152nd Avenue NE Corridor Study **Stakeholder Charrette Summary**

Stakeholder Charrette

A stakeholder charrette was held at the Redmond City Hall on February 24, 2010 from 9:30 am until 4:30 pm. The charrette was attended by approximately 50 Overlake Village property and business owners, local consultants, and staff from Sound Transit, King County Metro, and the cities of Redmond, Bellevue, and Seattle. The day-long charrette was followed by a public presentation of the charrette outcomes. The public presentation was also held at Redmond City Hall and was attended by approximately 40 members of the public.

Charrette Process

Starting

City of Redmond's Mayor John Marchione started the charrette with a brief introduction and statement of the importance of the 152nd Avenue NE Corridor Study. Following the Mayor's introduction, Don Forbes of PBS&J provided the keynote address to inspire the attendees to think into the future when developing their vision for the project. Project consultants Crandall Arambula then provided project background; presented education pieces on the fundamental criteria for great retail streets, great transit, and mobility-oriented development; and outlined the benefits and challenges of the various East Link Project draft Segment D alignments as part of the design segment of the charrette.

Designing

The charrette attendees each selected one of the draft Segment D alignments and broke into groups to refine the alignment characteristics and design. There were eight different alternatives that emerged from the groups. Each group was asked discuss how they would change the alignment to make it better and to mark on the map their changes for land use such as retail, employment, or housing, and circulation of pedestrians, bicycles, transit, and automobiles. Groups had two hours in which to develop their ideas.

Evaluating

Following the design session, each work group presented their alternatives to the larger group and the ideas were evaluated on a good/fair/poor basis against seven criteria. The rating for each criteria was established by a show of hands from the entire group. *Concept E was rated highest and Concept B was rated second highest* of the East Link alternatives. These two alternatives are shown on the following page along with a brief summary of their characteristics.

Charrette Alternatives Evaluation Summary

Note on Alignment Alternatives:

Alternative A = D2A Alignment; B Modified = D2A Modified; E = SR 520 Alignment

Criteria	Alternative:	Α	B	Е
Transit *Minimize LRT costs (construction and o *Maximize station platform activity and			modified	
Land Use Consistent with Overlake Village Maste NE Retail Street Maximize transit oriented developmen				
Circulation •Preserve/improve vehicular, bike, and parcels •Accommodate curbside parking and 152nd Avenue NE				
Implementation •Maximize potential for phasing				
		Good	Fair	Poor

D2A Modified



Characteristics

D2A Modified is based on the D2A alignment, and shifts the LRT alignment transition-to-grade east of 151st Ave. NE and proposes a grid of streets west and east of the station platform.

Transit Alignment

- LRT Alignment located on the north side of NE 24th St and the west side of 152nd Ave NE
- Elevated trackway west of 148th Ave NE transitions to grade between 151st Ave NE and 152nd Ave NE
- At-grade trackway along 152nd Ave NE

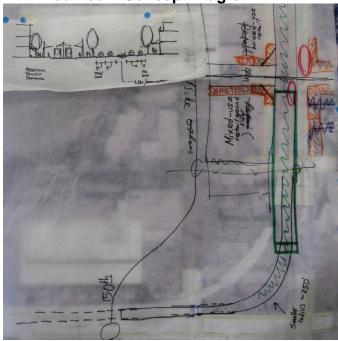
Station Platform

LRT Platform along west side of existing right-of-way, north of NE 26th St

Street Grid

- Street grid provided
- Overlake access road provided

D2A Modified – Concept Diagram



Key Charrette Modifications

Transit Alignment

Tighter trackway radius at the 152nd Ave NE/NE 24th St intersection

Station Platform

Platform shifted approximately 200 ft. south

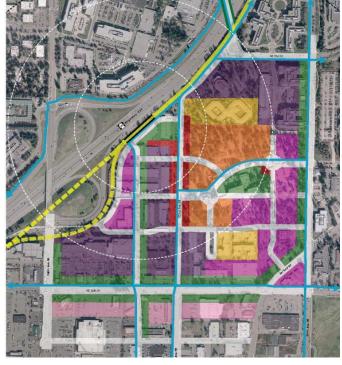
Street Grid

150th Ave NE to NE 28th St collector street added through PS **Business Park**

Land Use

Emphasis on east-west station serving retail at station in addition to station-oriented retail identified in Concept B.

SR 520 Alignment



CHARACTERISTICS

The SR 520 alignment departs from the D2A alignment by shifting the LRT alignment to the northwestern edge of Overlake Village.

Transit Alignment

- LRT located adjacent to the south side of SR 520, either over or along the 148th Ave NE on- and off-ramps Elevated trackway over 148th Ave NE transitioning to grade
- before station platform
- Below-grade trackway north of station platform

Station Platform

- LRT platform adjacent to SR 520 at 152nd Ave NE/NE 31st St
- Station plaza

SR 520 Alignment – Concept Diagram



Street Grid

- Street grid provided
- Overlake access road provided
- Driveway access to Safeway shopping center maintained
- Additional signalized intersections provided
- 152nd Ave NE designed to retail street requirements

KEY CHARRETTE MODIFI CATIONS

Station Platform

- Soundwall between platform and SR 520
- Pedestrian bridges to north side of SR 520

Street Grid

- 'Green Street' connection along 151st Ave NE between station platform and Sears
- Bike emphasis on 151st Ave NE
- Greenway off-street bike facilities on north side of NE 24th St
- 152nd Ave NE right-of-way narrowed to 70 feet