

The background image shows a white Sound Transit bus with the number '554' and 'ISSO HLDS' on its destination sign, stopped at a modern transit station. The station has a glass and metal facade. The image is overlaid with a dark blue semi-transparent layer. On the left side, there are decorative orange and red L-shaped lines. On the right side, there is a green L-shaped line.

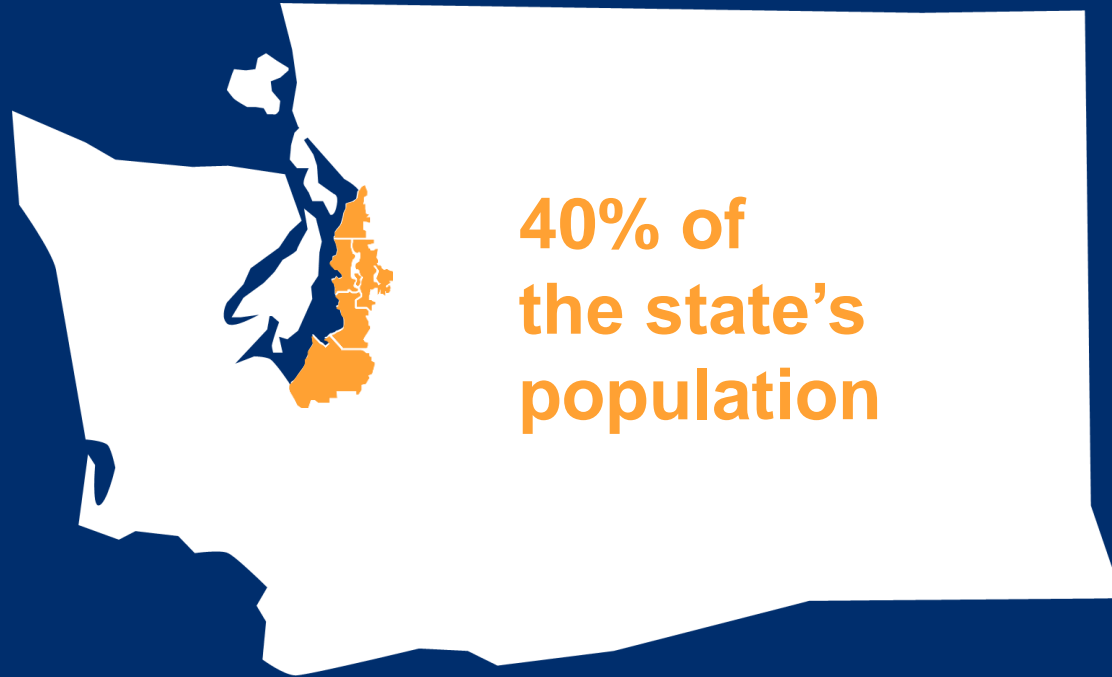
North Sammamish Park-and-Ride

Community Open House Presentation

July 11, 2019

Tonight's presentation

- Project context and background
- Potential sites
- Public process
- How to comment
- Questions and feedback



40% of
the state's
population

Sound Transit
District



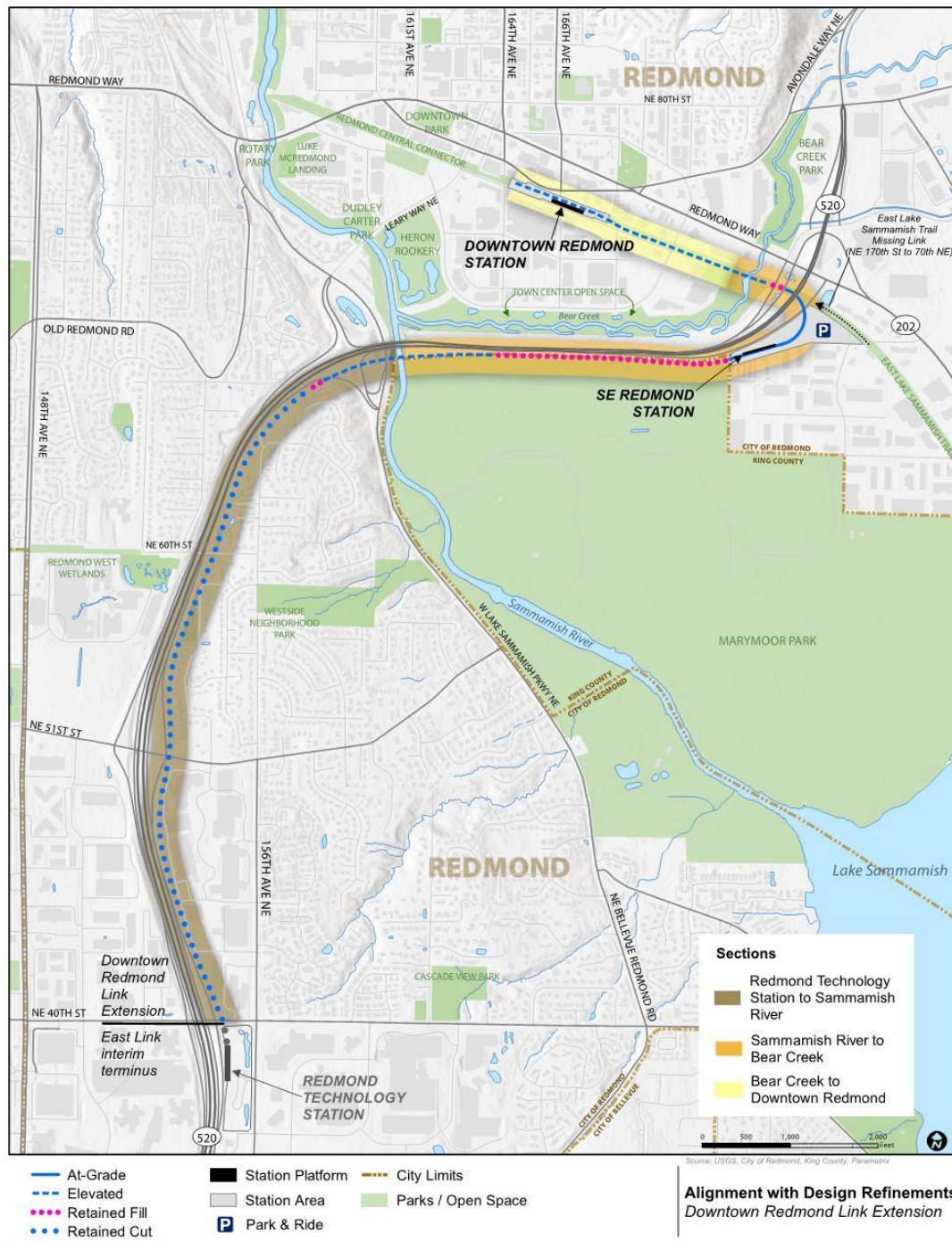
East King County

- A** Link – Seattle to Redmond Technology Center
- B** Link – Redmond Technology Center to downtown Redmond
- C** Link – South Kirkland to Issaquah
- D** Stride: I-405 – Bothell to South Renton
- E** Stride: SR 522 – Kenmore to Bothell
- F** North Sammamish Park & Ride

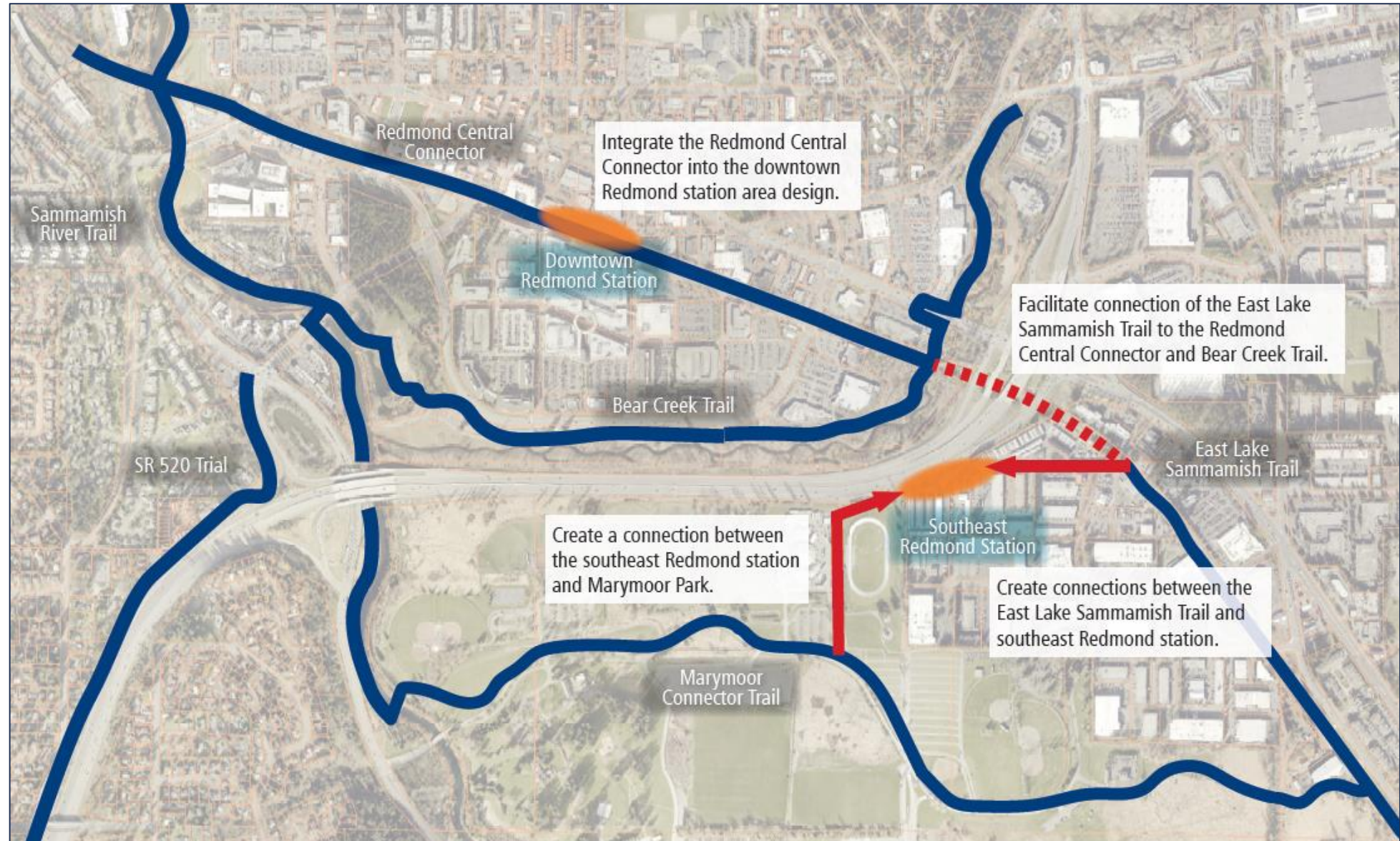


Downtown Redmond Link Extension

- Extends East Link 3.4 miles from Redmond Technology Center to Downtown Redmond
- Two stations – Downtown and SE Redmond at Marymoor
- 1,400 space parking garage at SE Redmond at Marymoor
- Opens in 2024



New Trail Connections Also Coming in 2024!

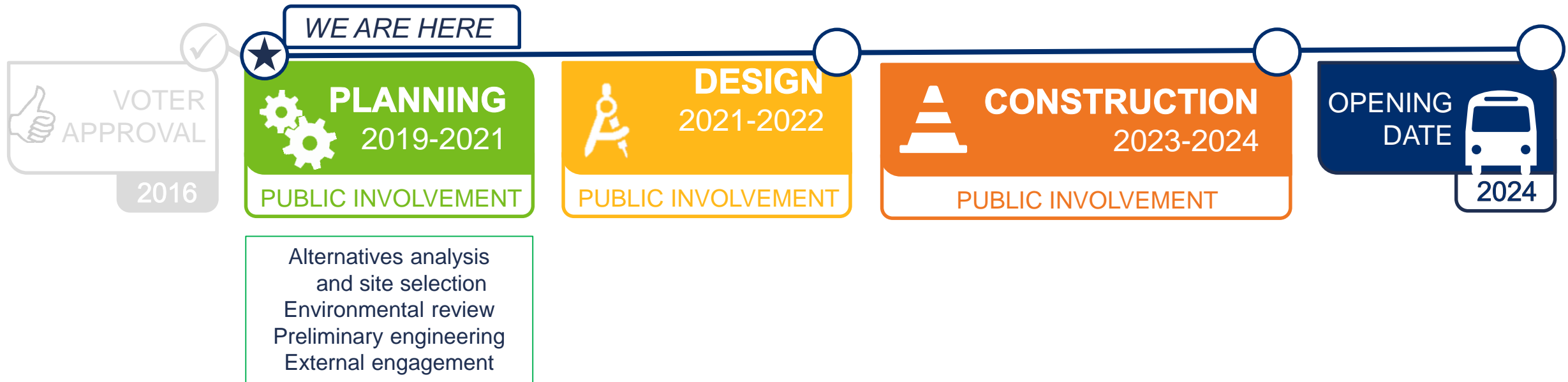


North Sammamish Park-and-Ride: Project Overview

- Approved as part of ST3 in 2016
- Public access date: 2024
- Up to 200 surface parking stalls
- To be located in North Sammamish
- Objective: improve access to existing and future transit service
- Total budget: \$23M (2018\$, all inclusive, all phases)

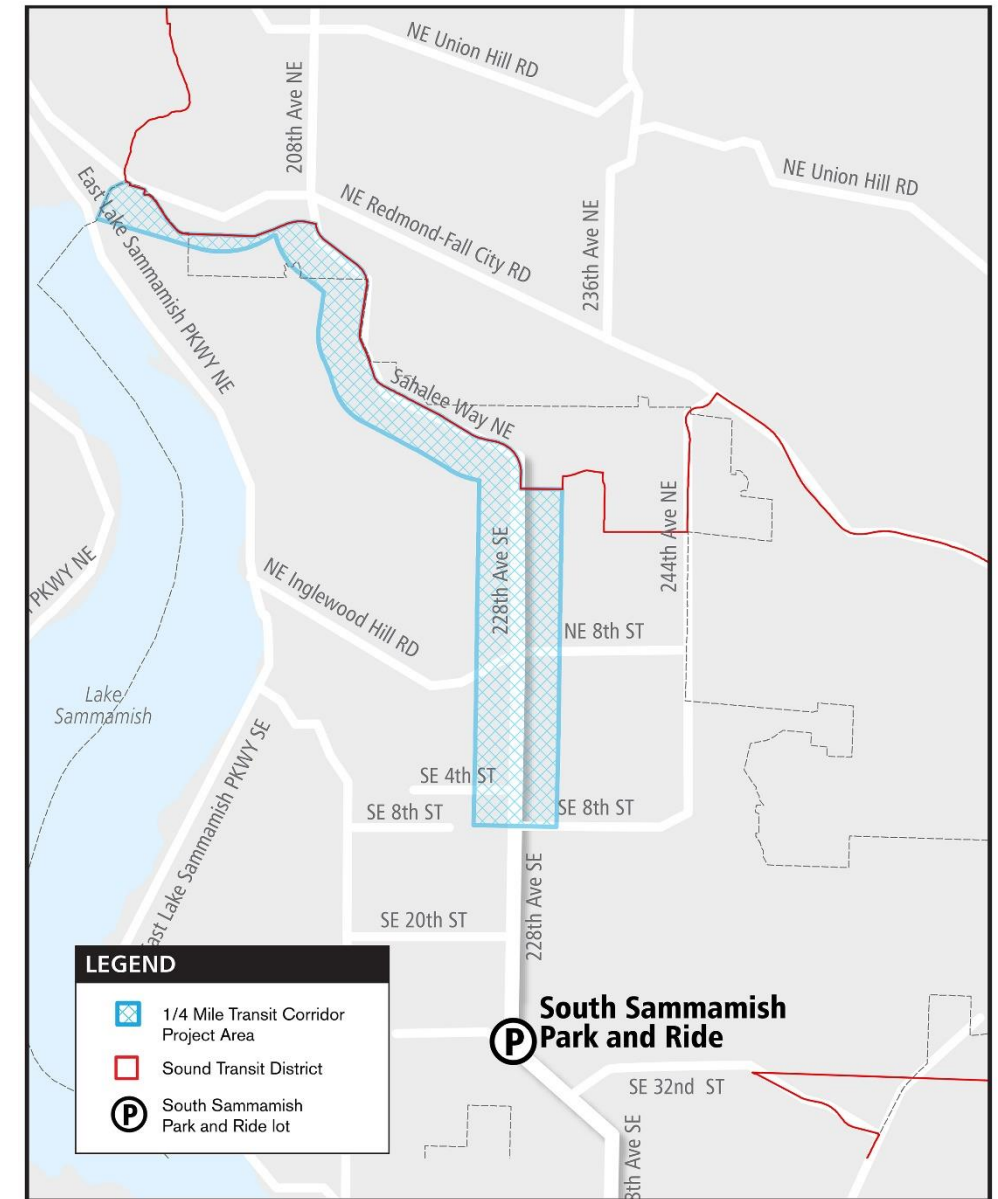


Overall Project Schedule



Project Area

- Within a ¼-mile from the 228th Ave. NE/Sahalee Way NE/SR 202 transit corridor
- North of SE 8th St.
- Within the Sound Transit district



Park-and-Ride Site Screening Criteria

Location and Zoning

- Along the transit corridor
- Within the Sound Transit district
- Compatible land use and zoning

Public Benefit

- Delivers additional public benefit(s) in addition to parking

Risk and Feasibility

- Site and approach must support on-time and on-budget project delivery

Environmental and Community Impacts

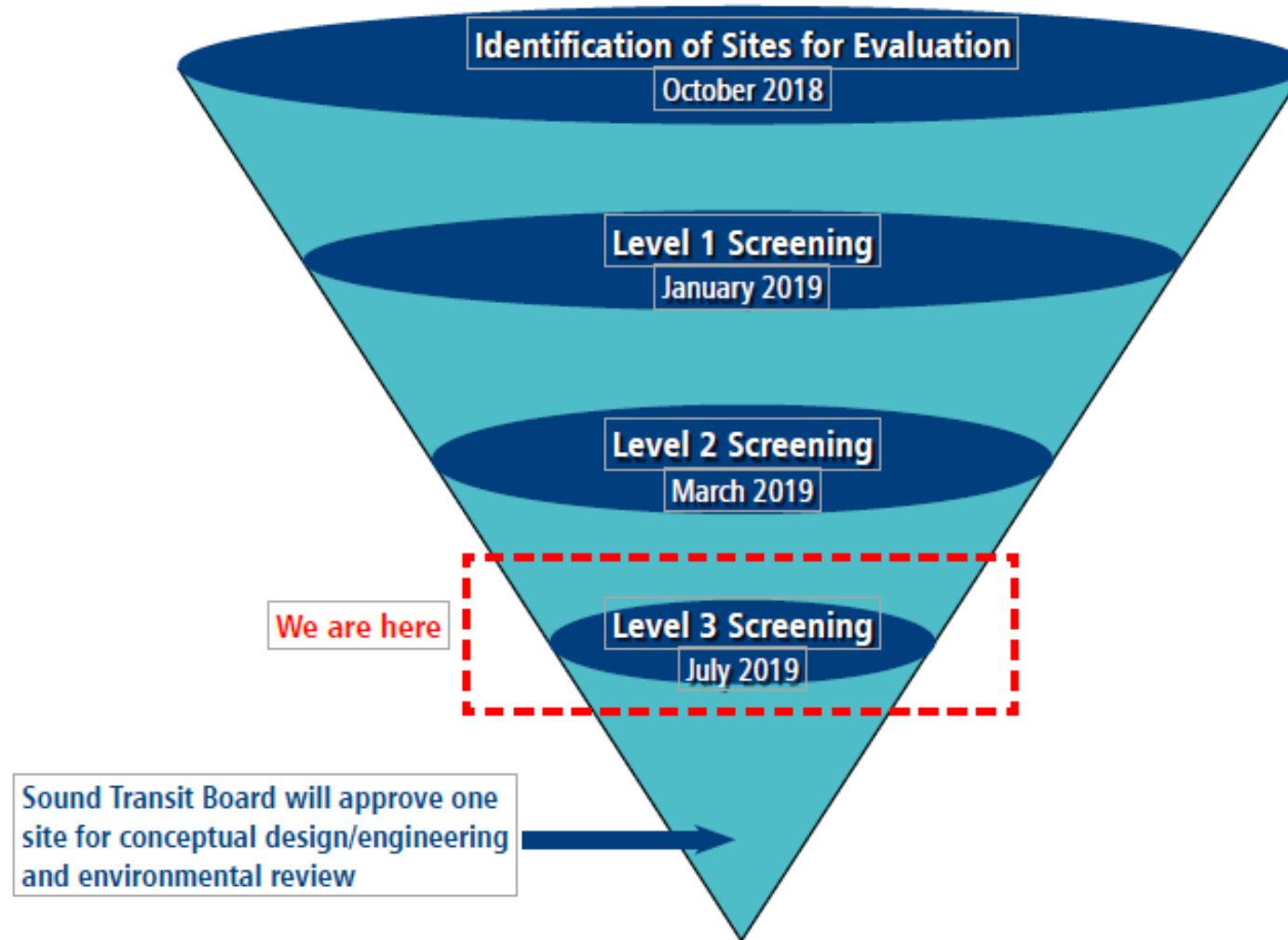
- Minimize impacts to the natural environment
- Minimize displacement or relocation of existing uses
- Minimize traffic impacts

Customer Access

- Easy and safe access for autos, transit and pedestrians
- Minimize travel time to the future SE Redmond light rail station

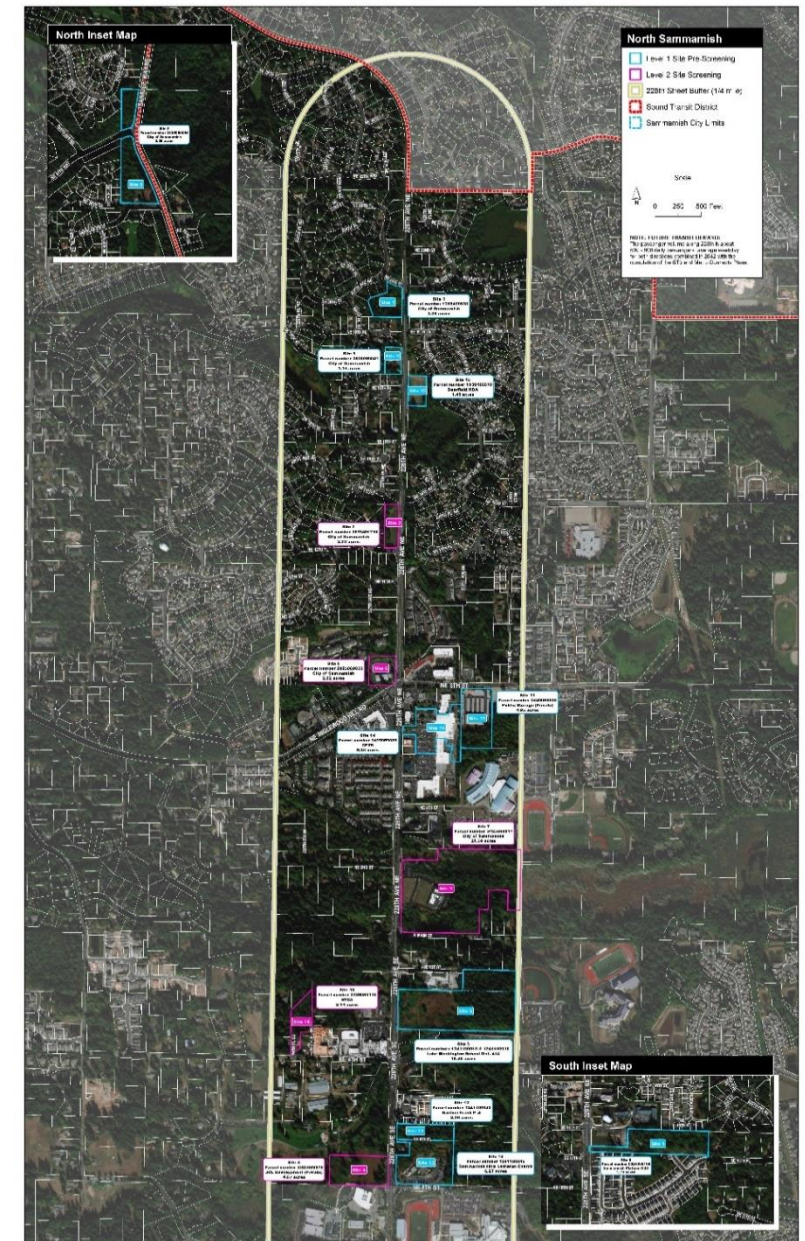
EVALUATION PROCESS

NORTH SAMMAMISH PARK AND RIDE

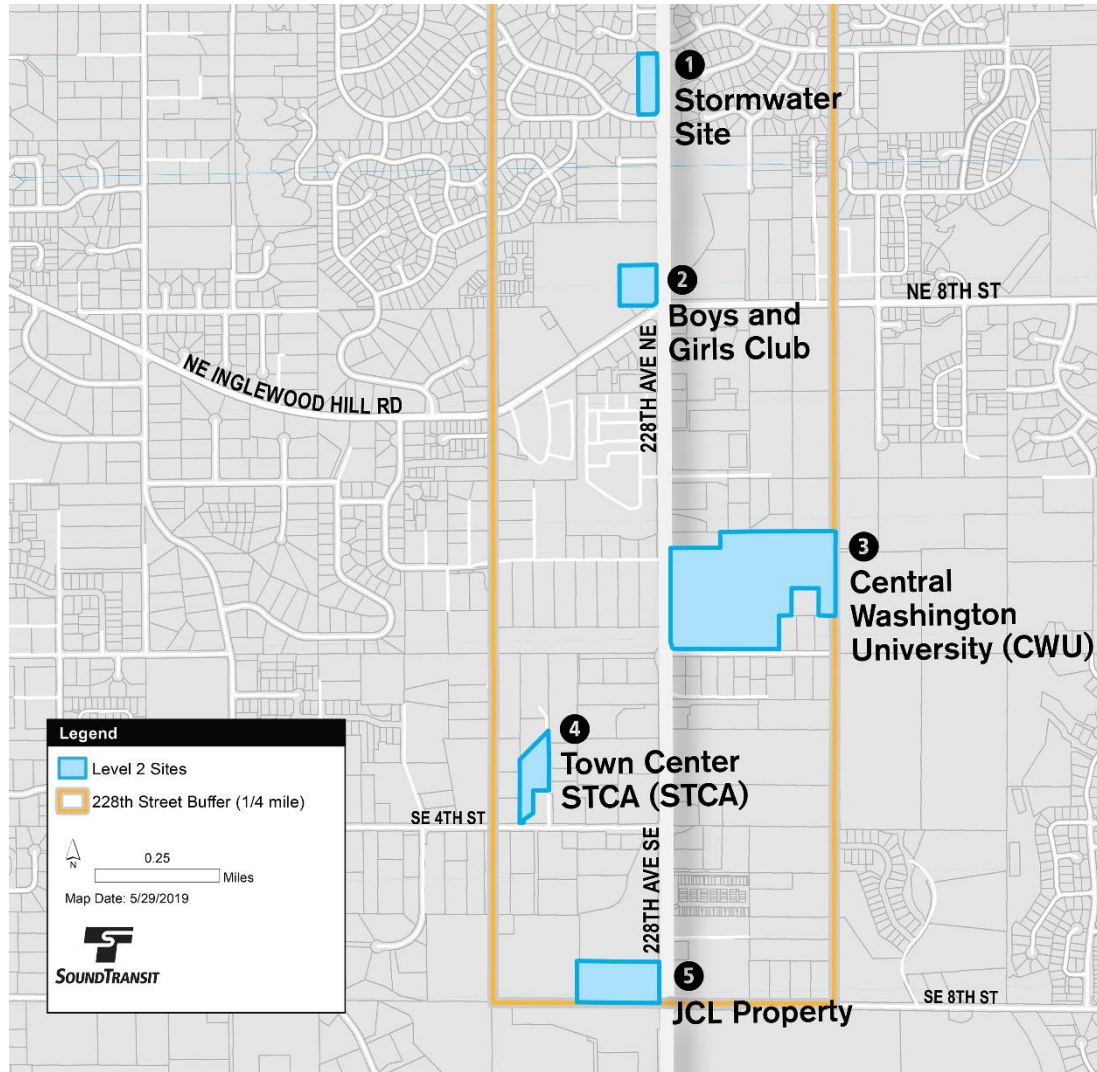


Level 1 Screening

- 15 sites were identified and evaluated against required project criteria
- 5 sites that met required criteria (pink) advanced to Level 2 screening

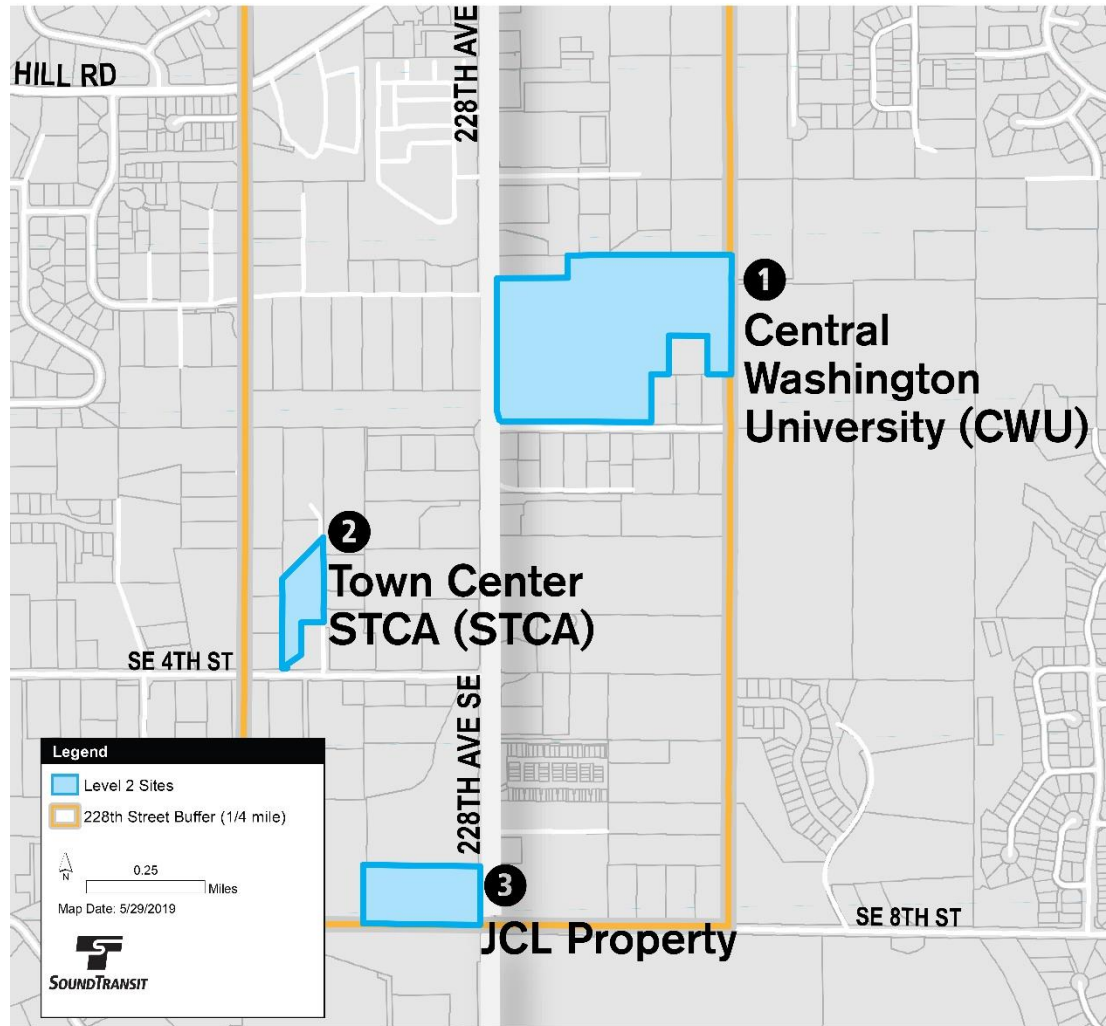


Level 2 Sites



1. Storm water Site - 228th Ave. NE and NE 12th Pl.
2. Boys and Girls Club – 228th Ave. NE and NE Inglewood Rd.
3. Central WA University – 228th Ave. NE and NE 2nd St.
4. Town Center STCA – SE 4th St. and 224th Pl. SE
5. JCL Property – SE 8th and 228th Ave. SE

Sites for Level 3 Screening



1. Central WA University
120 228th Ave. NE

2. Town Center STCA
SE 4th St. and 224th Pl. SE

3. JCL Property
SE 8th and 228th Ave. SE

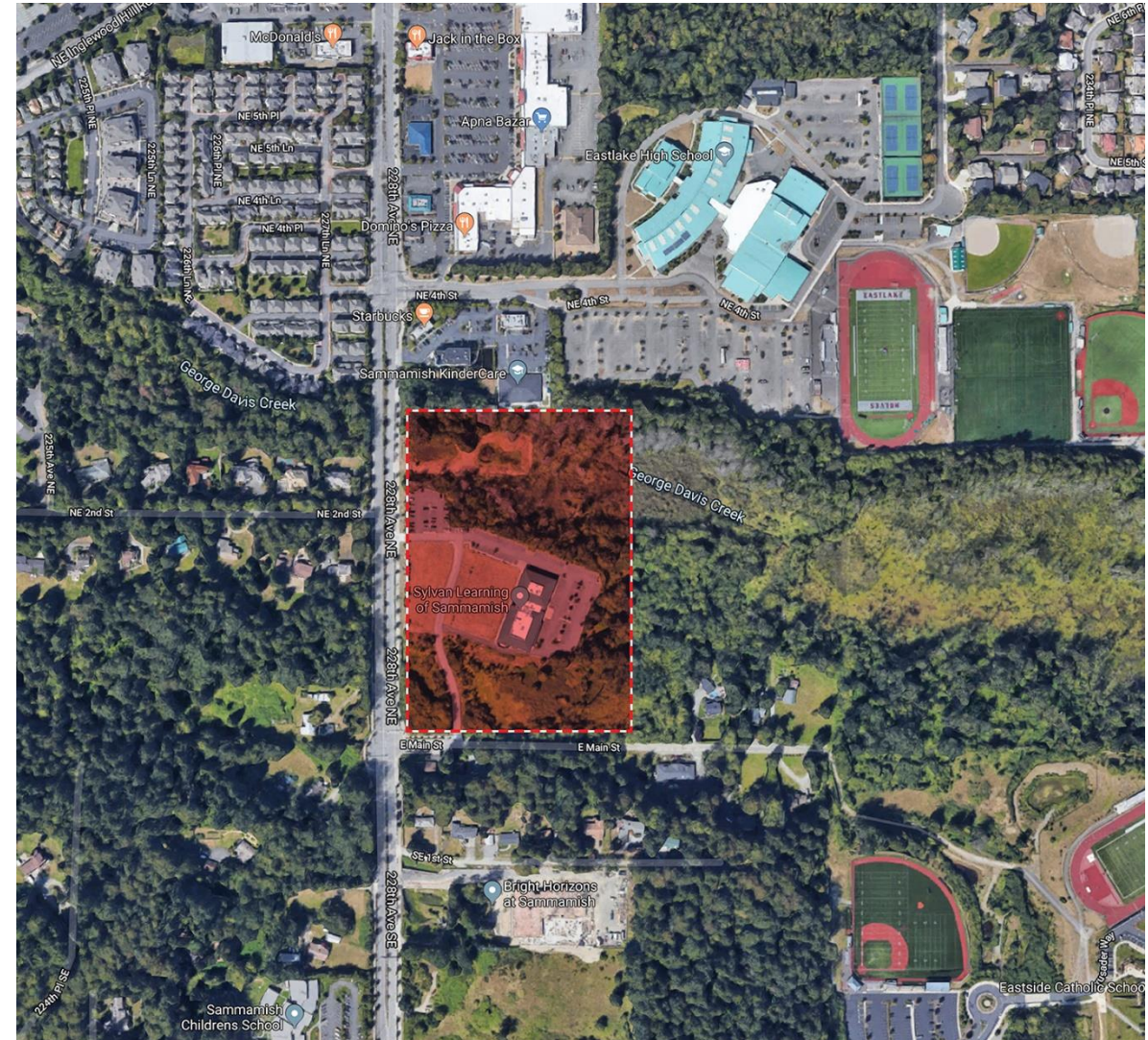
Central Washington University (CWU) Property

Advantages

- Can accommodate surface parking solution
- Potential for shared parking
- No displacement of current uses

Disadvantages

- May impact wetland buffer
- Wet site may require drainage solutions
- Requires coordination with multiple parties which could delay schedule
- Auto and pedestrian access restricted at north end of site (no southbound turn permitted, no safe pedestrian crossing of 228th Ave. NE)



STCA/Town Center Property

Advantages

- Location near community amenities
- Potential for shared parking
- No displacement of current uses
- Future/planned development in the area

Disadvantages

- Does not provide surface parking solution
- Because zoning requires a parking garage, needs a funding partnership to fit within the available budget
- 1000 foot walk along steep hill to access transit
- STCA development timeline may not align with 2024 project delivery
- Contains environmentally critical areas
- Longer transit travel time to SE Redmond Station
- Higher acquisition cost
- May conflict with City's "Green Spine" plans



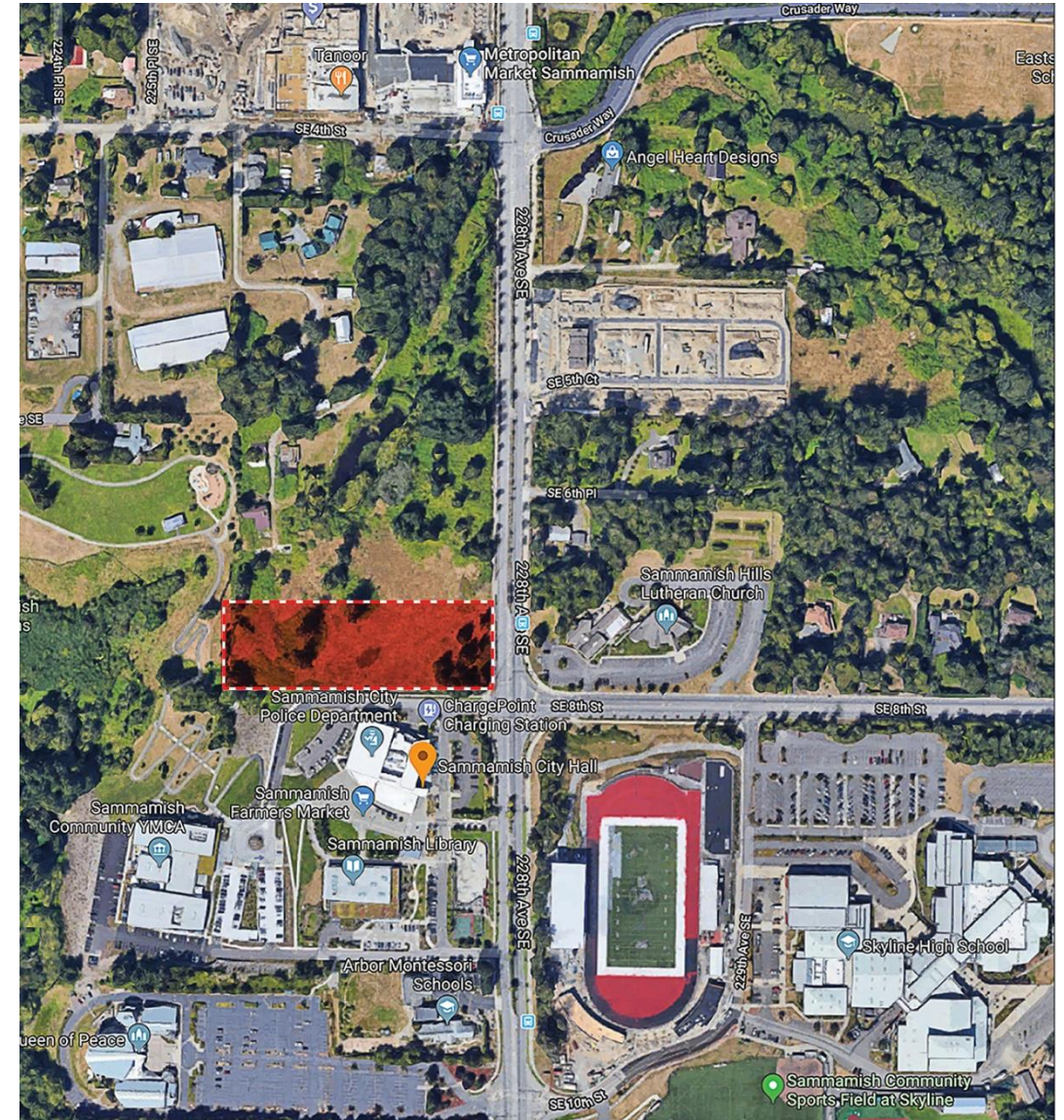
JCL Property

Advantages

- Location near community amenities
- Potential for shared parking
- No displacement of current uses
- Good existing pedestrian amenities connecting site to transit stops on 228th Ave SE.

Disadvantages

- Does not provide surface parking solution
- Because zoning requires a parking garage, needs a funding partnership to fit within the available budget
- Contains environmentally critical areas
- Longer transit travel time to SE Redmond Station
- Higher acquisition cost



North Sammamish Park-and-Ride Next Steps

July - August	Sept. – Oct.	Fall/Winter
<ul style="list-style-type: none">• Conduct level three screening and evaluate results• Gather additional public and stakeholder feedback	<ul style="list-style-type: none">• City Council briefing on findings of level 3 screening and recommended site• Sound Transit Board action on preferred site	<ul style="list-style-type: none">• Plan for and launch next phase of planning

Public Engagement



Sammamish Chamber of Commerce Briefing – January 17, 2019



Sammamish City Council Briefing – February 19, 2019



Sammamish Transit Fair – May 22, 2019



Sammamish City Council Briefing - June 3, 2019



North Sammamish Park and Ride Open House - July 11, 2019



Additional Stakeholder Meetings and Briefings - Summer 2019

How to comment:

Today: Fill out a comment card

Visit: www.soundtransit.org/nspr

Email: Jennifer.lemus@soundtransit.org

Phone: 206-398-5314

Mail to: Sound Transit
c/o Jennifer Lemus

Sound Transit

401 S. Jackson St. Seattle, WA 98104

Thank you!

Questions?

For more information:

www.soundtransit.org/nspr

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