

# Downtown Redmond: Vision, Planning Recap, Future

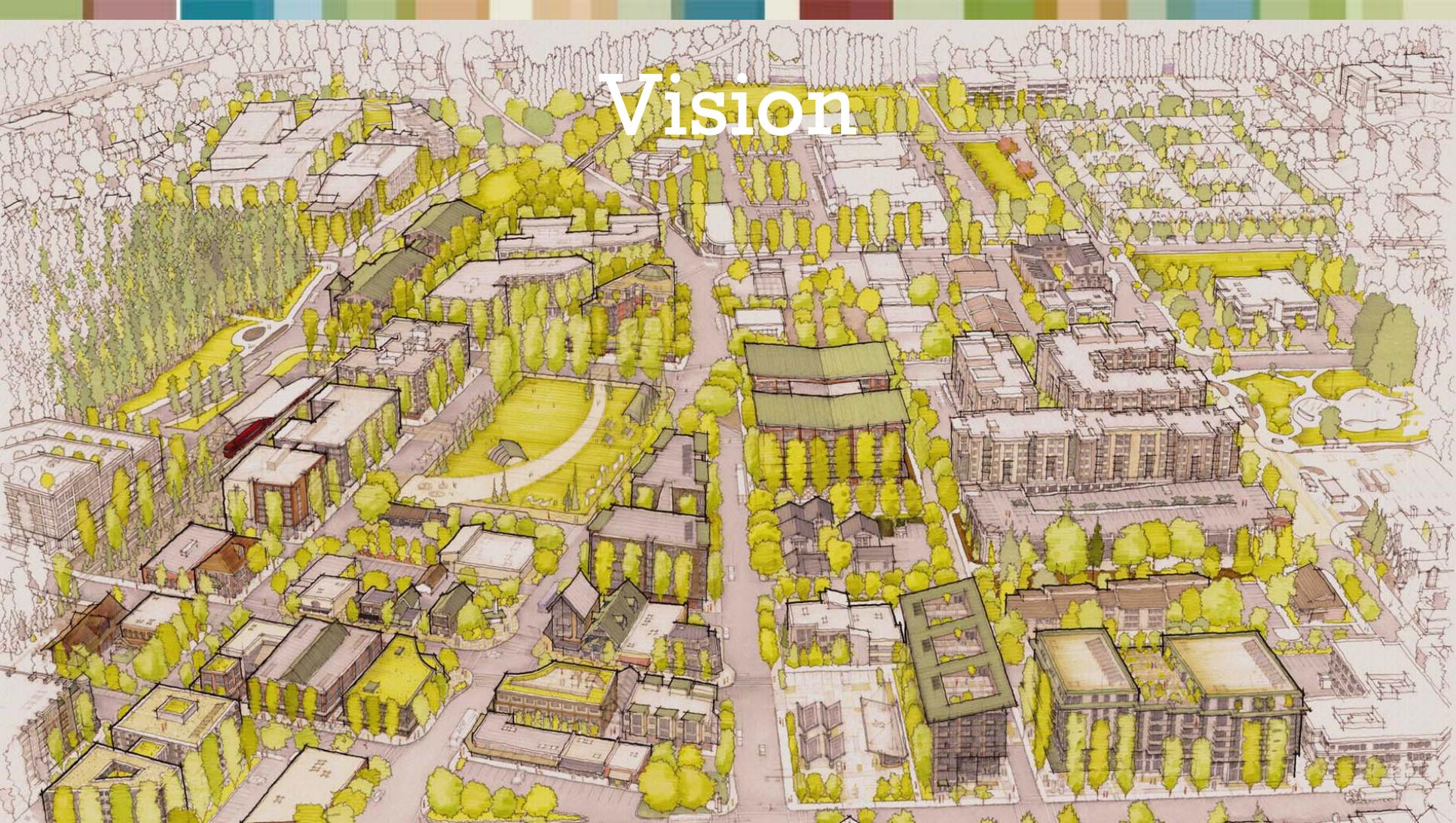
CityofRedmond

Planning Commission Briefing  
August 10, 2016

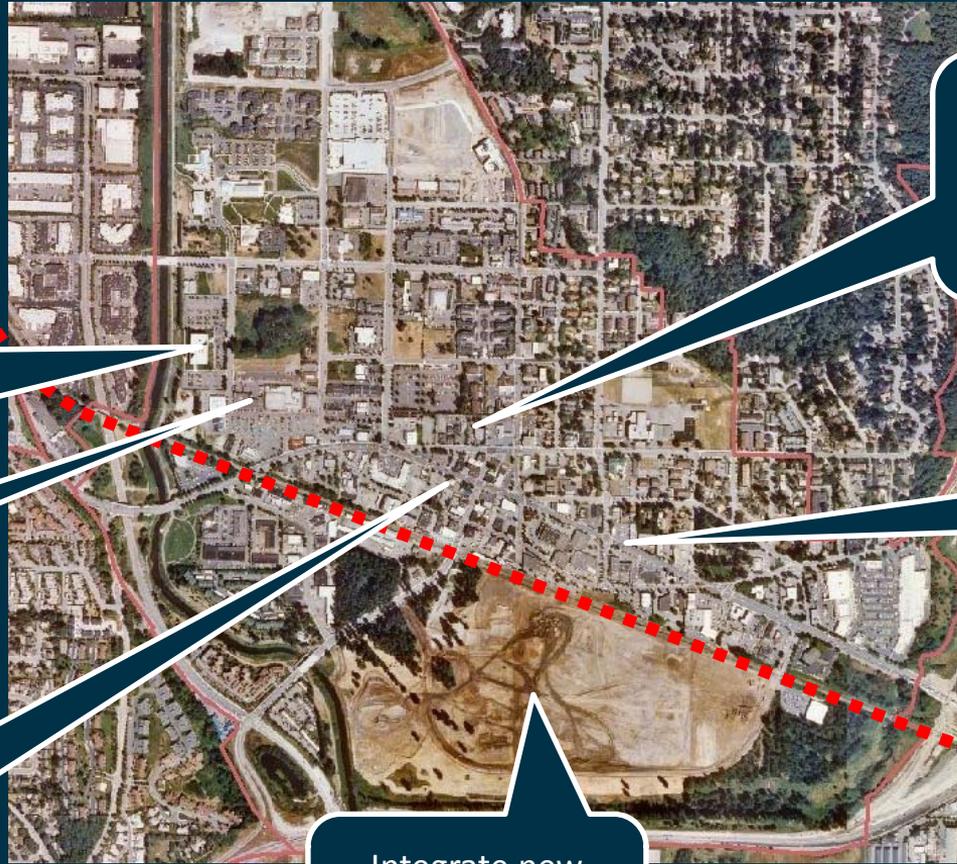


CityofRedmond  
WASHINGTON

# Vision



# Early 1990's Issues



Too much  
campus/office  
zoning

Too much  
surface  
parking

Businesses not  
thriving &  
unmet  
need/demand

Integrate new  
retail center w/  
old downtown

Boring and hostile  
walking  
environments.  
**Nobody walking.**

1970's strip  
commercial on  
one-way couplet

R/R Tracks  
bisect  
Downtown

# Downtown Plan

- Create a mixed-use, form-based code to guide development
- Reduce areas that allow campus office, and single-story retail, by up-zoning to higher density residential and mixed-use
- Within the allowed height of 4-stories, increase allowed density from 30 du/ac to 72 du/ac
- Increase allowed height in some areas to 5 and 8 stories



# Plan Adjustments

- Continued to reduce single-story retail zones and increase mixed-use zoning.
- Increased allowed height to 6 stories with TDRs/ GBP, plus one additional floor with building height trade-off
- Removed density limit (with minimum lot sizes)

# Downtown Redmond Development 2006 - 2015+

Since 1993:

- 3200 new units
- \$500m + in private investment
- 300+ new affordable units
- Walk score of 95+ in most areas
- Huge increase in transit ridership & service
- Top 5 places to live



# Downtown Transportation Planning

- Supports Downtown vision, plan
- Connectivity, choices

## BURLINGTON NORTHERN SANTA FE RAILROAD RIGHT-OF-WAY

- ✓ Preserve sufficient area for a trail, open space, and possible transit use
- ✓ Complete the downtown street grid with added right-of-way crossings as properties redevelop

## PARKS & OPEN SPACE

- ✓ Create gateways and pedestrian/bike connections

## RECLAIM DOWNTOWN STREETS

- ✓ Improve the pedestrian environment
- ✓ Complete roadway connections, including across the Burlington Northern Santa Fe Railroad in downtown

## COUPLET

- ✓ Convert Redmond/Cleveland couplet to two-way circulation contingent upon completion of Bear Creek Parkway
- ✓ Create environmentally sensitive alternate route using Bear Creek Parkway, connecting at east and west ends
- ✓ Complete the street grid throughout downtown as properties redevelop
- ✓ Work actively with the state to see that further improvements to SR-520 are completed

## PARKING

- ✓ Add on-street parking
- ✓ Revise on-site parking policy in the downtown core
- ✓ Provide several smaller parking facilities dispersed throughout downtown

## TRANSIT

- ✓ Preserve a portion of Burlington Northern Santa Fe Railroad for future transit use
- ✓ Maintain a transit facility downtown and consider locating an additional Park & Ride west of downtown as part of a city-wide transit strategy

# Transportation Choices for Downtown Redmond

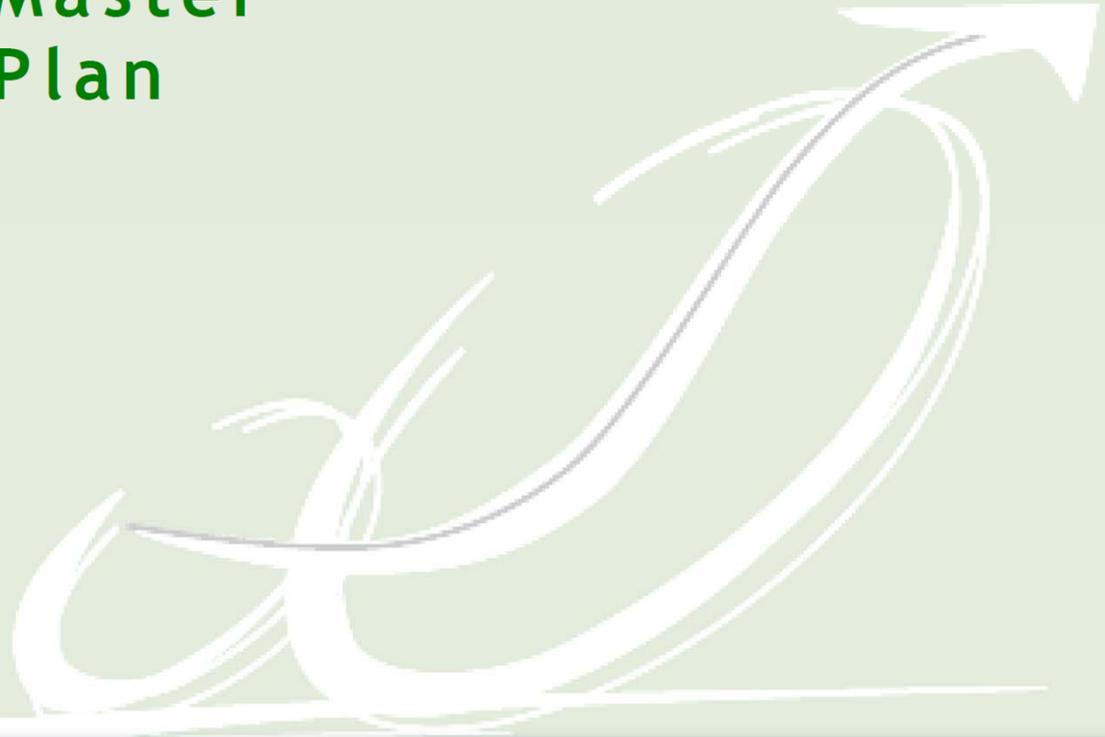


- 2002
- Foundational plan
- Many outcomes achieved
- Others underway

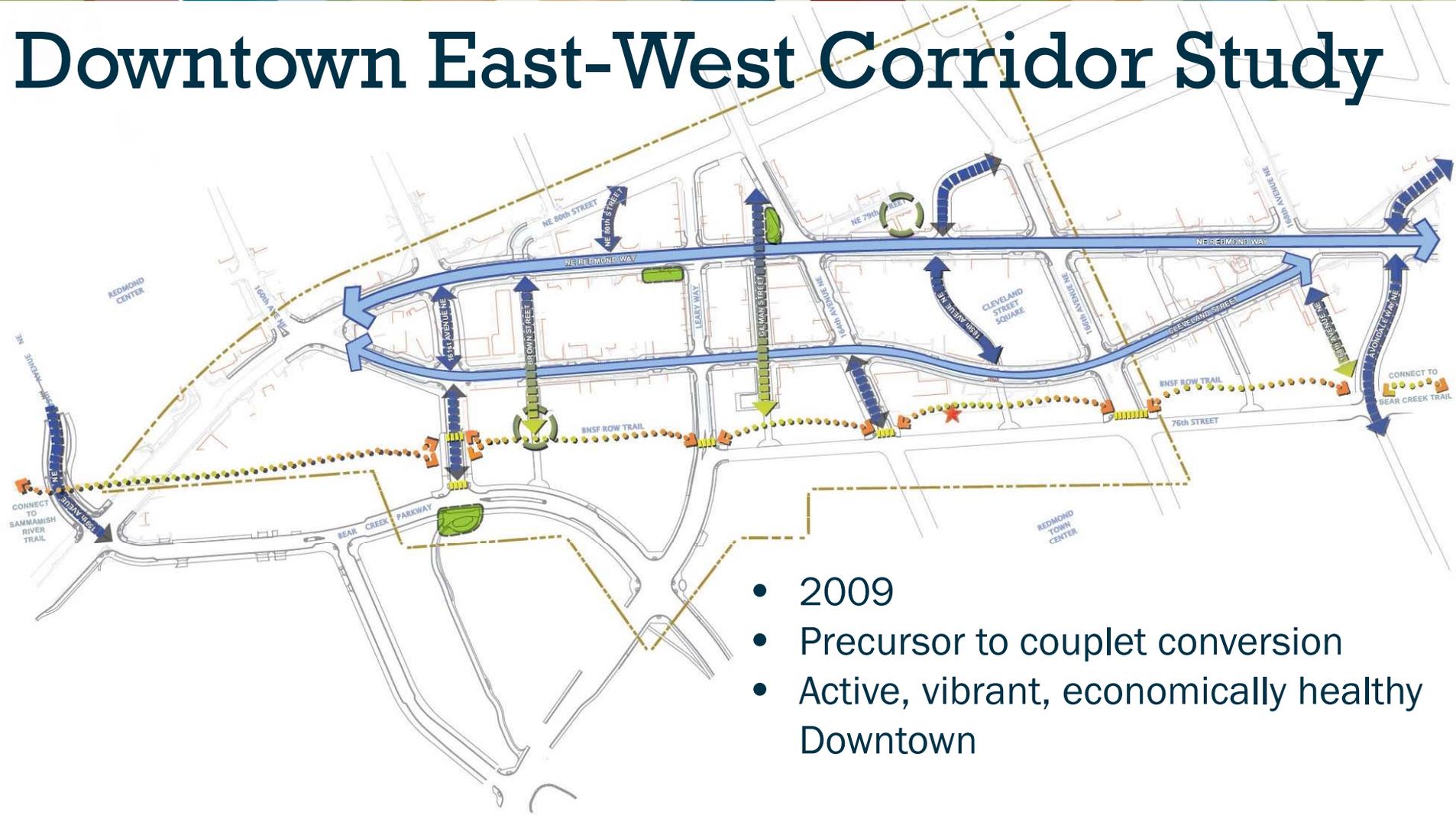
- 2005
- Connecting Redmond
- Support Centers
- Implement Downtown Transportation Plan



## Transportation Master Plan



# Downtown East-West Corridor Study



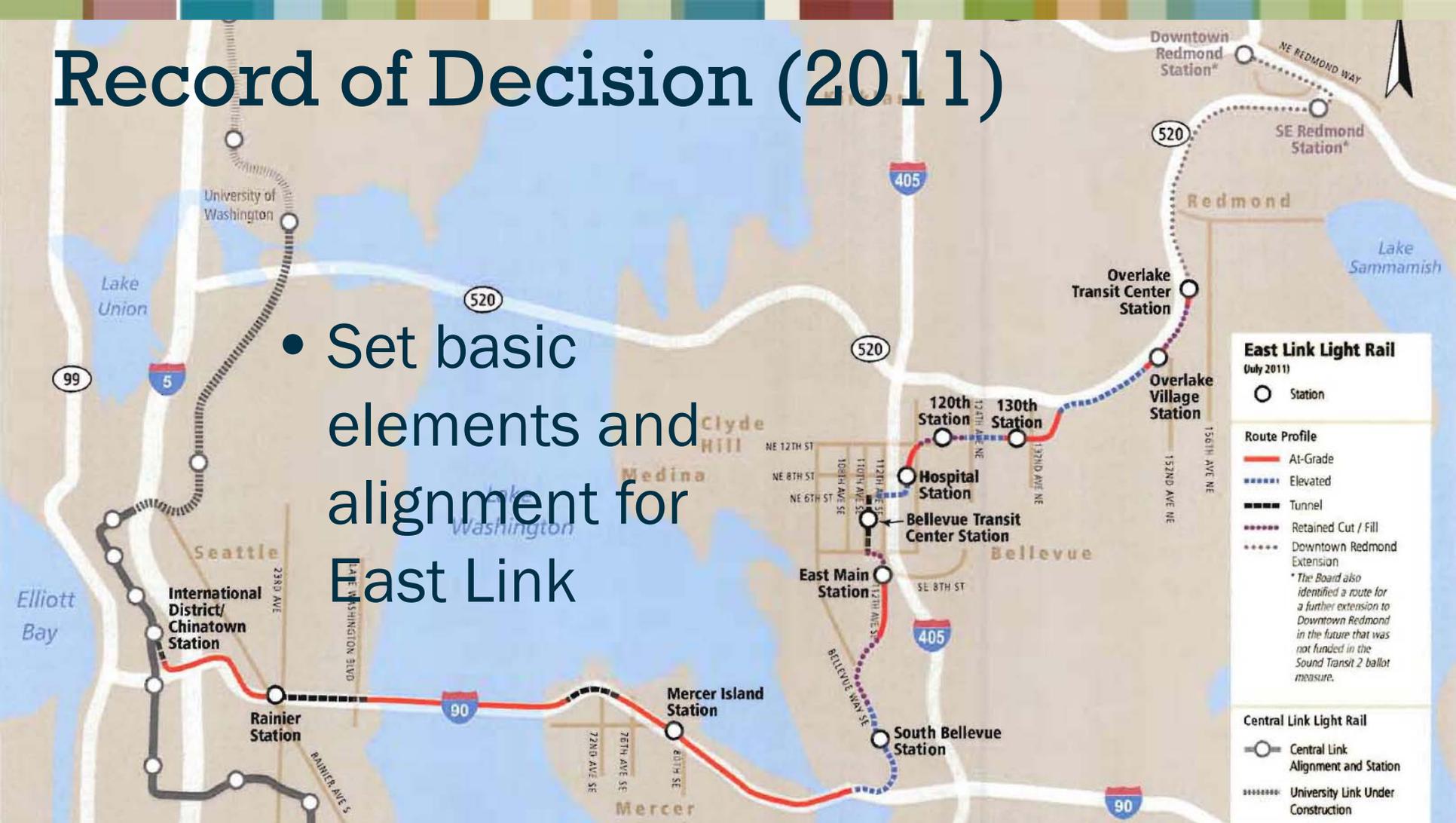
# RCC Master Plan (2011)

- Improve corridor aesthetics
- New, exciting entry to Downtown
- Honor history
- Iconic, interactive art
- Link to other Downtown attractions
- Enhance economic vitality



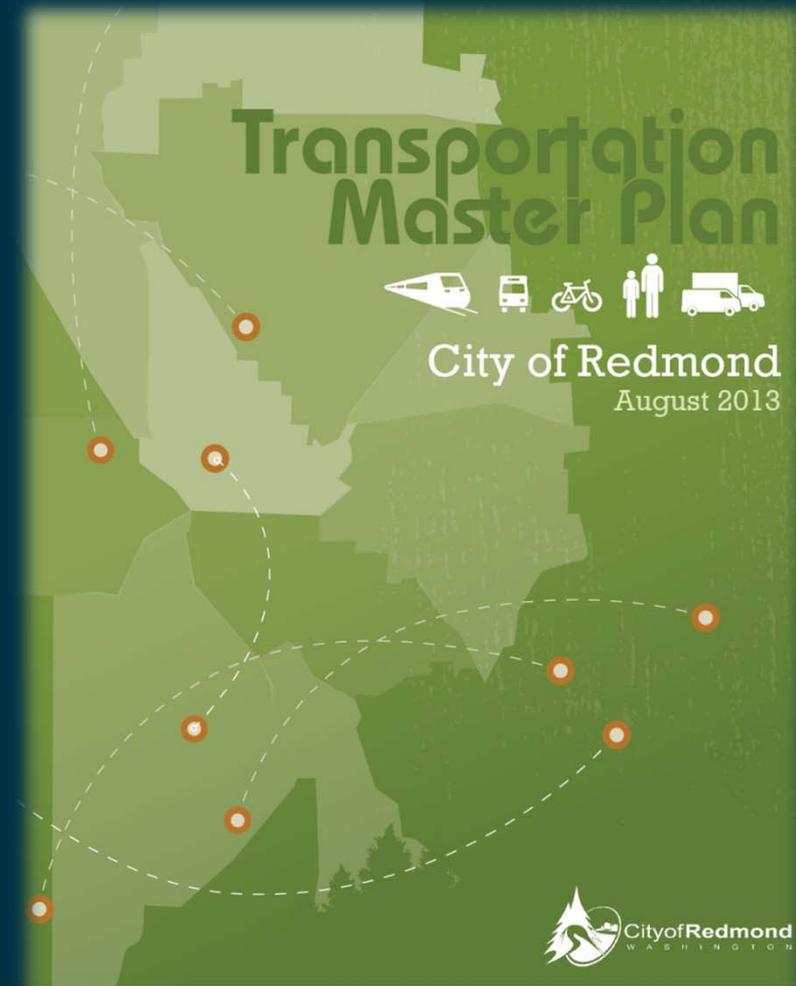
# Record of Decision (2011)

- Set basic elements and alignment for East Link



*Movement of people, goods, and freight both locally and regionally is provided by street, light rail, transit, pedestrian, and bicycle systems that are complete and fully integrated.*

- Prepare for light rail
- Ensure strong support for urban centers
- Improve travel choices and mobility
- Increase neighborhood connections
- Enhance freight mobility



Creating Choice. Connecting Community.

## **BURLINGTON NORTHERN SANTA FE RAILROAD RIGHT-OF-WAY**

- Preserve sufficient area for a trail, open space, and possible transit use
- Complete the downtown street grid with added right-of-way crossings as properties redevelop

## **PARKS & OPEN SPACE**

- Create gateways and pedestrian/bike connections

## **RECLAIM DOWNTOWN STREETS**

- Improve the pedestrian environment
- Complete roadway connections, including across the Burlington Northern Santa Fe Railroad in downtown

## **COUPLET**

- Convert Redmond/Cleveland couplet to two-way circulation contingent upon completion of Bear Creek Parkway
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## **PARKING**

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- Provide several smaller parking facilities dispersed throughout downtown

## **TRANSIT**

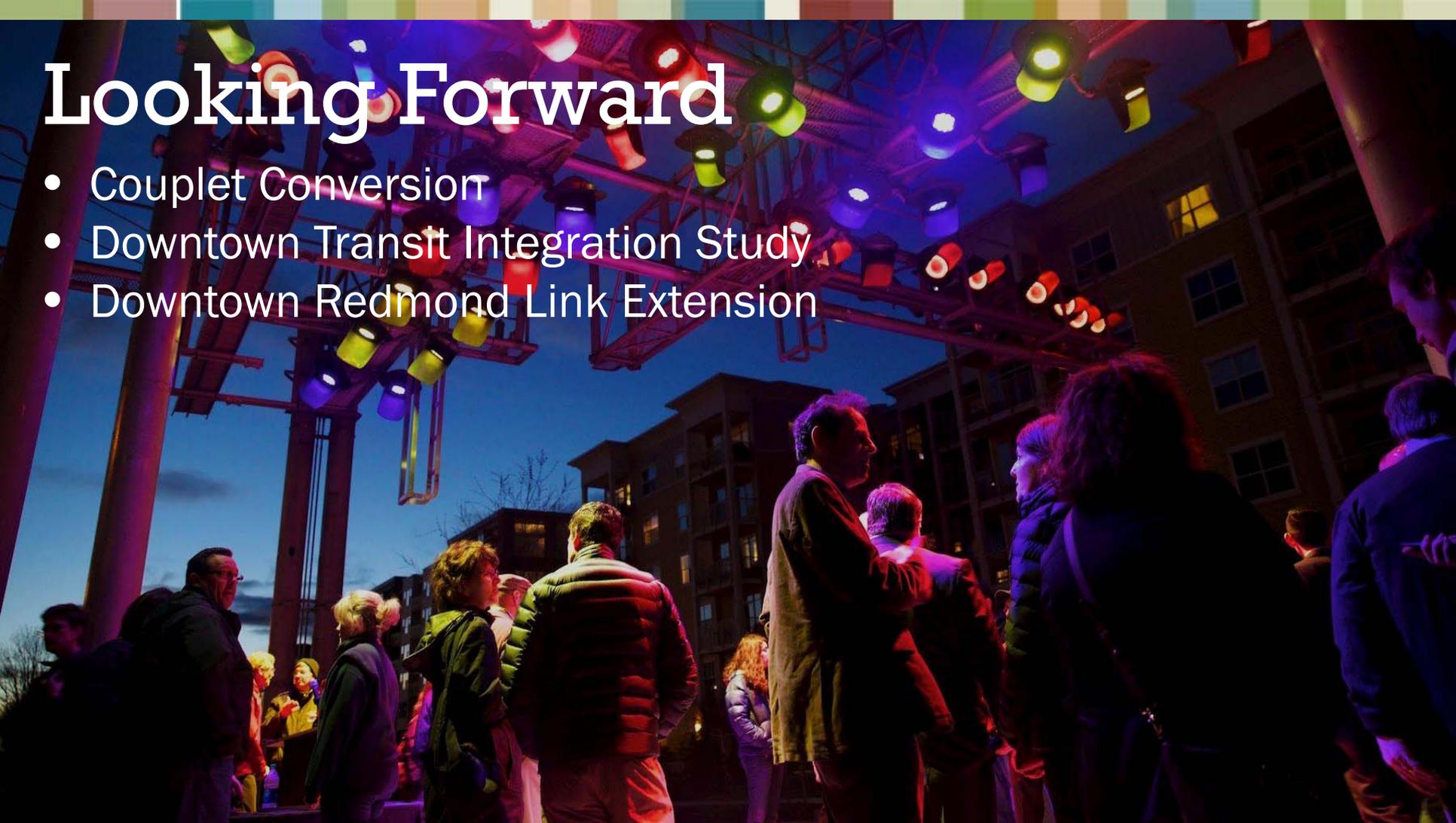
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- Maintain a transit facility downtown and consider locating an additional Park & Ride west of downtown as part of a city-wide transit strategy

# Looking Back

- Preserved transit corridor
- Built 161st, 164th, Bear Creek Pkwy built
- Completed Cleveland streetscape
- Retained 76<sup>th</sup> as 2-lane street
- Transformed P&R into mixed-use, transit-oriented development
- Set light rail alignment
- Improved pedestrian and bicycle network
- Built Redmond Central Connector
- Improved SR 520 interchanges
- Increased transit service and ridership

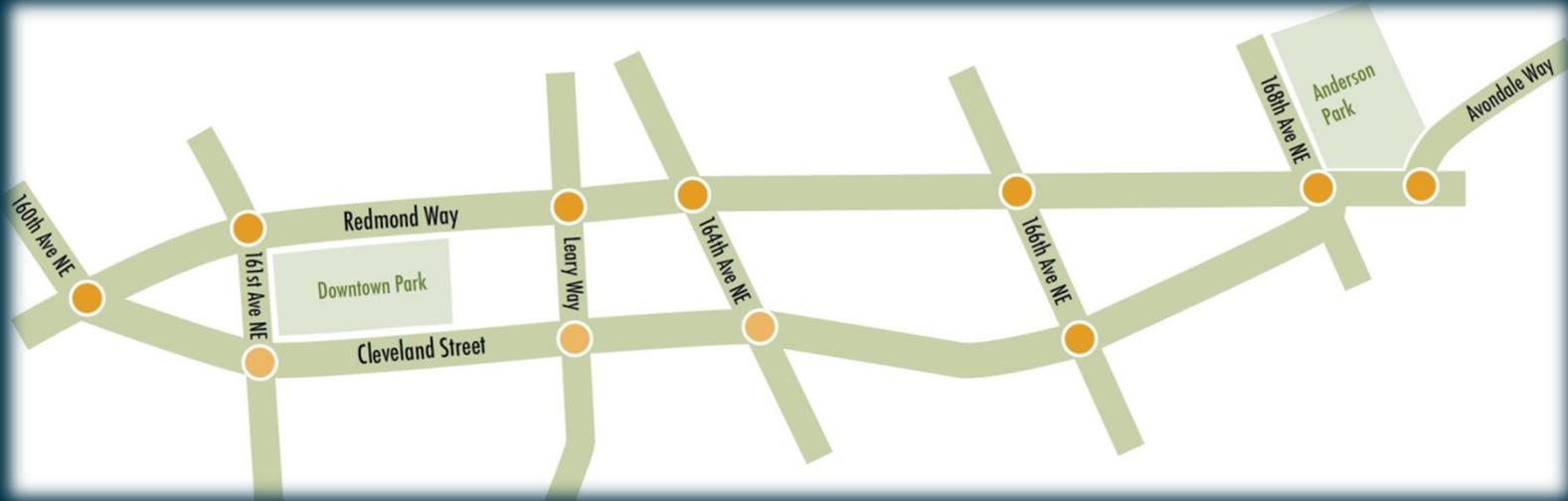
# Looking Forward

- Couplet Conversion
- Downtown Transit Integration Study
- Downtown Redmond Link Extension



# Couplet Conversion

- Last of sequenced projects
- New utilities, signals
- Utility undergrounding
- Paving, landscaping
- Anderson Park plazas
- Lane reconfiguration



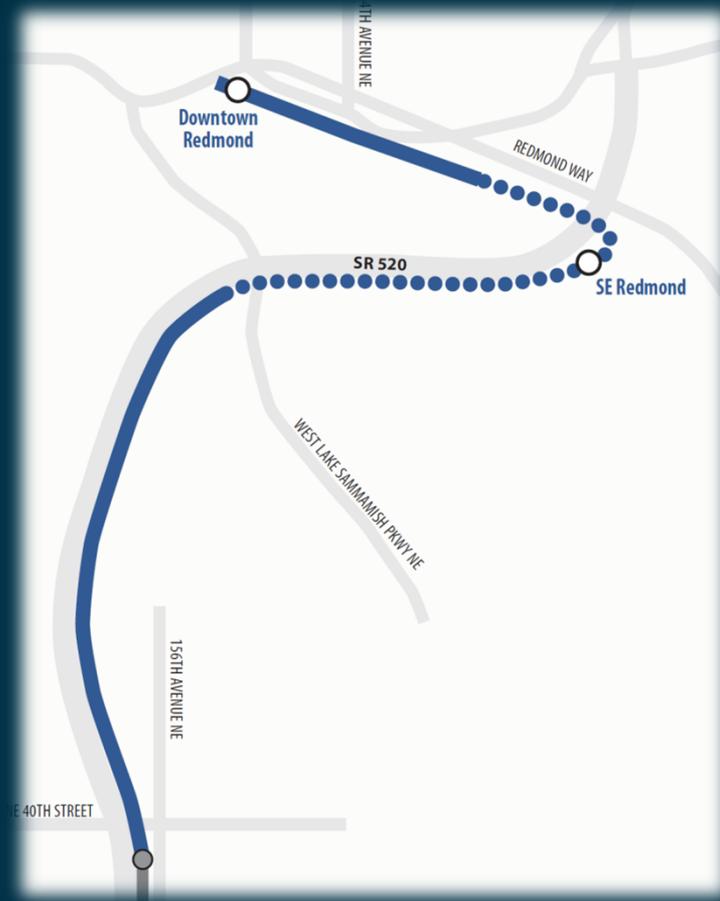
# Transit Integration Study

- Safe, convenient, efficient transit access and integration
- Assumes no new parking
- Maximize access, integrate into Downtown urban fabric



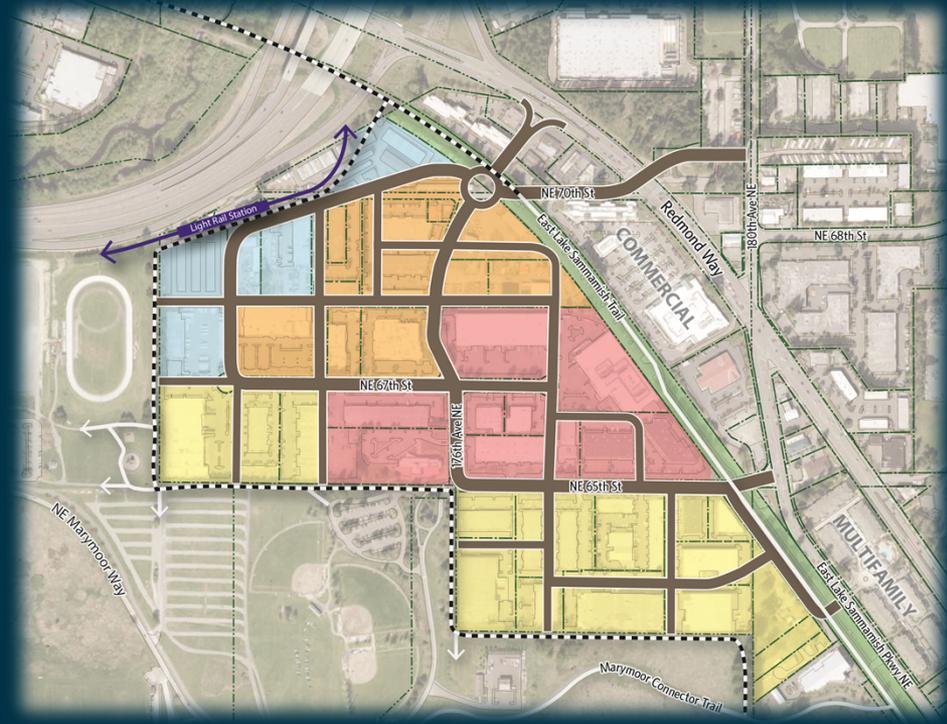
# Downtown Redmond Link Extension

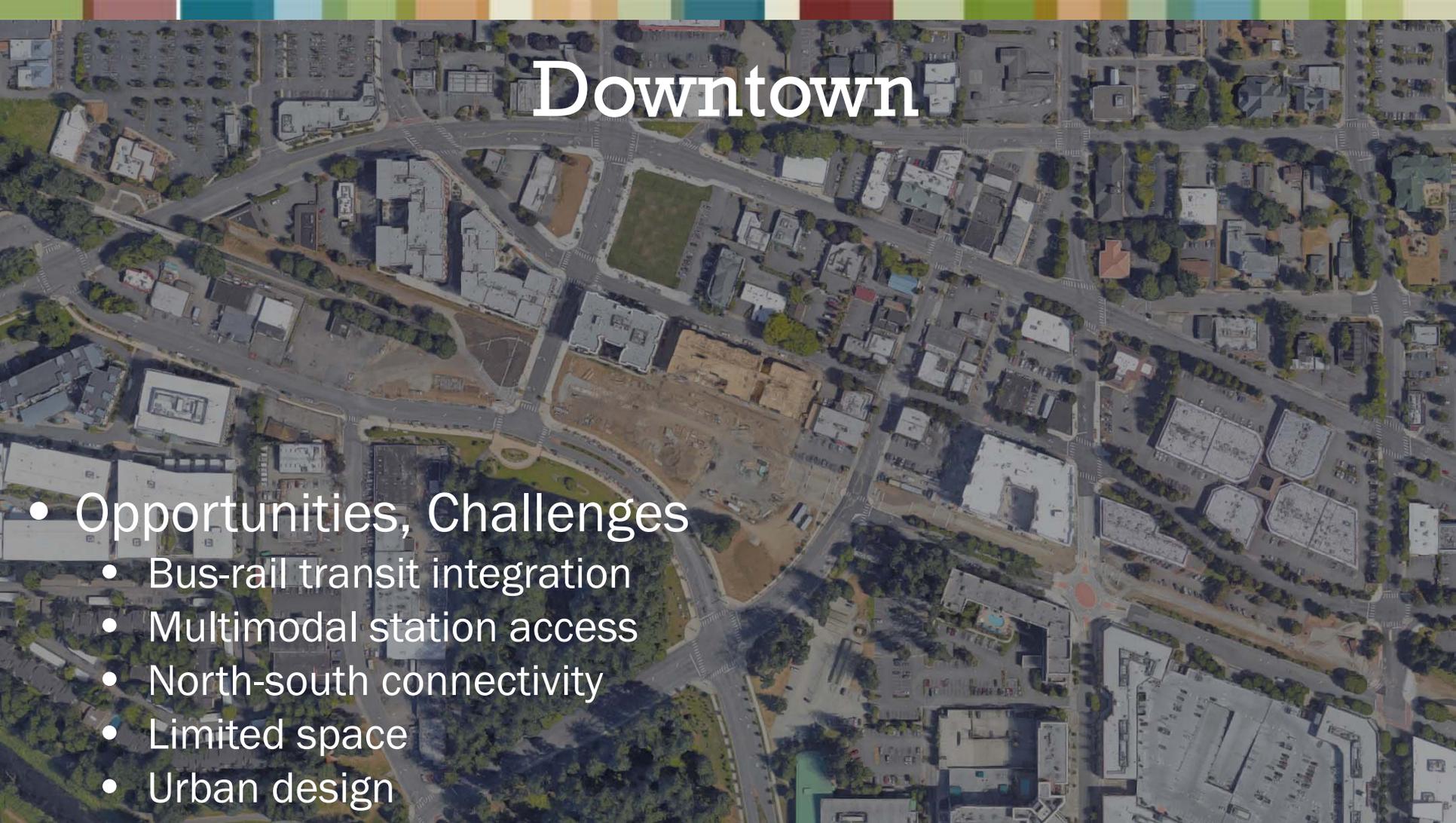
- Alignment set in 2011
- 2 stations
- Preliminary design/engineering 2016-18 – not contingent on ST3 vote
- Final design – construction contingent on ST3 vote
- Revenue service 2024



# Southeast Redmond

- Opportunities, Challenges
  - Integrate station elements into Marymoor Subarea
  - Regional trip intercept
  - 1,400-stall parking facility
  - E Lk Samm Trail - RCC connection



An aerial photograph of a downtown urban area. The image shows a dense grid of streets, various buildings of different sizes and colors, and some green spaces. The word "Downtown" is overlaid in large white text at the top center. In the bottom left corner, there is a list of bullet points in white text.

# Downtown

- Opportunities, Challenges
  - Bus-rail transit integration
  - Multimodal station access
  - North-south connectivity
  - Limited space
  - Urban design

