

Transportation

A major priority for the Overlake Neighborhood is to develop a multi-modal transportation system. To achieve this system, a balance has to be found among travel, circulation and access needs; pedestrian, bicycle, transit and vehicle modes; freight, delivery and emergency vehicle needs; and, finally, capacity and quality of life. This plan strives to make travel on foot, by bike and transit more convenient and attractive.

By 2030, the Overlake Neighborhood will be a multi-modal urban center that is well connected to surrounding neighborhoods and commercial centers, as well as other regional centers. Within the neighborhood, the Employment Area, Residential Area, and Overlake Village will be easily accessed via pedestrian, transit, and roadway corridors. Multi-modal connections will be provided in order to improve community connections for all modes of travel.

In order to become this well-connected neighborhood, a number of strategies have been identified that include improving local access and the pedestrian environment, supporting regional and local transit connections, and accommodating regional through traffic. Forging regional partnerships with Bellevue, Kirkland, King County Metro, Sound Transit, Washington State Department of Transportation and other key players will be critical to carrying out these strategies.

Make Connections

Overlake is ideally located between Downtown Redmond and Downtown Bellevue and close to a number of parks and trails. Unfortunately, congestion and missing linkages limit connectivity between the neighborhood's districts and to destinations outside its borders.

The Master Plan addresses congestion and makes connections by:

- Improving traffic flow along several corridors
- Filling in the street grid with additional local connector streets to help reduce arterial volumes
- Partnering with transit agencies and adjacent jurisdictions to create strong regional transit connections to downtown Redmond, Bellevue, Crossroads, and Seattle through Bus Rapid Transit and Light Rail.
- Partnering with employers to support programs aimed at significantly reducing single-occupancy vehicle use.
- Enhancing the pedestrian and bicycle pathways throughout the neighborhood, and nearby areas.







Examples of a multi-use pathway



Examples of a pedestrian-oriented street

T-1 Improve connections for non-motorized travel.

Adding new sidewalks, bike lanes, and multi-use pathways will improve local connections for non-motorized travel. Non-motorized modes will also be supported by improving existing infrastructure by adding pedestrian crossings and grade separated over- or underpasses. This will help improve the overall pedestrian environment within the neighborhood and will help to encourage non-motorized trips between Overlake Village, the Employment Area, and the Residential Area. The following improvements are proposed:

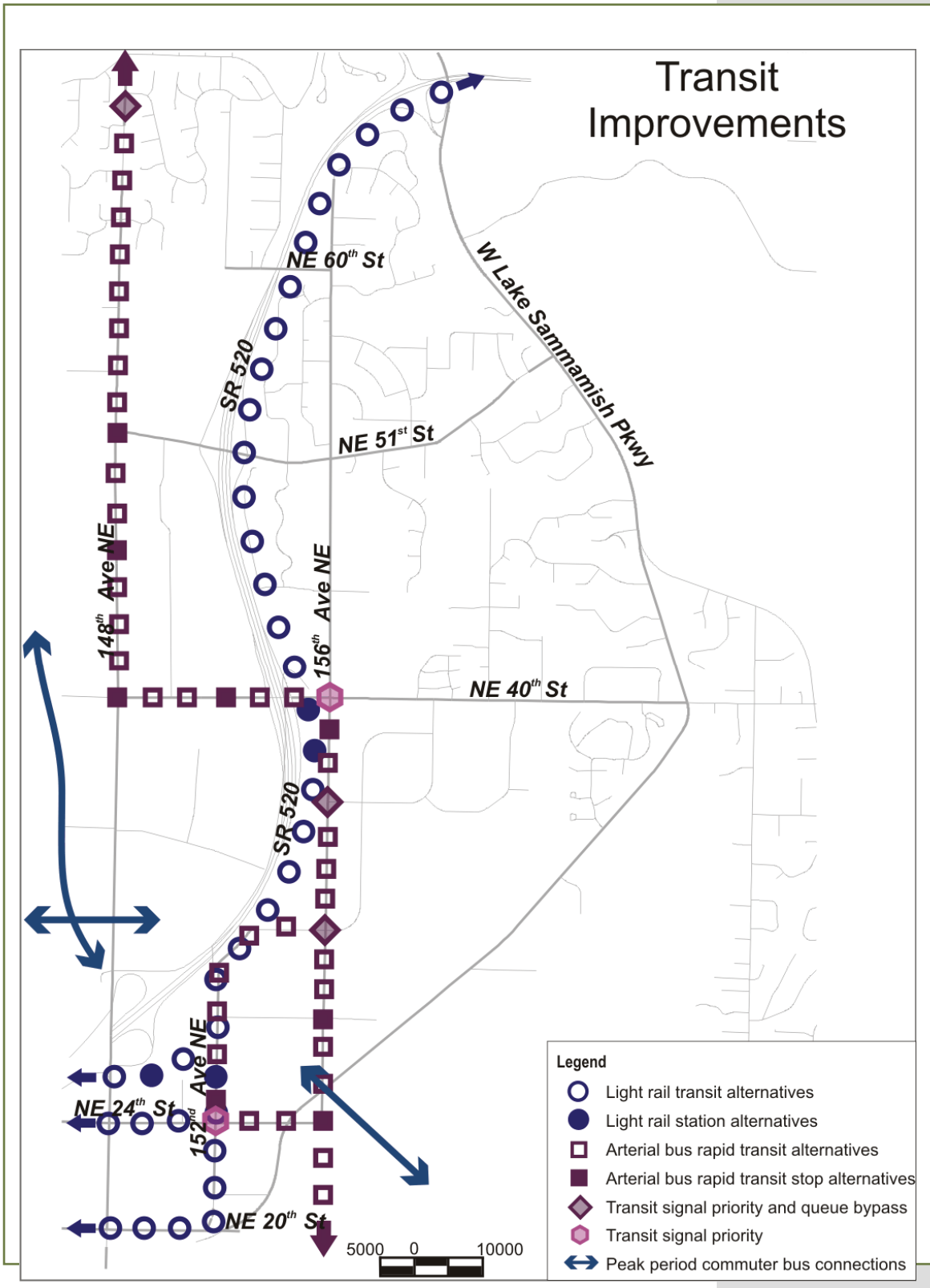
- Fill in gaps in sidewalk system throughout the neighborhood
- Add and improve bike lanes throughout the neighborhood
- Build select multi-use pathways throughout the neighborhood
- Add mid-block crossings with in-pavement lighting at key locations
- Add signalized mid-block crossings at key locations
- Consider grade-separated over- or underpasses at key locations

T-2 Improve the street environment for pedestrians.

Landscaping, planting strips, wide sidewalks, pedestrian lighting and street furniture enhance the pedestrian experience, improve pedestrian safety, and help to create a cohesive identity for the neighborhood. Many of the improvements will be focused in Overlake Village, the neighborhood’s walkable center. Key improvements will be focused on the most important corridors. Future extension of high-capacity transit/light rail provides an opportunity to partner with Sound Transit on improvements along the selected high-capacity transit/light rail alignment. Coordination with Bellevue to ensure the design of the streetscapes is consistent for cross-jurisdictional streets, including 148th Avenue NE and Bel-Red Road, is also key.

T-3 Improve streetscape on 152nd Avenue NE.

Significant improvements are proposed for 152nd Avenue NE to facilitate its transition into a walkable, pedestrian-oriented retail street. Twelve-foot sidewalks with four feet for tree grates and the opportunity for four to eight feet for small plazas will create a safe, pleasant pedestrian environment. Bike lanes in each direction and space for a possible high-capacity transit/light rail line will allow 152nd Avenue NE to transition into a multi-modal corridor.



T-4 Coordinate with transit agencies to enhance regional and local transit connections.

Future development as envisioned in Overlake depends on coordinated improvements to regional and local transit service. King County Metro’s Bus Rapid Transit (BRT) and Sound Transit’s light rail service in Overlake Village would provide vital connections for the neighborhood core and its residents and support the significant amount of residential and commercial development envisioned for the area. Three alternative light rail alignments in Overlake Village are shown on the map on the preceding page. These and potentially others identified by Sound Transit will be evaluated through the East Link Light Rail planning process. Transit will help connect Overlake Village, the Employment Area, and the Residential Area within Overlake, and connect Overlake to nearby commercial and city centers. Light rail, Bus Rapid Transit, and commuter buses should be coordinated to efficiently serve the neighborhood.

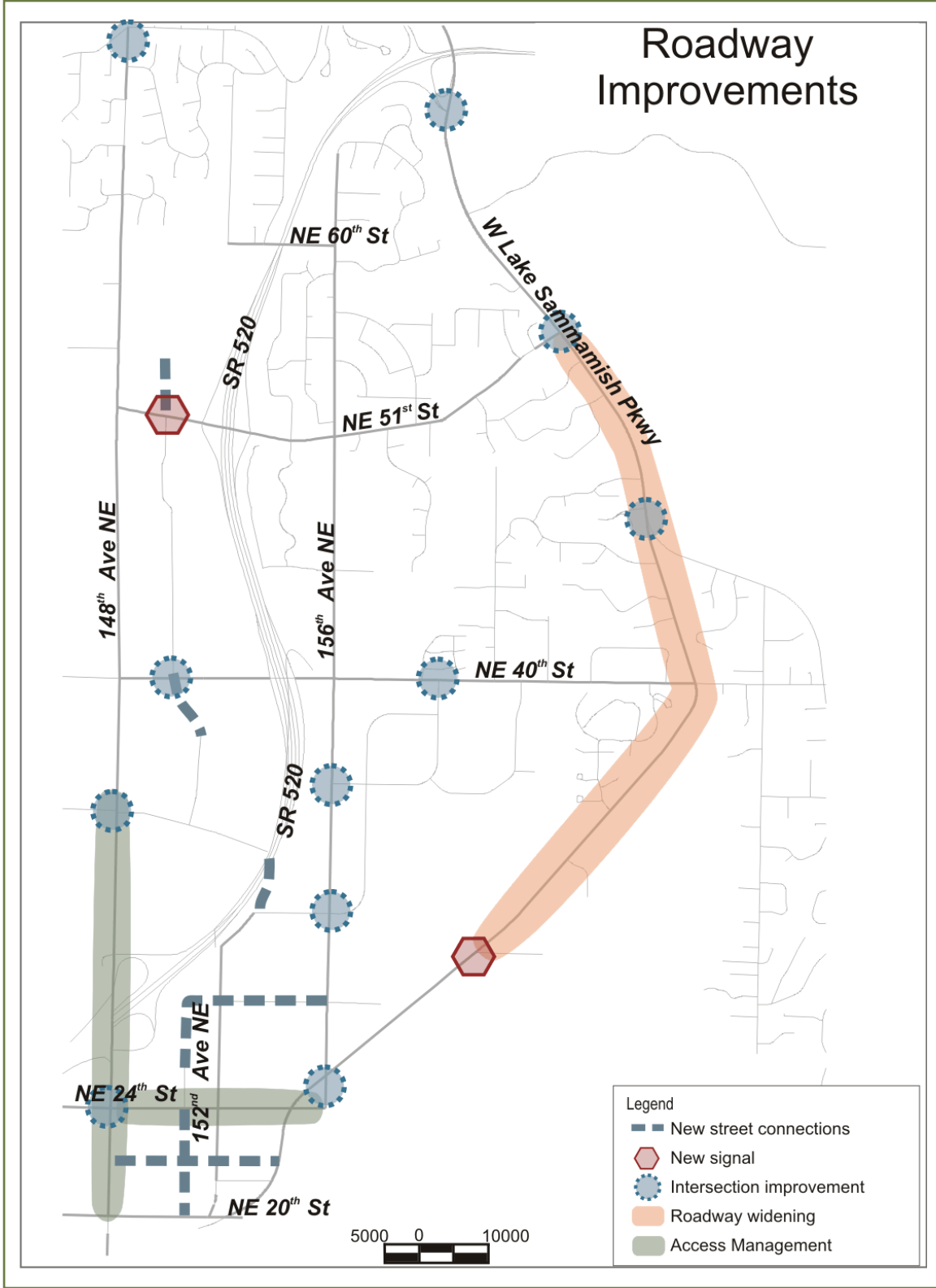
As transit agencies plan for future service to the area, Redmond should continue to work closely with adjacent jurisdictions and regional transit agencies to ensure that adequate and appropriately located transit service is provided. Improvements envisioned for Overlake include:

- Arterial Bus Rapid Transit from Redmond to Bellevue
- Light rail from downtown Seattle to downtown Bellevue, and from downtown Bellevue to downtown Redmond through Overlake
- Peak Period Commuter Bus to Lynnwood/Canyon Park, Issaquah/Sammamish, and North Seattle
- Transit signal priorities and queue bypass lanes
- HOV direct access ramp at the NE 40th Street and SR 520 Interchange

In planning for transit services, Redmond will strive to achieve:

- BRT stop on 152nd Avenue NE north of NE 24th Street and high-capacity transit/light rail station in the center of Overlake Village to anchor development and establish ridership patterns
- Timely identification of preferred high-capacity transit/light rail route through continued collaboration with Sound Transit to support redevelopment decisions in the next three years







T-5 Improve local access for all modes by expanding the street network.

Improving access within Overlake will help facilitate a multi-modal transportation system. Currently, the street system is comprised almost entirely of arterial streets that serve a high volume of regional traffic. As such, there is a need in this area for a denser network of smaller local streets. Expanding the street network of the neighborhood by connecting the grid with new streets will improve both motorized and non-motorized local circulation and access.

T-6 Accommodate regional through-traffic.

In coordination with the growth of the Overlake Neighborhood and proposed transportation improvements, the need to accommodate regional through-traffic will be balanced with other transportation goals. The safety and function of the area’s arterials and key intersections will be improved in order to maintain or improve the current level of regional through-traffic. Making modifications to SR 520 as well as improvements in regional transit should improve the area’s capacity for regional trips. Street modifications will also help improve traffic flow. Street modifications include:

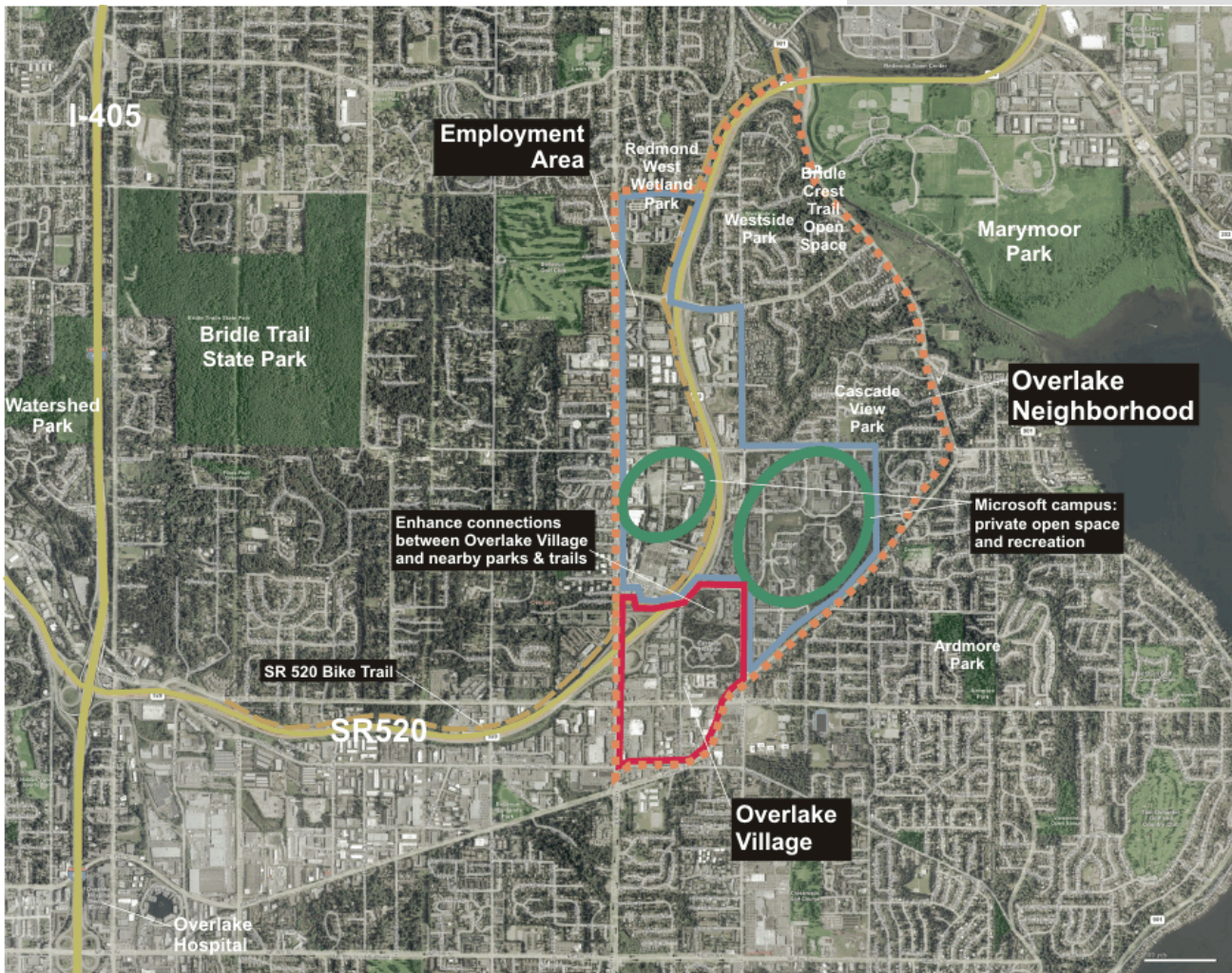
- Intersection improvements to facilitate turning
- Widening the street in certain locations
- Reconfiguring the street design
- Implementing more stringent access management

T-7 Create a parking management program within the Overlake Neighborhood.

This parking management program will focus on reducing or, in the long term, eliminating minimum parking standards, creating a residential parking permit program, and refining parking credits for mixed use developments.

T- 8 Update the Transportation Demand Management program for the Overlake Neighborhood.

This TDM program will strive to achieve a non-single occupancy vehicle mode share goal of 40 percent by 2030 for peak period trips in the Overlake Neighborhood. This TDM program will be consistent with the TDM policy adopted in the Redmond Comprehensive Plan (TR-37).



Open Space & Public Amenities

Overlake benefits from having a number of quality open spaces within and in close proximity to the neighborhood, including Marymoor Park, Bridle Trails State Park, and the SR 520 Bike Path. Access and connections to these parks, however, need to be improved in order to better serve the residents and workers in Overlake. As the population of Overlake continues to grow, it will also be necessary to ensure that the number of parks and open spaces within the neighborhood's borders grow at a similar rate. Within Overlake Village, it will be especially important to add parks and open space.

OS-1 Provide multi-modal connections to open spaces and recreational opportunities within and near the Overlake Neighborhood.

In order for open spaces and recreational areas to be true amenities, they must be accessible to residents, workers, and visitors in Overlake. In particular, there should be connections, including trails, sidewalks, and bus routes, to:

- Regional open spaces such as Bridle Trails State Park and Marymoor Park
- Parks and recreational opportunities near Overlake Village.
- Smaller scale open spaces in the residential area

Trail connections could be provided in stream buffers where appropriate. Where sidewalks provide linkages between parks, open spaces and recreational opportunities, wayfinding should be improved to make these connections more navigable

OS-2 Encourage the use of native and drought resistant plants when designing plantings in open space to reduce irrigation requirements and conserve water.

Plants native to the northwest are accustomed to this area's dry summers and wet winters and therefore require less watering in the summer. They also provide important habitat.

Create a system of connected open spaces

Overlake is close to several regional parks and recreation opportunities, including Marymoor Park and the SR 520 bike trail; however, the area lacks easy access to these amenities. Within the neighborhood, Overlake lacks a substantial community gathering place and Overlake Village does not include any parks and recreation areas within its borders. This severely diminishes the livability of this district and its appeal to future residents. The Master Plan addresses these issues by:

Improving access to the surrounding regional parks and recreation amenities.

Creating a variety of open spaces in Overlake Village as the area redevelops, designed to serve a number of purposes.

Connecting the open spaces with a network of pedestrian connections.



OS-3 Encourage the use of bioretention features as a stormwater management technique and as an aesthetic amenity when designing open spaces.

OS-4 Ensure quality of public and private open spaces.

Maintain design standards for open spaces provided as part of private development to ensure that they are safe and meet public objectives.

OS-5 Monitor the need for civic facilities such as a future community center that is accessible to the entire neighborhood.

A community center could be an important community amenity that would help improve the livability of the entire neighborhood. When considering the potential for a community center, the City should consider including space for the relocation of the Overlake police substation or other needed City services.

OS-6 Pursue opportunities to provide special use parks in the Employment Area, as identified in Redmond’s PRO (Parks, Recreation and Open Space) Plan.

OS-7 Support the development of private open spaces and recreation opportunities in the Employment Area.

Work with businesses in the Employment Area to provide open space and recreational opportunities to employees. Large corporations with campuses in this area provide a unique opportunity to incorporate a variety of open spaces.



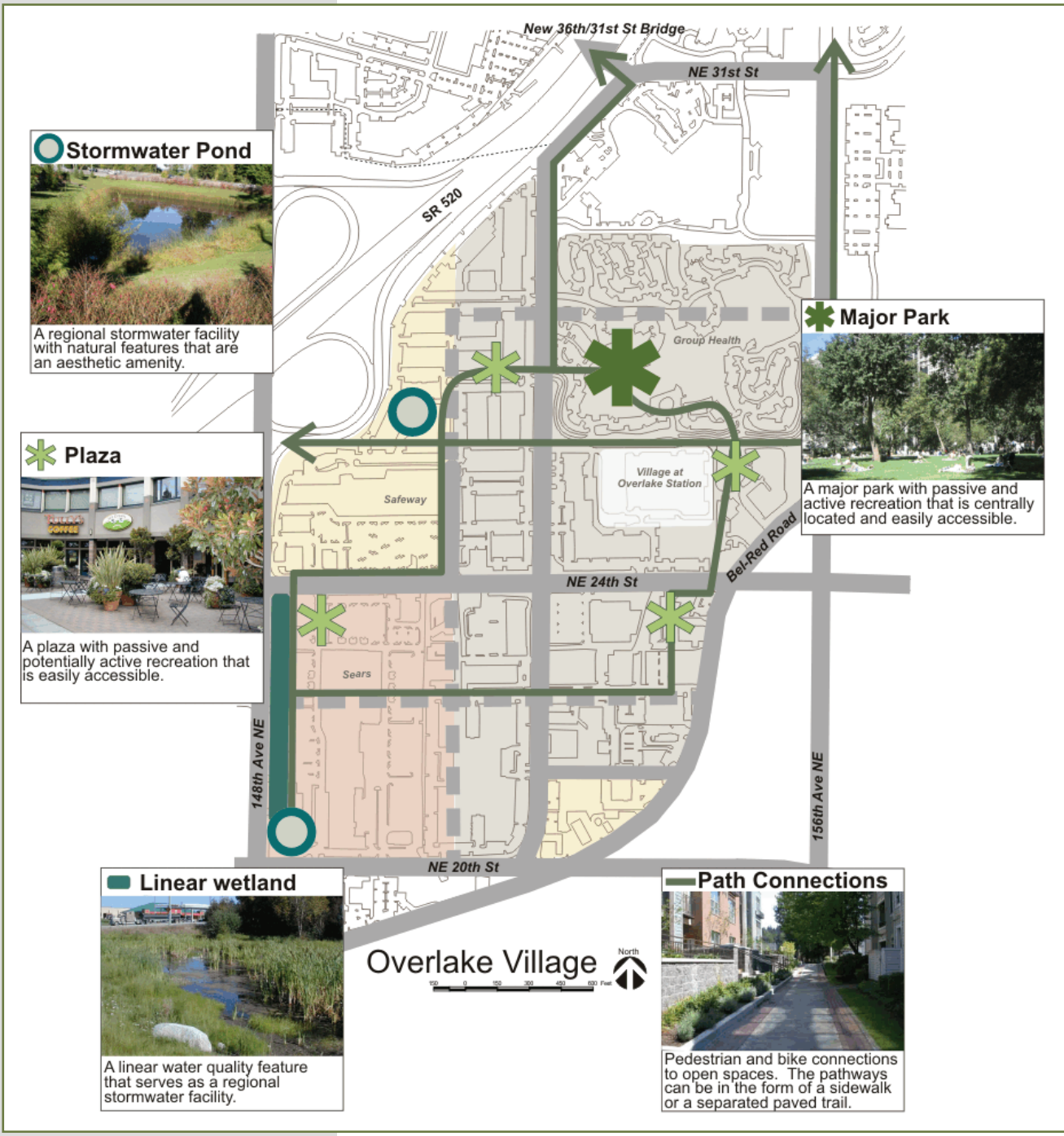
Rain gardens in open spaces can be an aesthetic amenity as well as a technique for stormwater management



A new community center could be an important community amenity for the Overlake Neighborhood.

“The term bioretention was created to describe an integrated stormwater management practice that uses the chemical, biological, and physical properties of plants, microbes, and soils to remove, or retain, pollutants from stormwater runoff.” Puget Sound Action Team’s Low Impact Development Technical Guidance Manual for Puget Sound. Bioretention areas are:

- Shallow landscaped depressions with a designed soil mix and plants adapted to the local climate and soil moisture conditions that receive stormwater from a small contributing area.
- Facilities designed to more closely mimic natural conditions, where healthy soil structure and vegetation promote the infiltration, storage, and slow release of stormwater flows
- Small-scale, dispersed facilities that are integrated into the site as a landscape amenity





OS-8 Coordinate new open spaces with new development in Overlake Village.

A system of open spaces are proposed to be added throughout Overlake Village and connected by pedestrian-friendly landscaped sidewalks and multi-use pathways. It is important that these new open spaces relate to adjacent streets and surrounding buildings. While open spaces should be incorporated throughout Overlake Village as property develops, a few locations were identified specifically for park/open space improvements in conjunction with new development:

- Incorporate a signature community open space in the redevelopment of the Group Health site. This is envisioned to be accessible from 152nd Avenue NE and located adjacent to active uses, such as retail and public facilities. The central location of the park combined with the proximity to mass transit will ensure that it is easily accessible to the entire neighborhood as well as surrounding areas. This major park would act as a central neighborhood gathering place through the provision of plazas, green spaces, and small play areas.
- Incorporate an outdoor plaza as part of future redevelopment of the PS Business Park site. This plaza should be a place where people gather for passive social activities and potentially active play. It will be accessible from the 152nd corridor and will be located in close proximity to a high-capacity transit/light rail station and a Bus Rapid Transit stop. A water feature could be added to enhance the aesthetics of the park and as a play feature for children.
- Incorporate a retail plaza as part of future redevelopment of the Sears/Regency Center site. A pleasant gathering space, this plaza should be developed with adjacent active uses such as cafes or retail. The pedestrian-oriented plaza would be accessible from NE 24th Street.



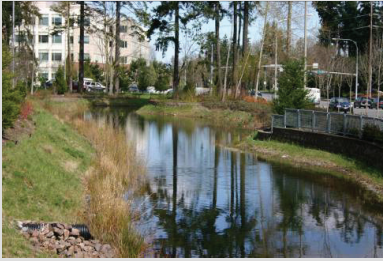
Example of a major park



Example of a small park



Example of a retail plaza



OS-9 Develop regional stormwater facilities in Overlake Village.

These facilities will treat stormwater from a larger portion of the Overlake Neighborhood. The goal of these facilities is to handle 70 percent of the stormwater runoff from all private parcels in Overlake Village and 100 percent of the runoff from the public right-of-ways, to avoid the need to detain and treat stormwater on a site-by-site basis. The proposed approach is one facility that combines flow control and water quality function in the form of a two to four acre wet pond in the northwest corner of Overlake Village. There is also a need for a large flow control facility in the form of a two to four acre stormwater pond in the southwest corner of the Village. This pond is envisioned to also act as a gateway to the neighborhood. A linear water quality feature in the form of a linear wetland is proposed to be located along the southern portion of 148th Avenue NE. These stormwater facilities will look like natural features surrounded by vegetation and will become aesthetic amenities for the neighborhood.

OS-10 Create a Low Impact Development (LID) incentive program for the Overlake Neighborhood.

The Overlake incentive program can build upon the City-wide program which will be developed in the near future. LID techniques can be implemented on a site by site basis in the Overlake Neighborhood to decrease stormwater flow levels and to improve water quality. LID techniques include:

- Vegetated (green) roofs
- Rainwater roof harvesting
- Bioretention cells (rain gardens)
- Bioretention swales
- Compost-amended filter strips

Developers can be given incentives to incorporate LID features in developments. The incentives for developers could include:

- Reduced permit review time
- Public recognition
- Flexibility in bulk, dimensional, and height restrictions
- Reduction in stormwater system development fees