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.

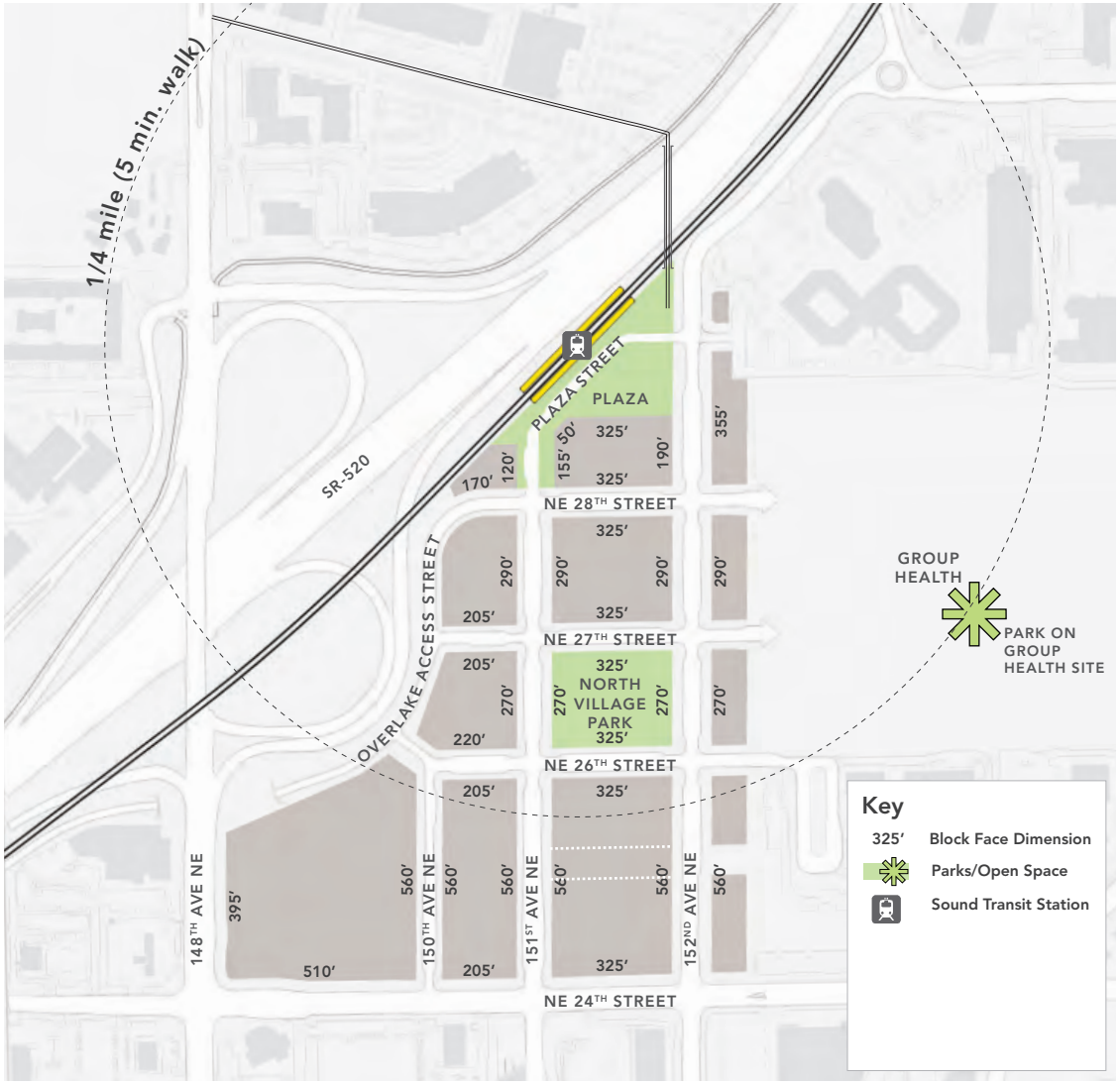
DEVELOPMENT BLOCKS

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.

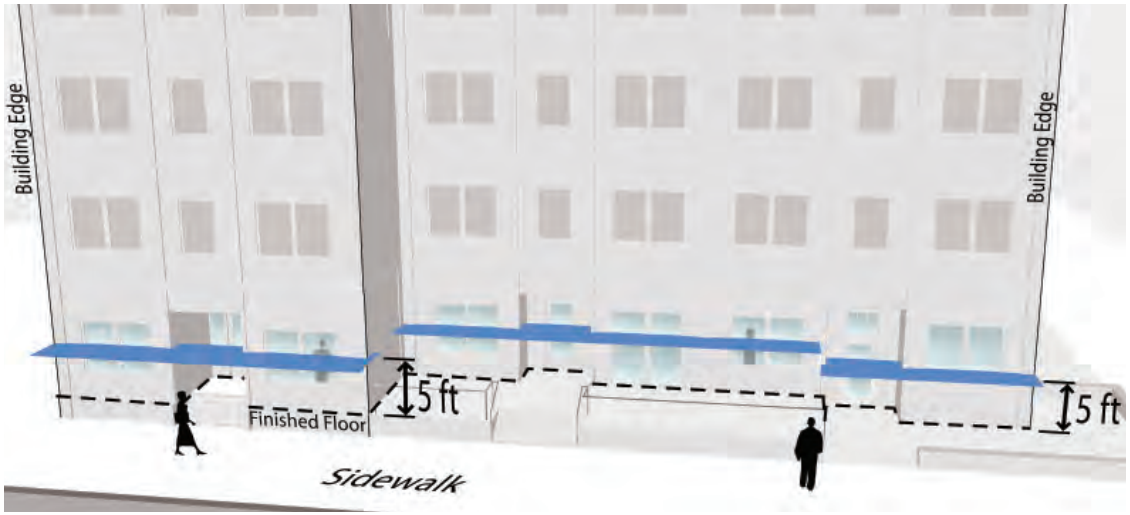
Degree of Transparency
A high degree of visibility through building windows and/or doors can support safe and active streets by creating a visual connection between pedestrians and building users. Parking lots, service bays/loading bays, and parking garage entrances are discouraged along active edges.

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.

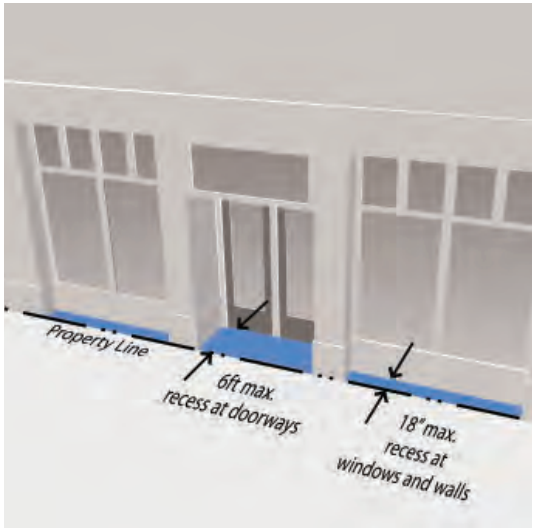
70% Transparency

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

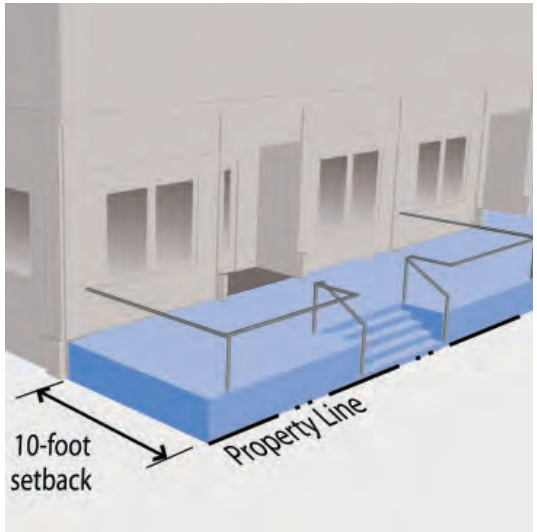
Where indicated, a minimum of 50% transparent glass along ground-floor facades—as measured 5 ft. above the first finished-floor height and from property line to property line—is encouraged. Frosted, tinted, reflective glass or other types of glass that diminish transparency should be discouraged.



Zero-Foot Setback

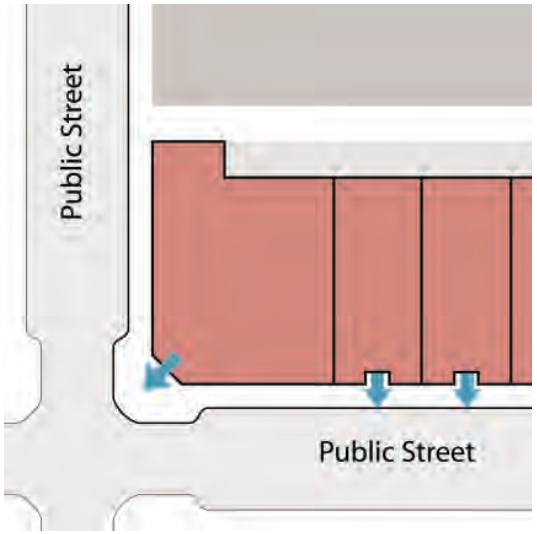
Ground-floor building facades along indicated frontages should be built directly to the property line, with the following exceptions:

- 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



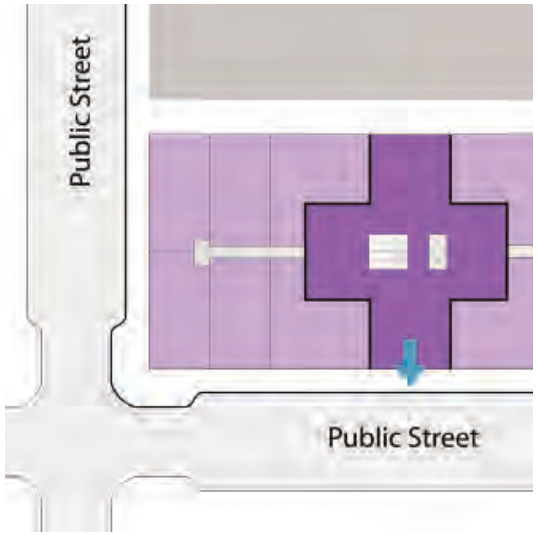
10-Foot Setback

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.



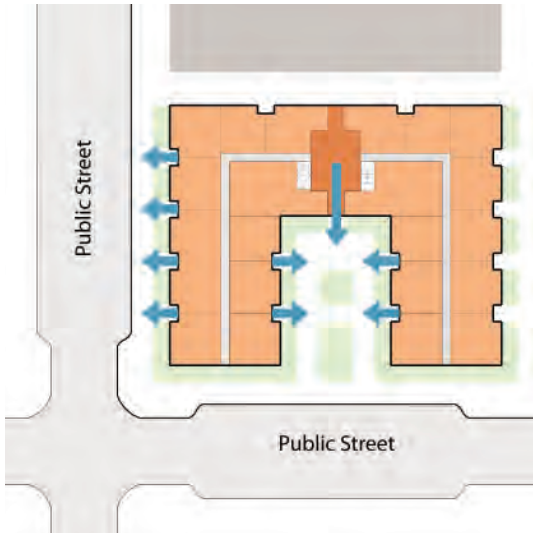
Retail Entries

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

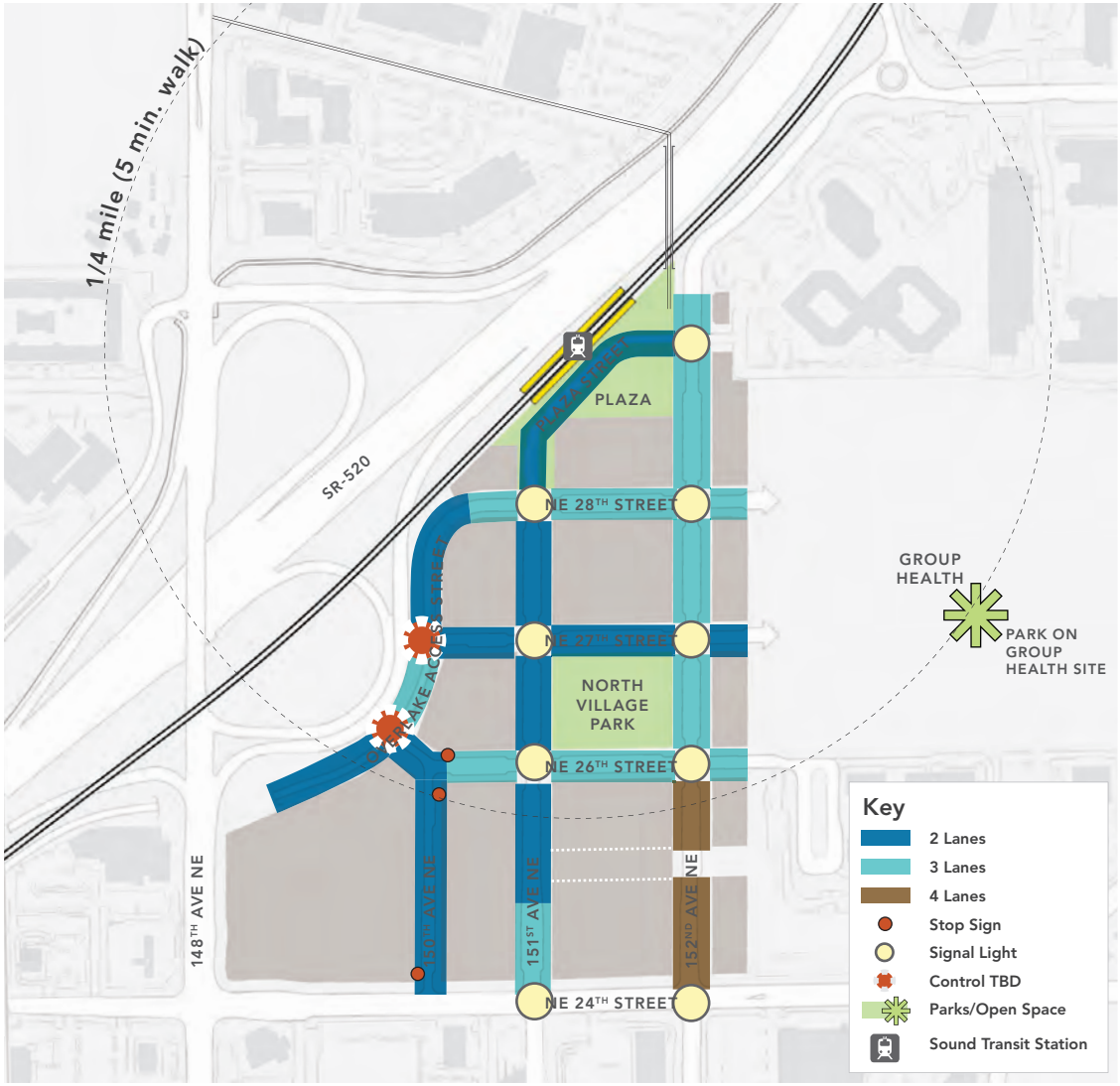
Ground-floor individual dwelling units and lobby entries should be oriented to the street or to a street-facing courtyard to contribute to vitality and safety through 'eyes on the street' surveillance.

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.

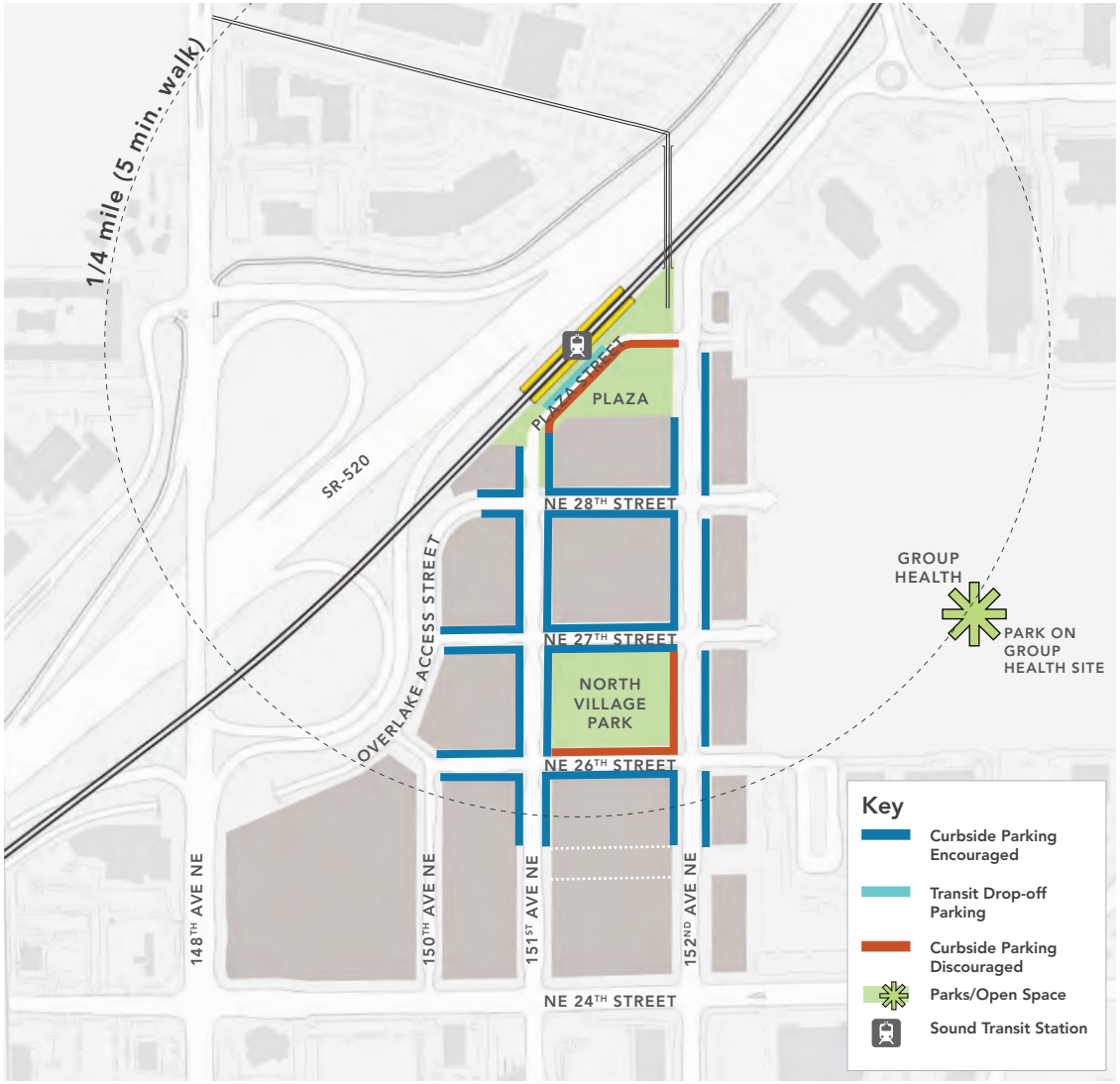
CURBSIDE PARKING

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

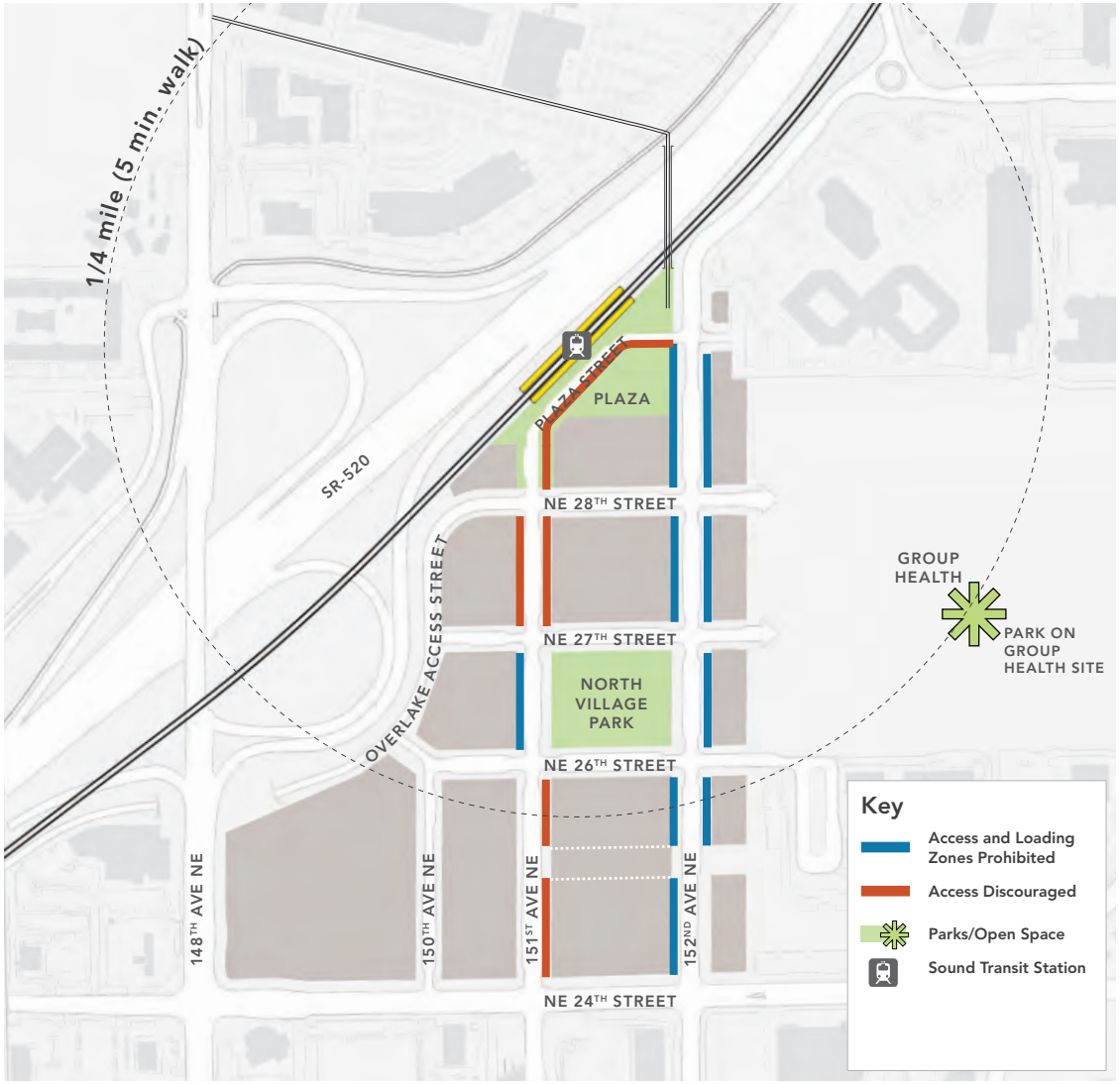
Curbside parking is preferred along all parcels where ground-floor retail or residential uses are required.

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.