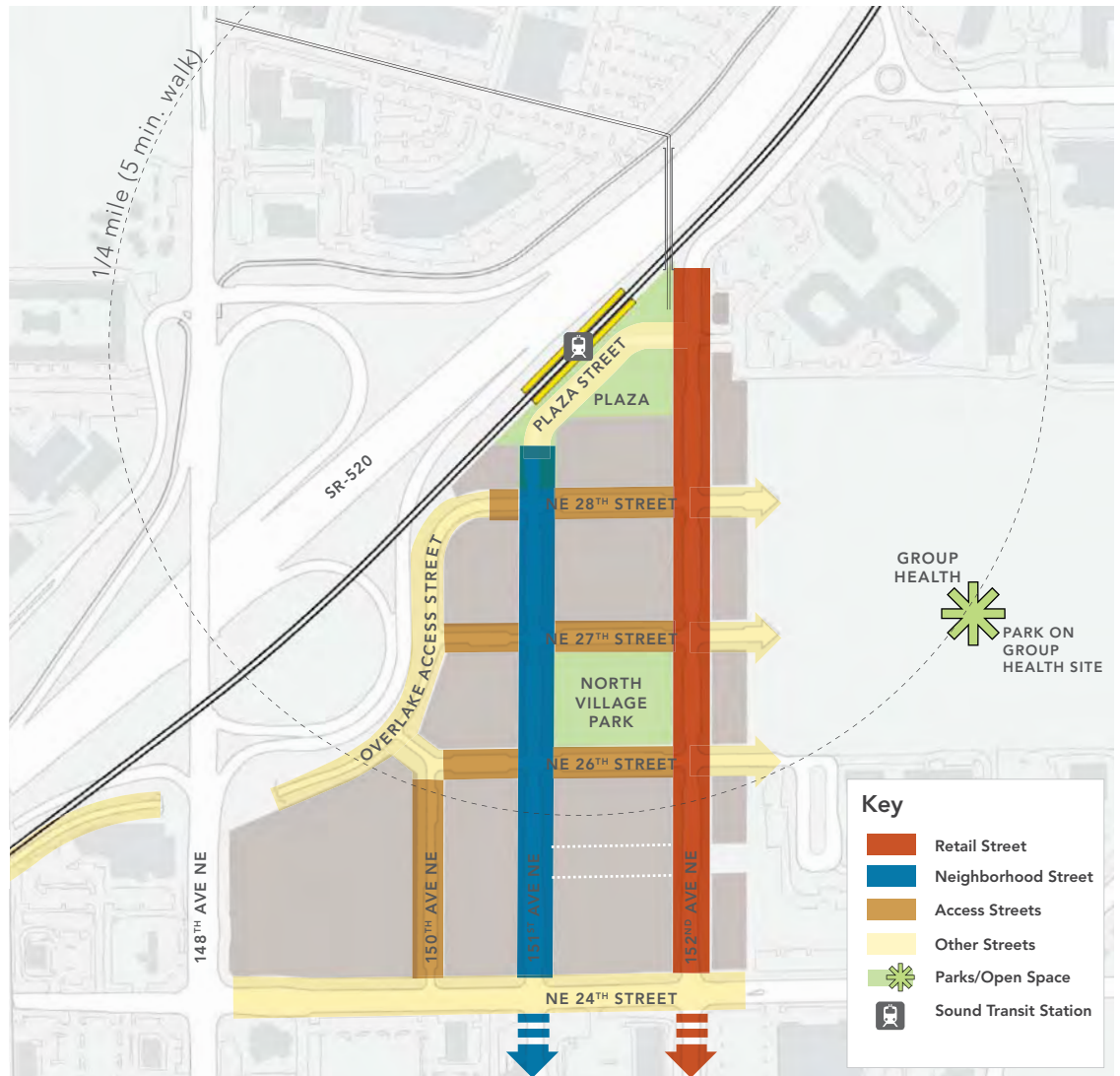
- **Retail Street**—152nd Avenue NE between NE 24th Street and the Station Plaza
- **Neighborhood Street**—151st Avenue NE between NE 28th Street and NE 24th Street
- **Access Streets**—NE 28th, NE 27th, and NE 26th Streets west of 152nd Avenue NE and 150th Avenue NE between NE 26th Street and NE 24th 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. <i>each</i>
Neighborhood Street (151st Ave. NE)	88 ft.	48 ft.	15 ft. <i>and</i> 25 ft.
Access Streets	75 ft.	47 ft.	14 ft. <i>each</i>
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.

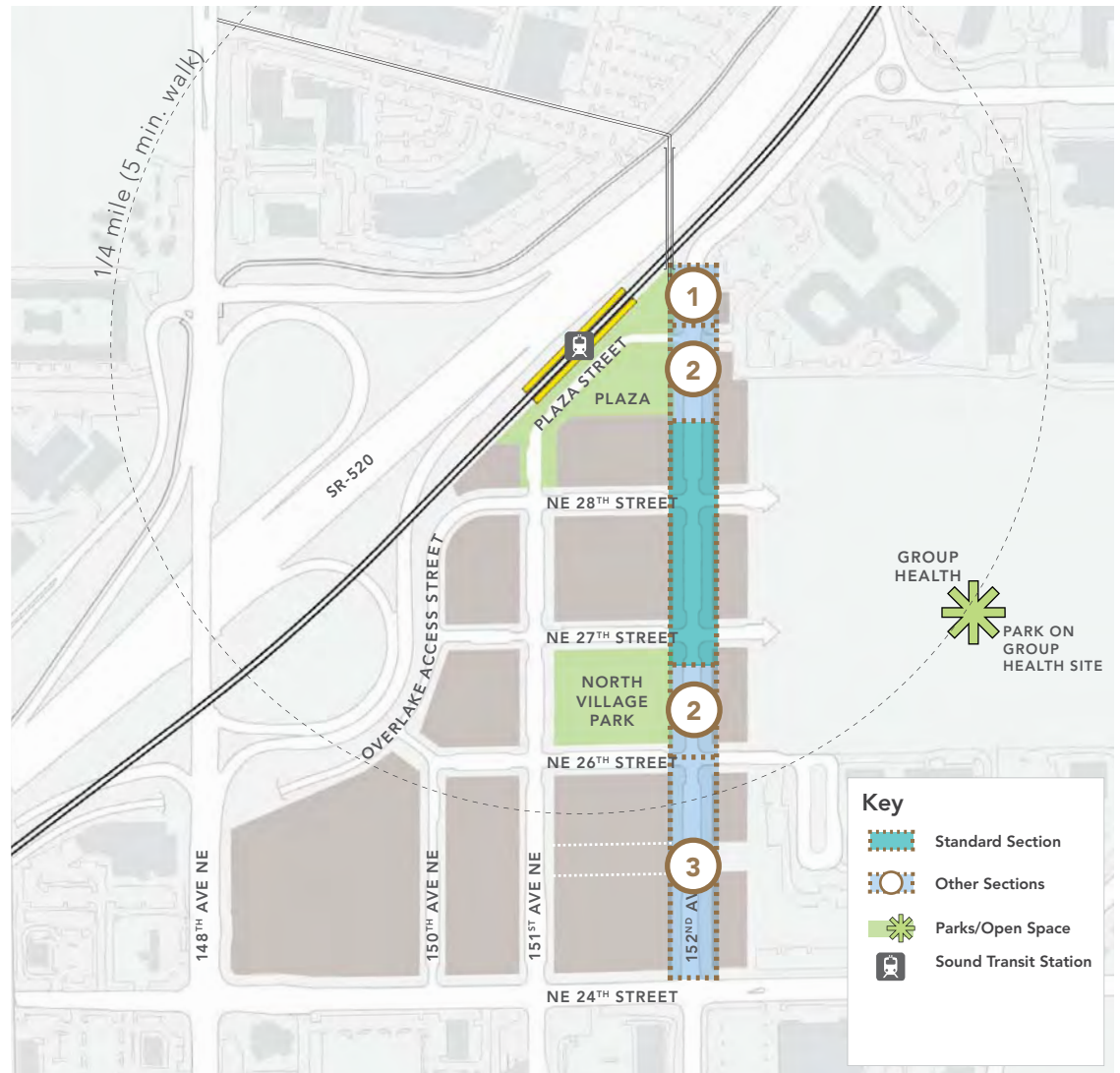
### Standard Section

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

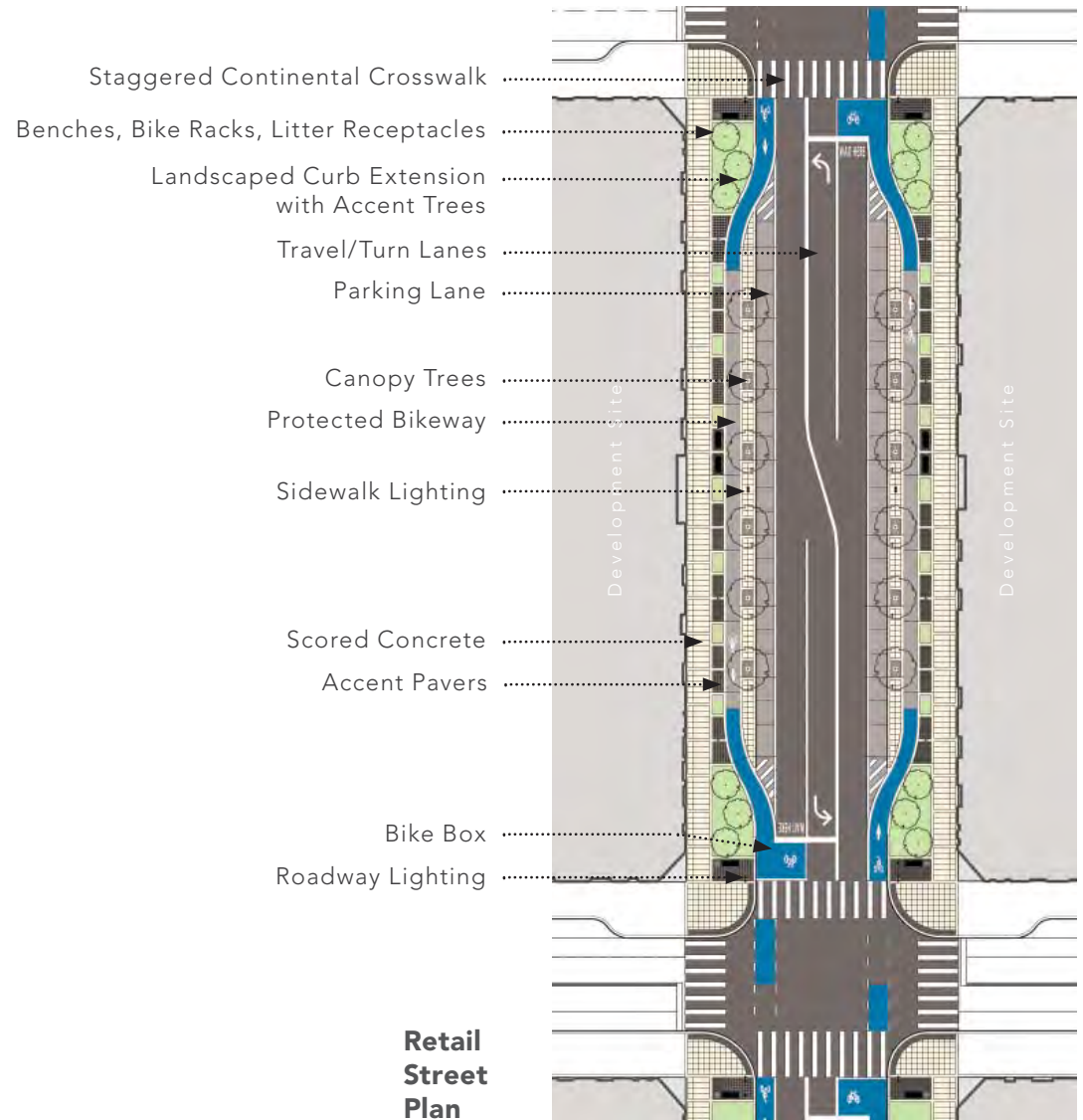
	Roadway (total width)			Sidewalks (total width)
	Travel Lanes	Parking	Bicycle Facilities	Sidewalk Zones
Standard Section (100' R.O.W)	48' total			52' total
	(2) 11' Travel Lanes (1) 11' Left-Turn Lane	(2) 7'-6" Parking Lanes		(2) 26' Sidewalks, each includes a 7' Protected Bikeway
Section 1 (100' R.O.W)	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

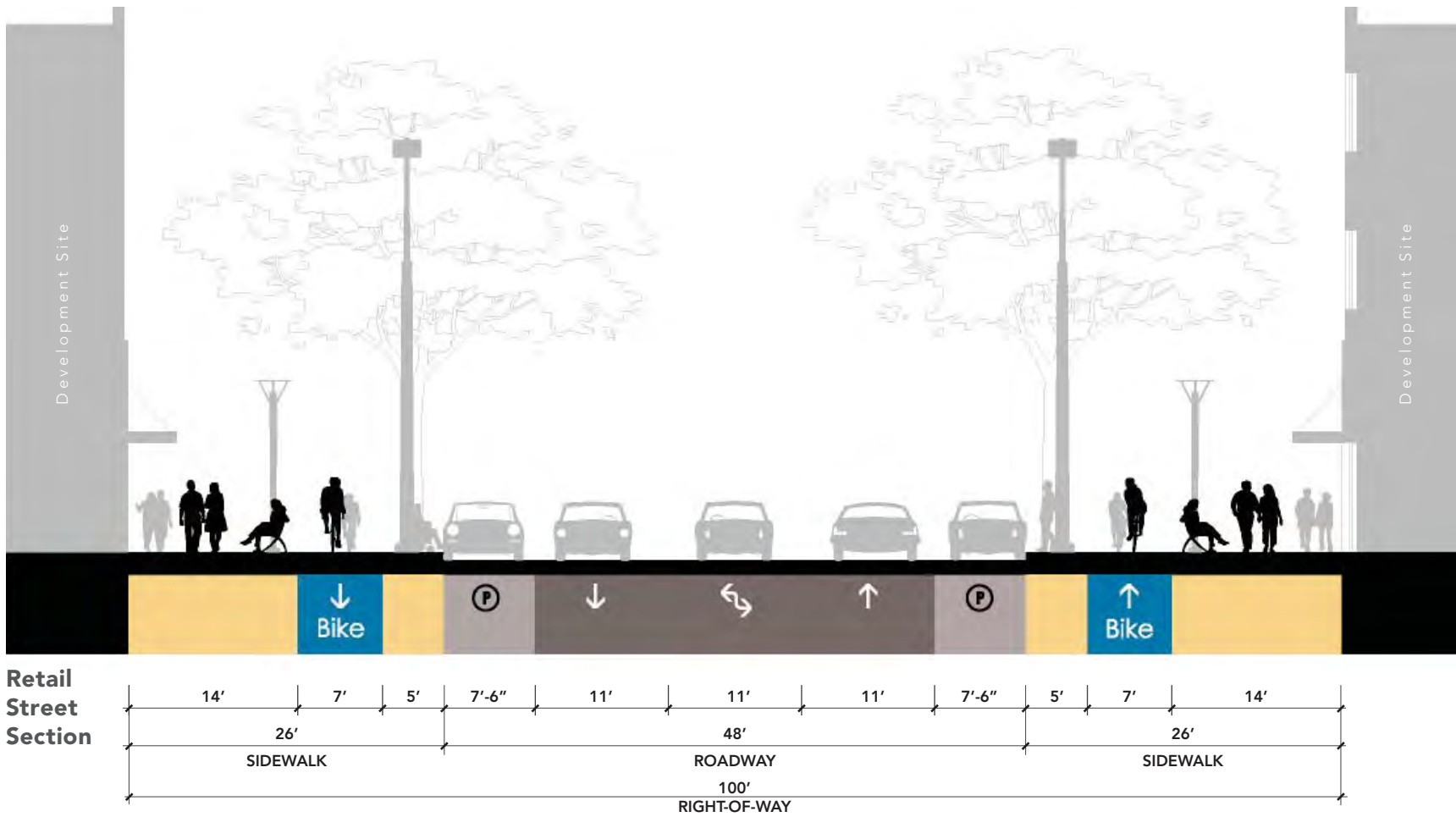


## RETAIL STREET STANDARD SECTION

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

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





# 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.



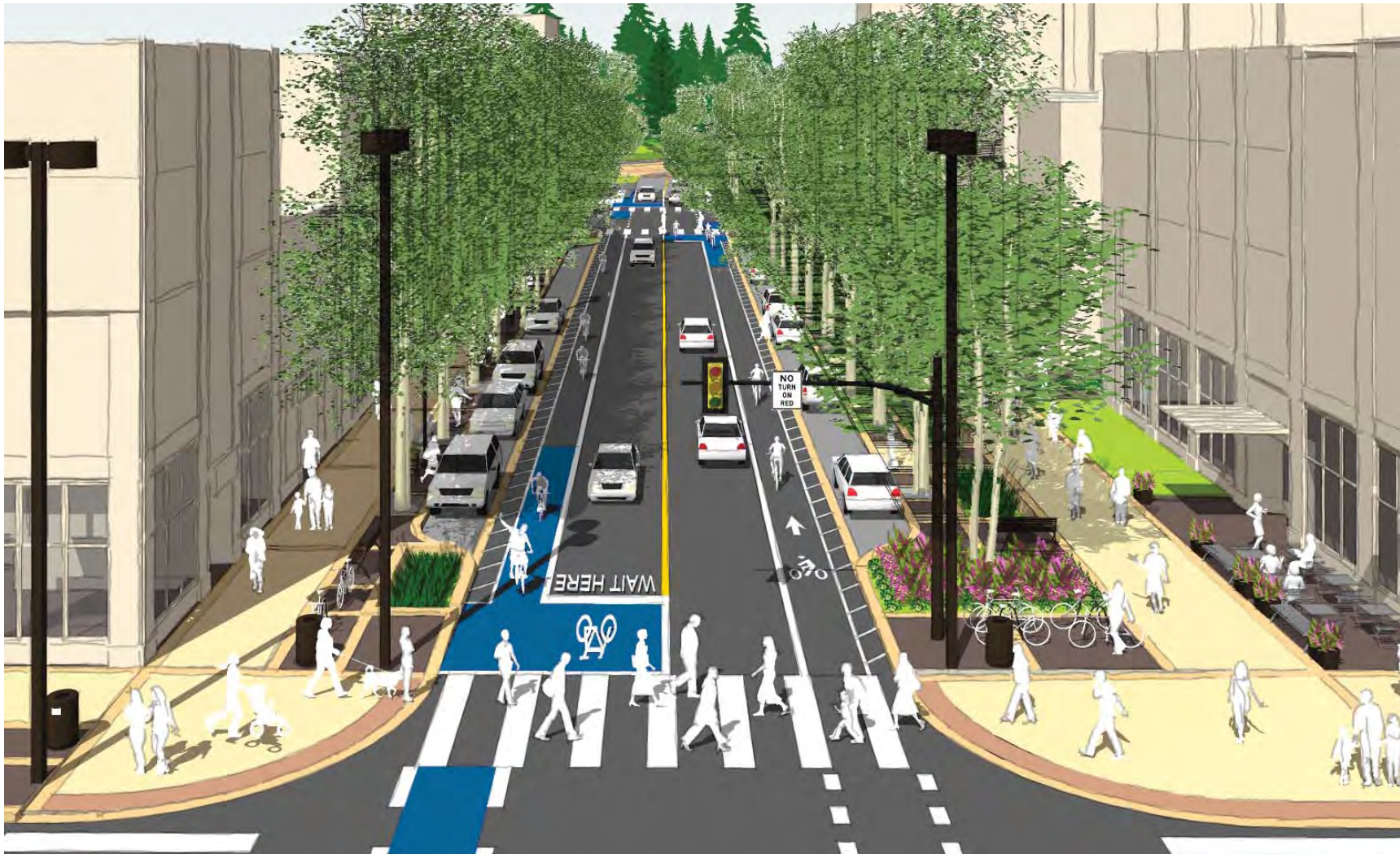
### Enhanced Bike Lanes

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

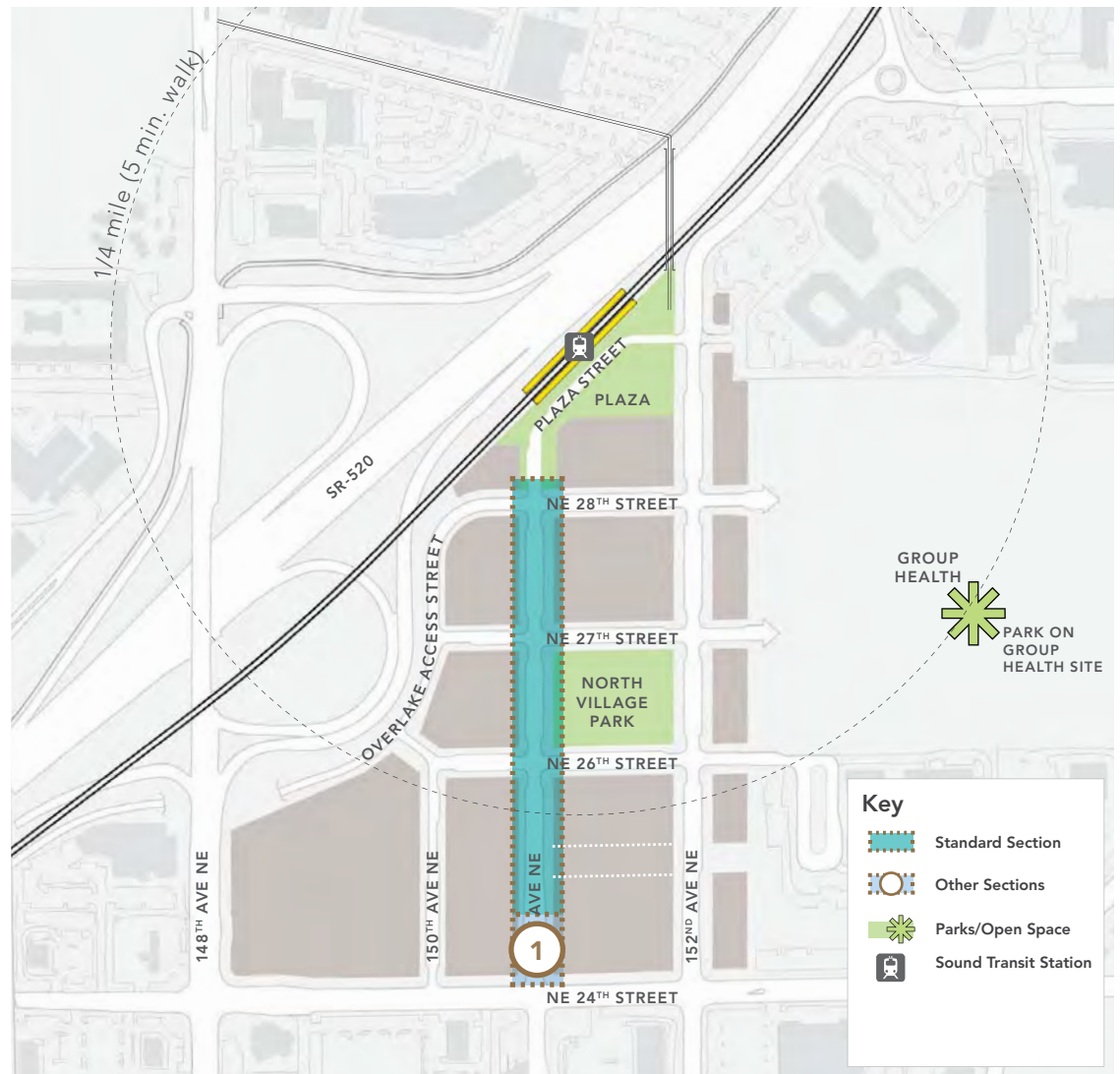
The standard Neighborhood Street section represents the preferred design for the intended character and function of the Neighborhood Street. Further description of the standard section is located on the following pages.

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



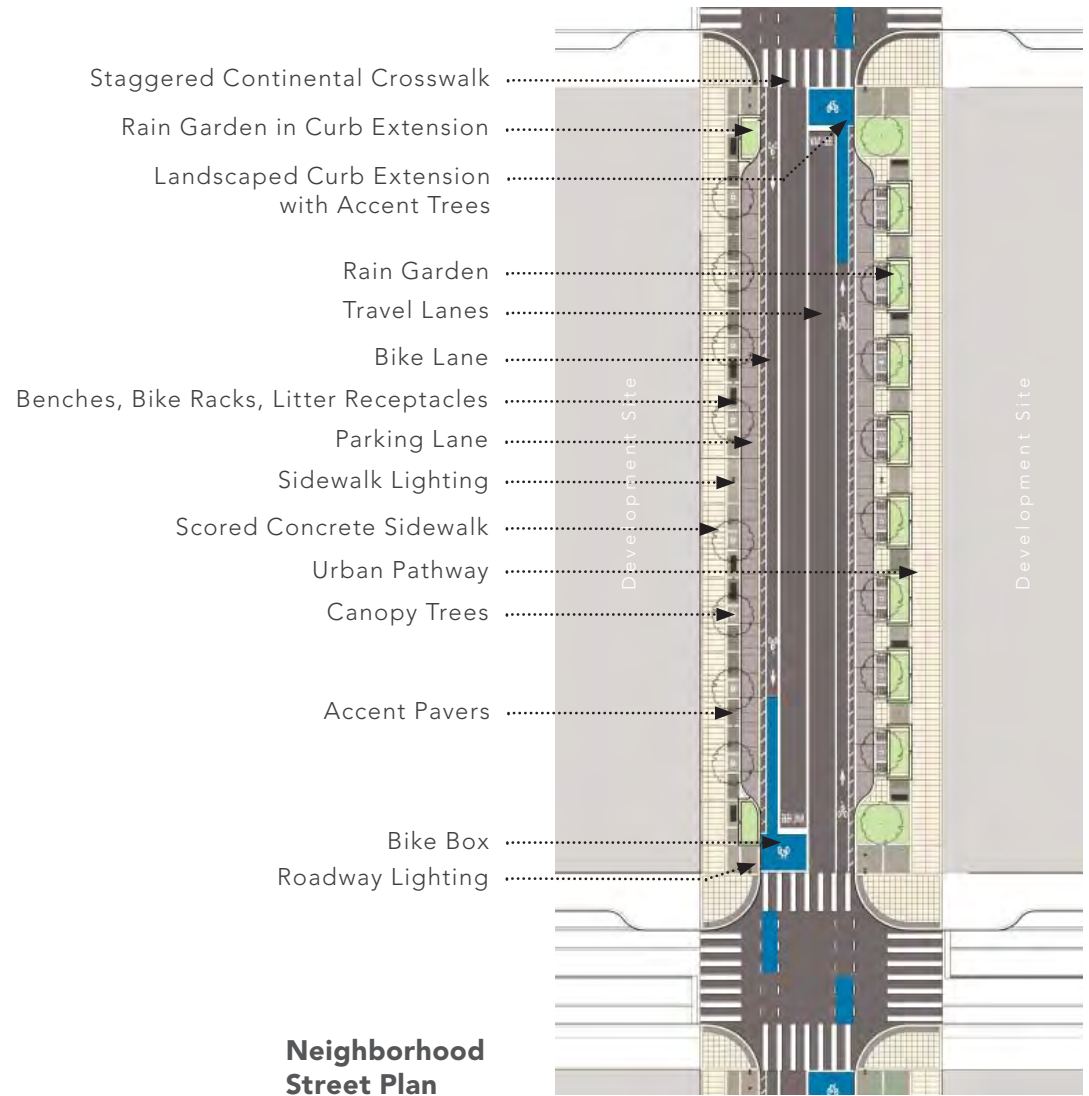
**COMPARISON OF NEIGHBORHOOD STREET SECTIONS**

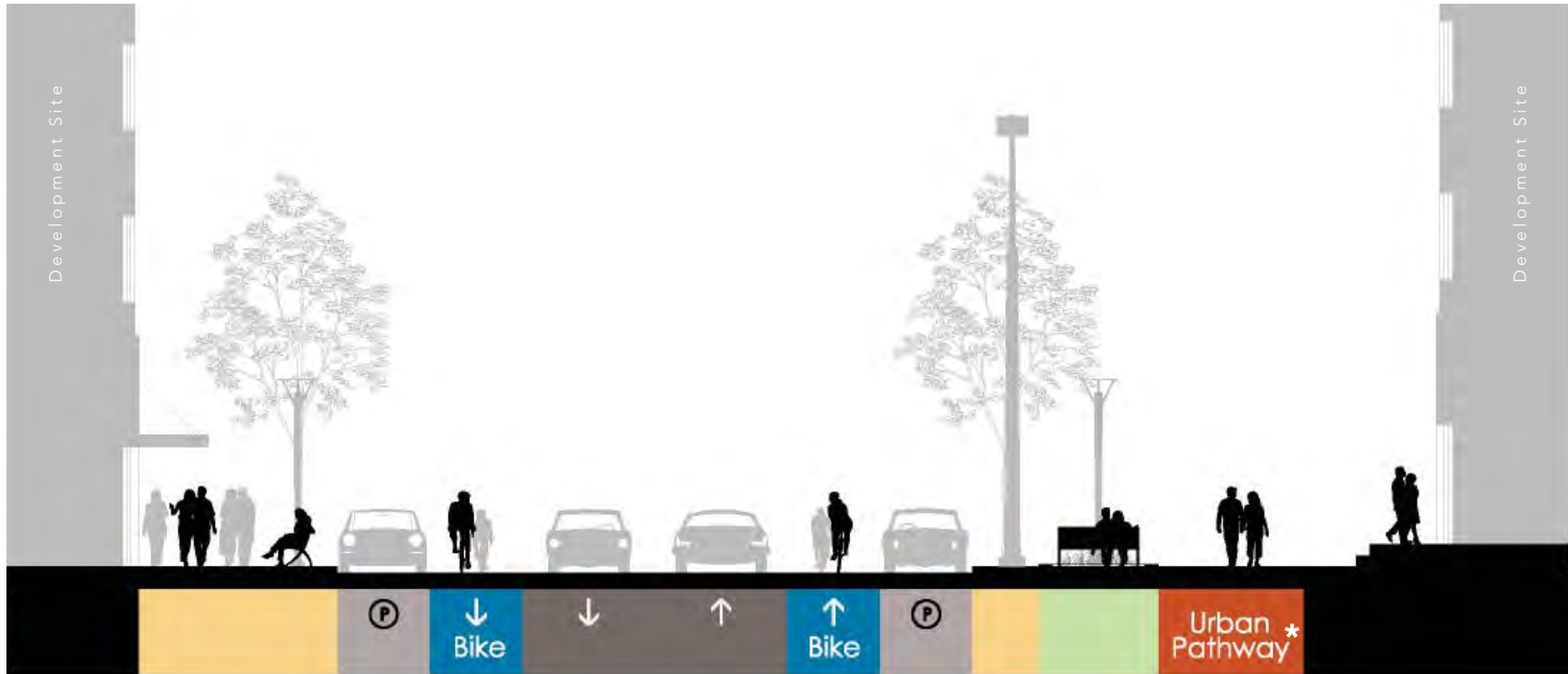
	Roadway (total width)			Sidewalks (total width)
	Travel Lanes	Parking	Bicycle Facilities	Sidewalk Zones
<b>Standard Section</b> (88' R.O.W) (vault under east side at park)	48' total			40' total
	(2) 10' Travel Lanes	(2) 7' Parking Lanes	(2) 7' Bike Lanes	(1) 15' Sidewalk, West Side of Street (1) 25' Sidewalk, East Side of Street Includes 12' Urban Pathway
<b>Section 1</b> (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

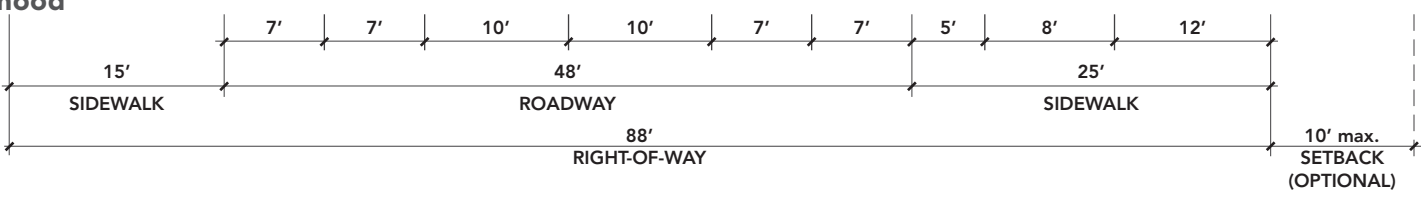
The standard Neighborhood Street section is located between NE 28th Street and NE 27th Street.

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





**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.



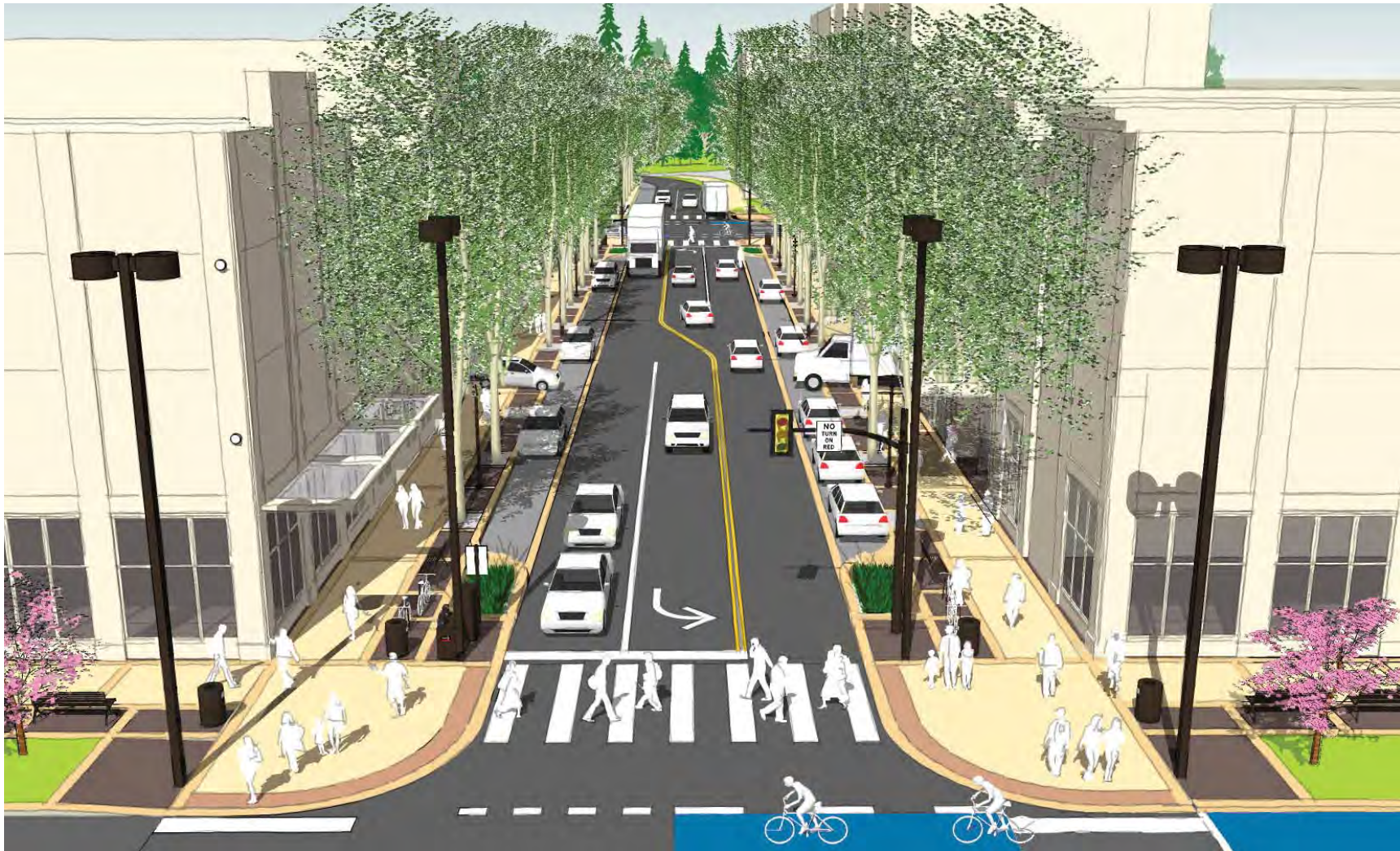
### Service/Parking Entries

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.

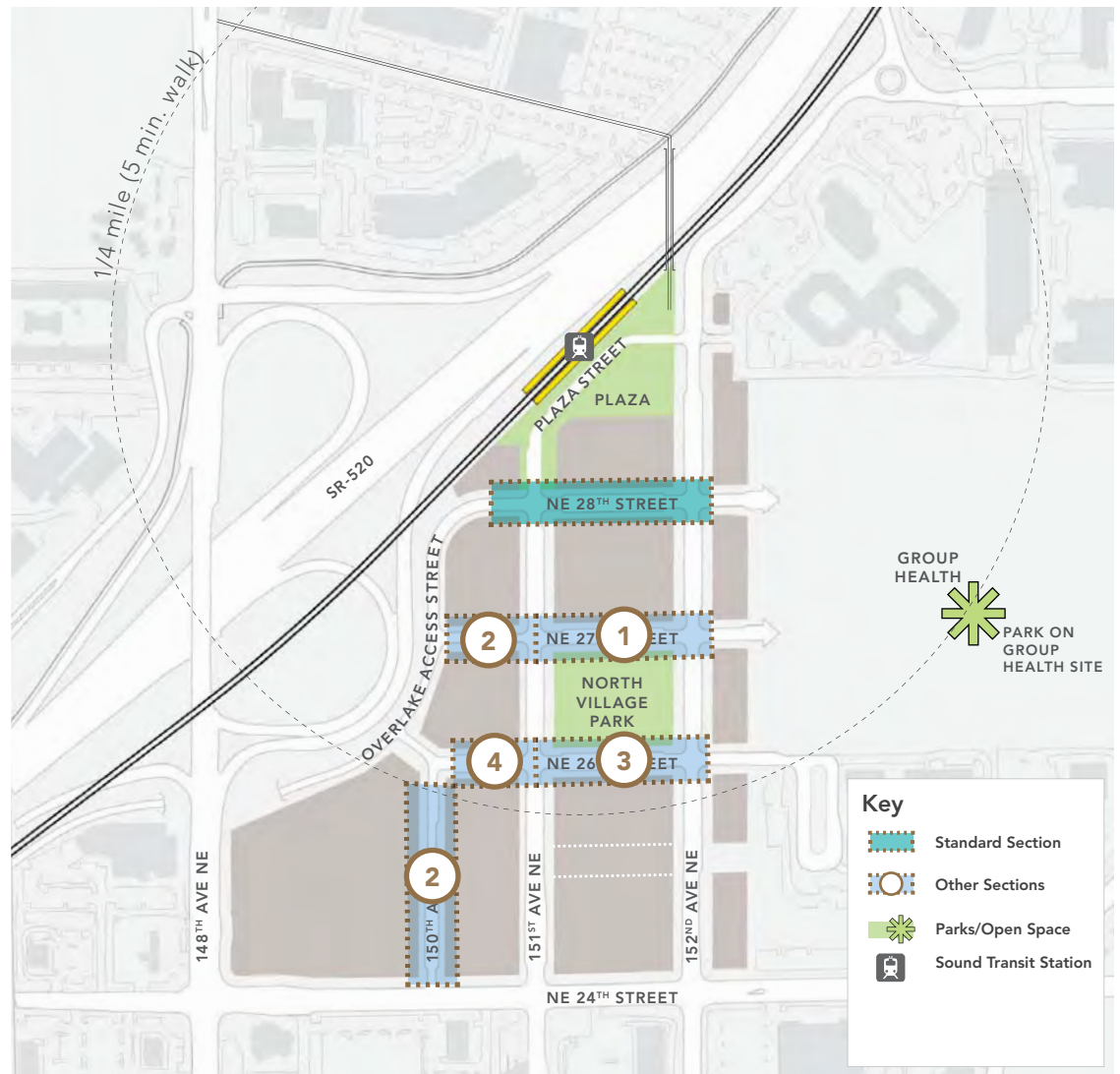
### Standard Section

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



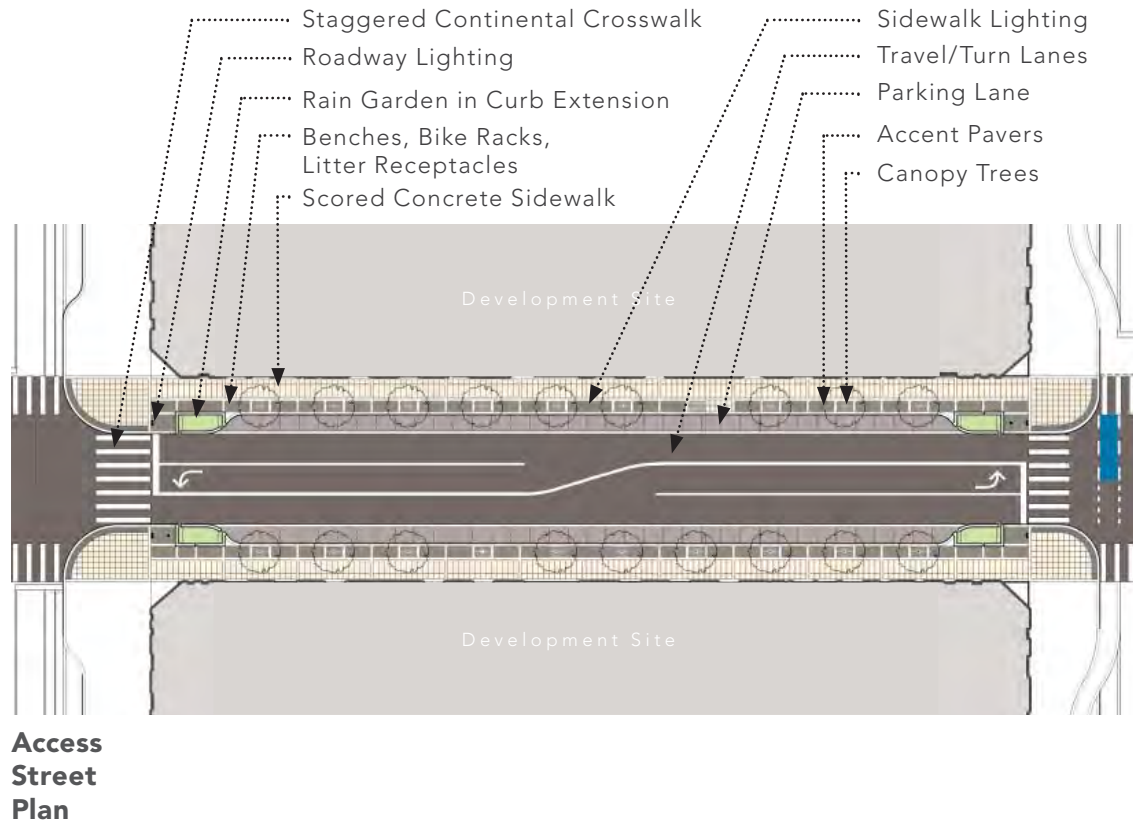
## COMPARISON OF ACCESS STREET SECTIONS

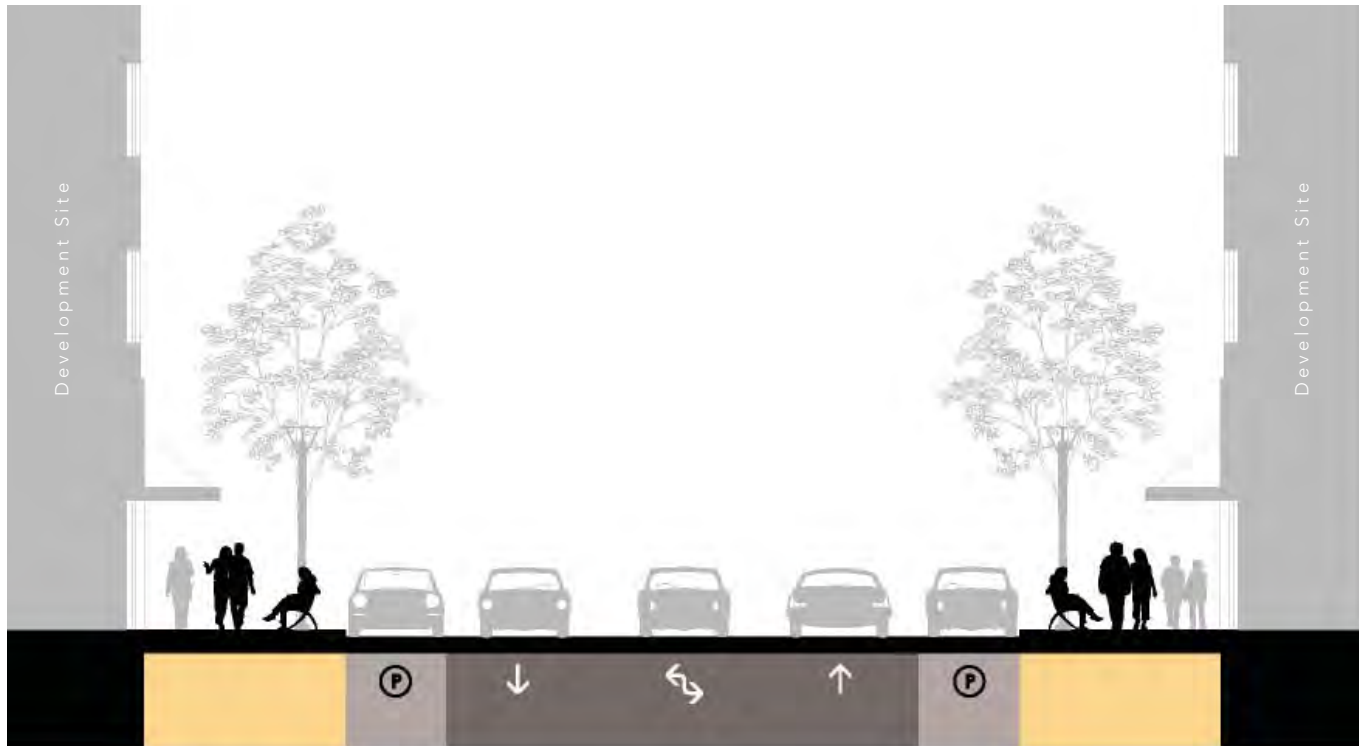
COMPARISON OF ACCESS STREET SECTIONS				
	Roadway (total width)			Sidewalks (total width)
	Travel Lanes	Parking	Bicycle Facilities	Sidewalk Zones
<b>Standard Section (75' R.O.W)</b>	<b>47' total</b>			<b>28' total</b>
	(2) 11' Travel Lanes (1) 11' Left-Turn Lane	(2) 7' Parking Lanes	No Bike Lanes	(2) 14' Sidewalks
<b>Section 1 (72' R.O.W) (vault under south side)</b>	<b>41' total</b>			<b>31' total</b>
	(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
<b>Section 2 (64 R.O.W)</b>	<b>36' total</b>			<b>28' total</b>
	(2) 11' Travel Lanes	(2) 7' Parking Lanes	No Bike Lanes	(2) 14' Sidewalks
<b>Section 3 (82' R.O.W) (vault under north side)</b>	<b>47' total</b>			<b>28' total</b>
	(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
<b>Section 4 (78' R.O.W)</b>	<b>47' total</b>			<b>31' total</b>
	(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

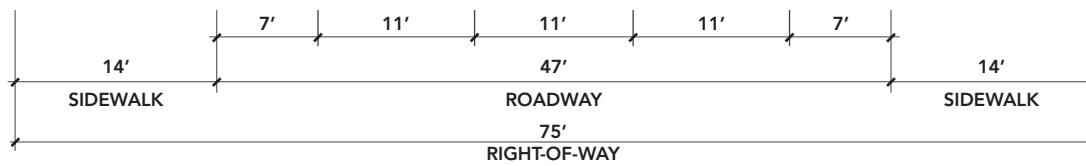
The Access Street standard section is located on NE 28th Street between 151st Avenue NE and 152nd Avenue NE.

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





**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

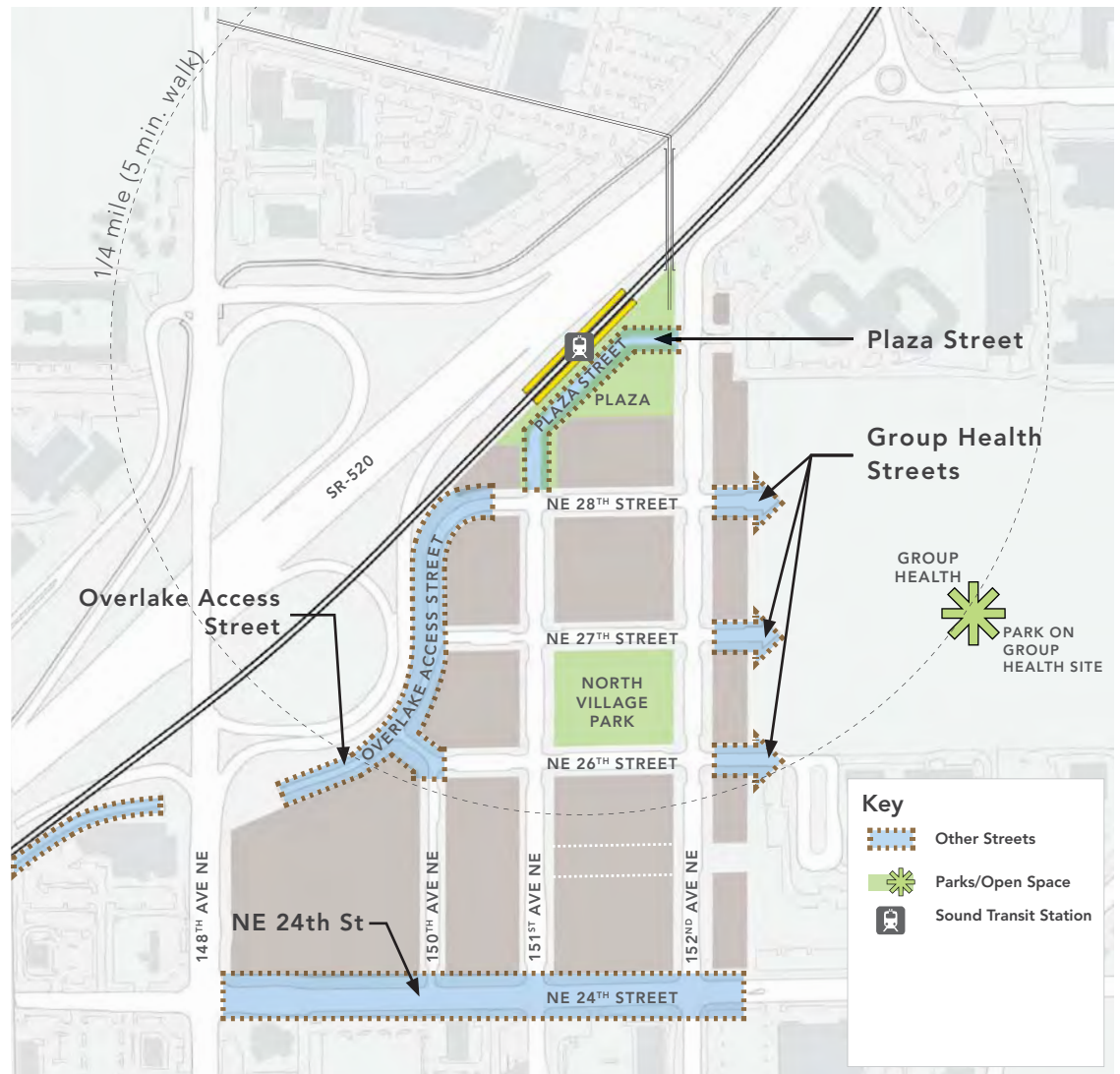
Direct access from SR-520 to Overlake Village requires further traffic analysis and design.

## 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