

Redmond Central Connector Master Plan



Redmond Central Connector Master Plan

Planning Commission

**Master Plan Development
January 26, 2011**

By Carolyn Hope, Senior Planner

**Guy Michaelsen
Dave Knight
The Berger Partnership**

**Brad Tong
SOJ**

What we've been doing...

Masterplan Development

- Adding additional detail
- Focusing on near term and transition to long term
- Planning considerations to realize long term vision
- Continued meetings with Council, Commissions, and City Stakeholders



The whole of the corridor... with two distinct study areas



Downtown Study Area

- Near term development
- More masterplan detail

Sammamish Valley Study Area

- Longer Term Development
- Lesser masterplan detail

The Full Corridor:

Redmond Central Connector Master Plan

Sammamish Valley

Warehouse District

River Crossing

Downtown

Bear Creek

East Redmond

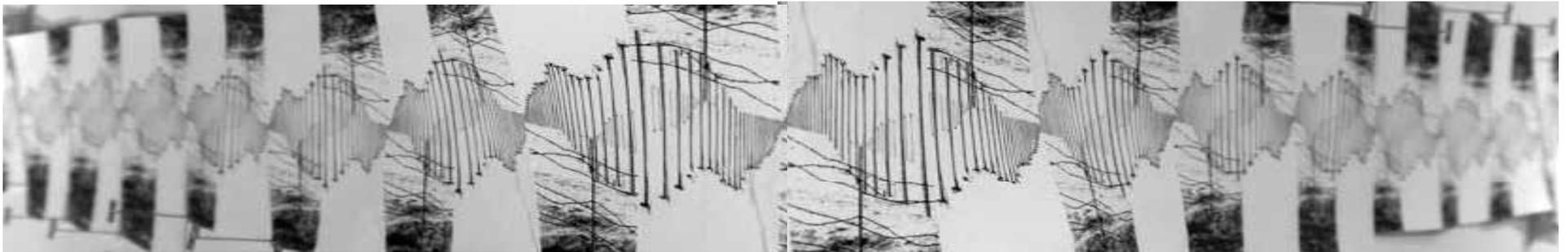


...a series of varying conditions

...fluctuations

between **natural** and **urban**

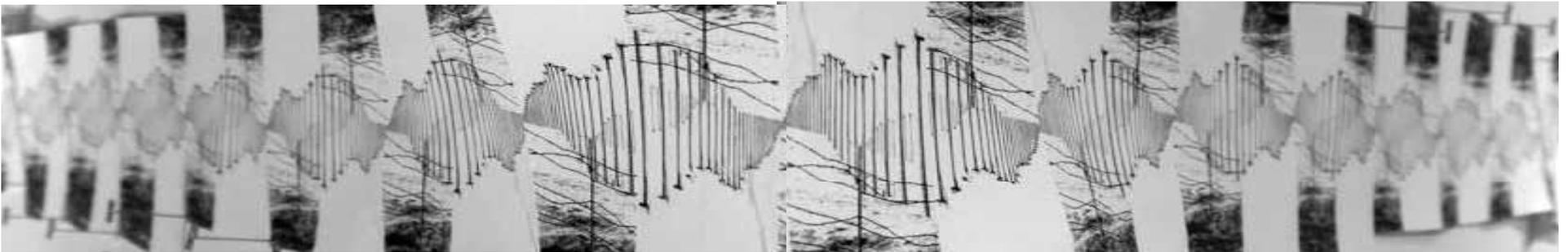
Fluctuations



Fluctuations

Strengthening Redmond as...

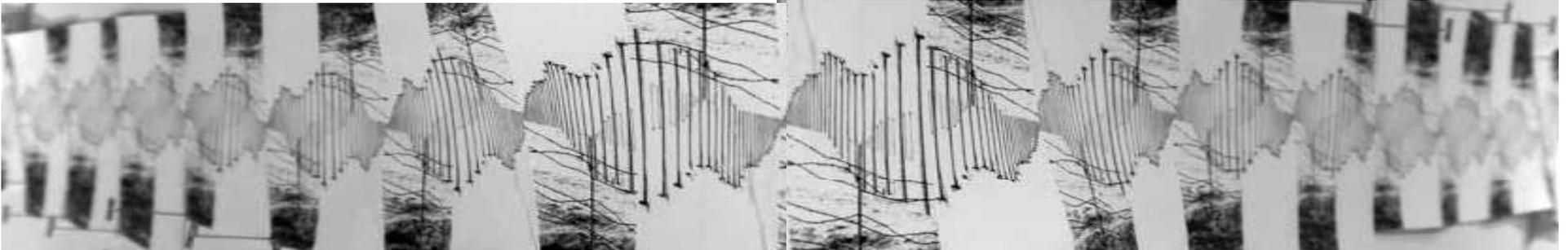
- An increasingly *urban* community / A city strongly connected to *nature*



Fluctuations

Strengthening Redmond as...

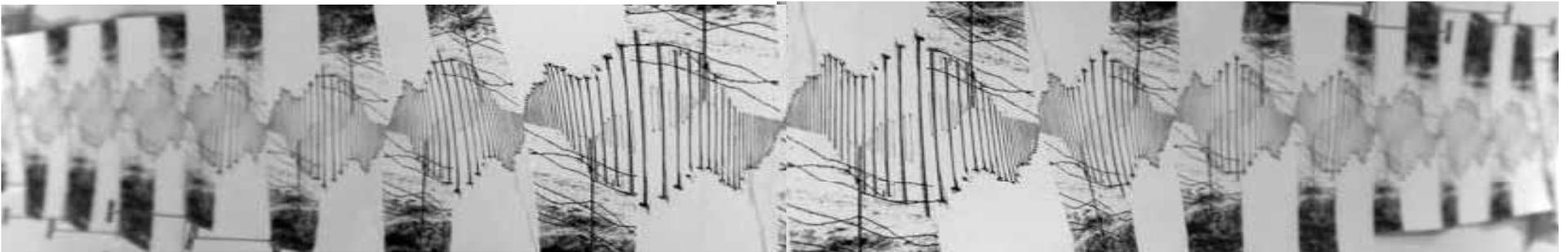
- An increasingly *urban* community / A city strongly connected to *nature*
- A small town rooted in *history* / A forward looking city shaping the world



Fluctuations

Strengthening Redmond as...

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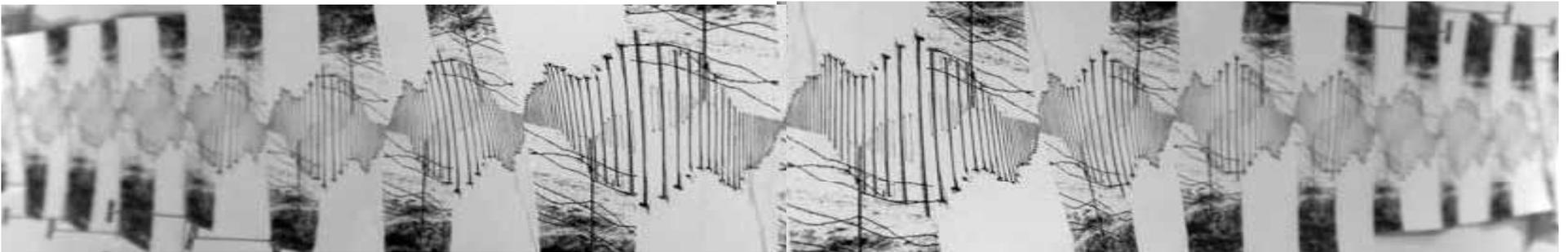


Creating an experience that balances....

Fluctuations

Strengthening Redmond as...

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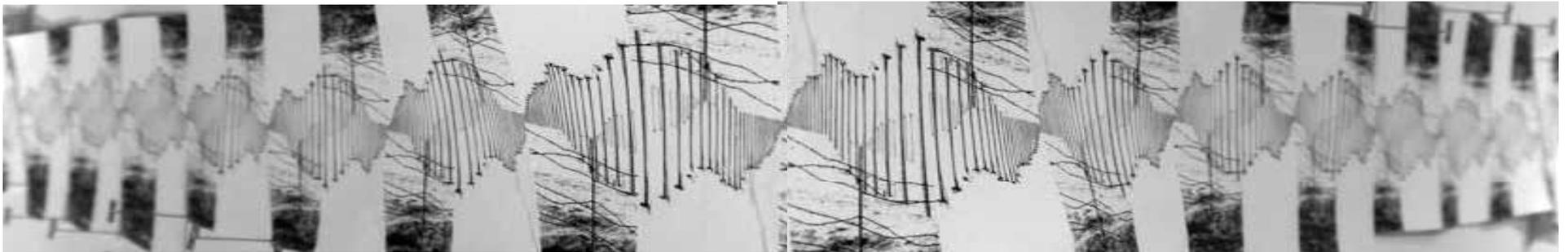


Creating an experience that balances....

Fluctuations

Strengthening Redmond as...

- An increasingly *urban* community / A city strongly connected to *nature*
- A small town rooted in *history* / A forward looking city shaping the world



Creating an experience that balances....

crafted/machined

planted / wild

light / dark

fixed / evolving

stable / dynamic

passive / active

hardscape/softscape

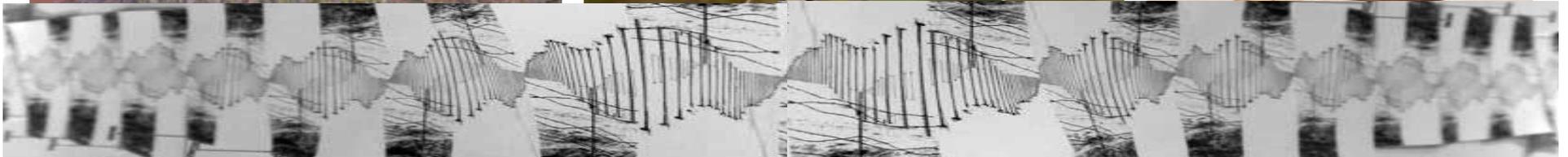
required / inspired

enclosed / open

Corridor Elements:

Redmond Central Connector Master Plan

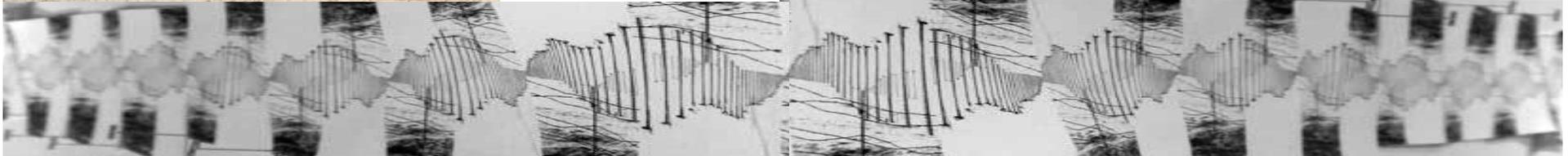
Fluctuations...how does that take form?



Fluctuations...a series of repeating spaces and elements.



Ties



Landings

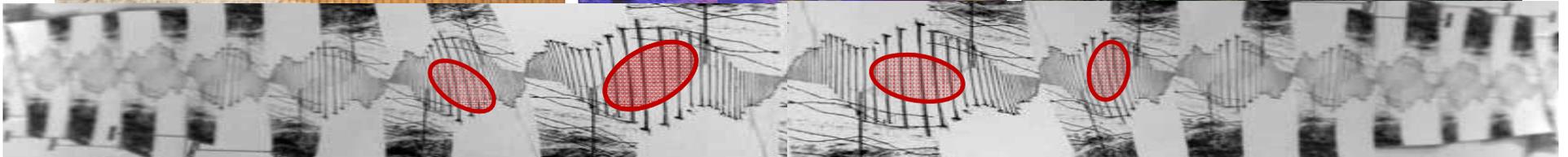


Islands & Eddies

Corridor Elements:

Redmond Central Connector Master Plan

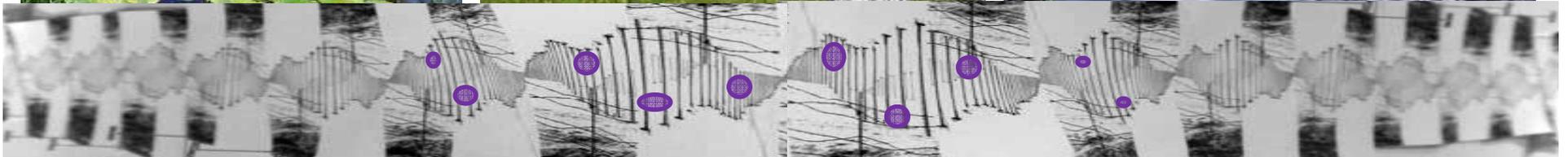
Fluctuations...Landings



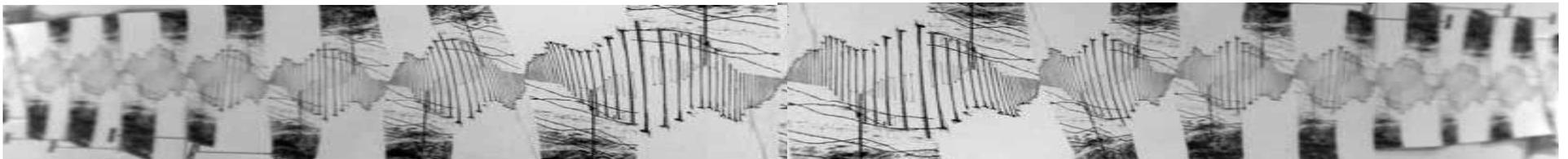
Fluctuations...Ties



Fluctuations...Islands & Eddies



Fluctuations



Downtown Study Area



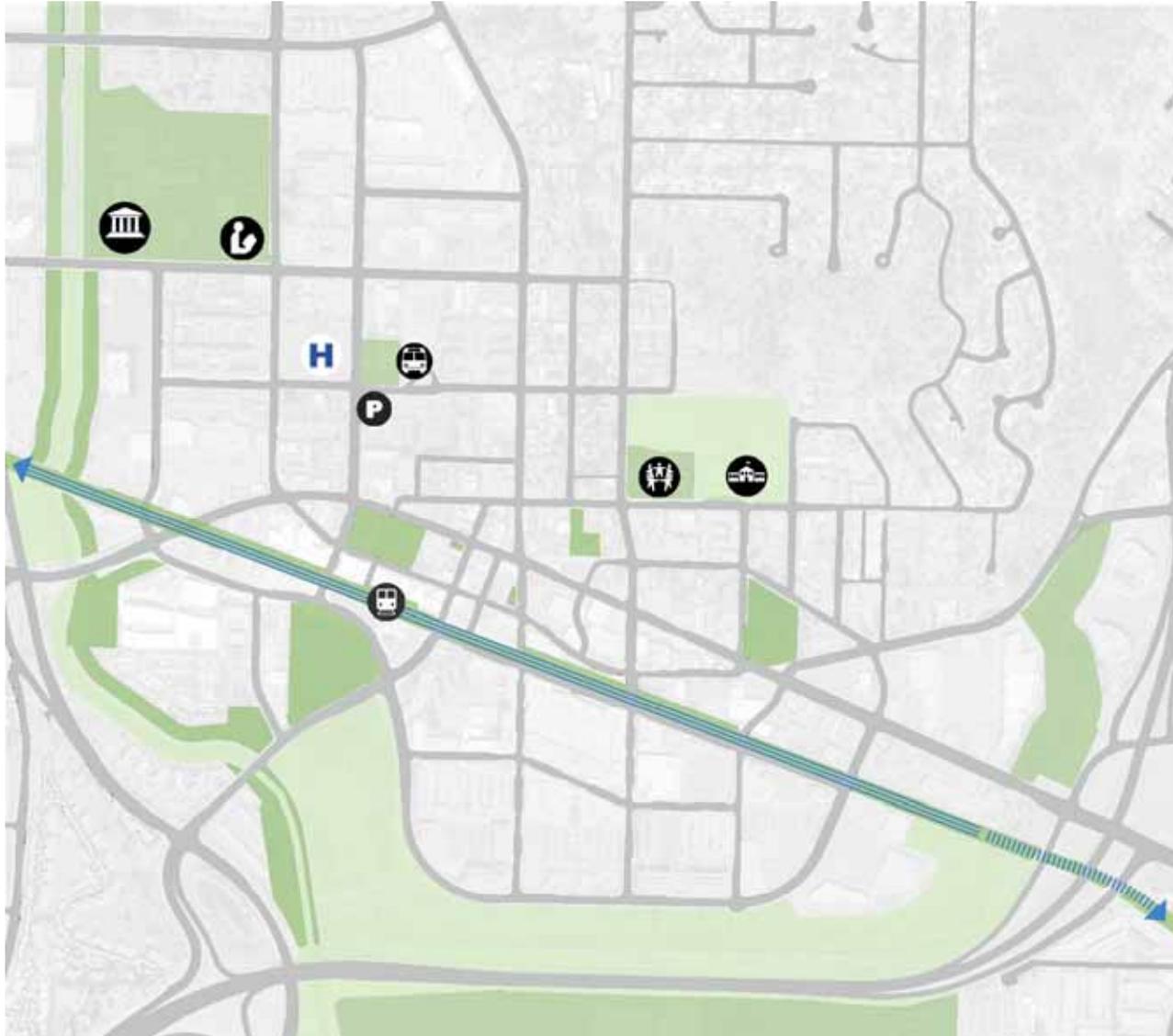
- **Near term development**
 - 161st, 164th (DEWCS)
- **Stormwater Trunkline (and site restoration)**
- **Adjacent Developments**
 - Old Town
 - Center Point

Downtown Study Area

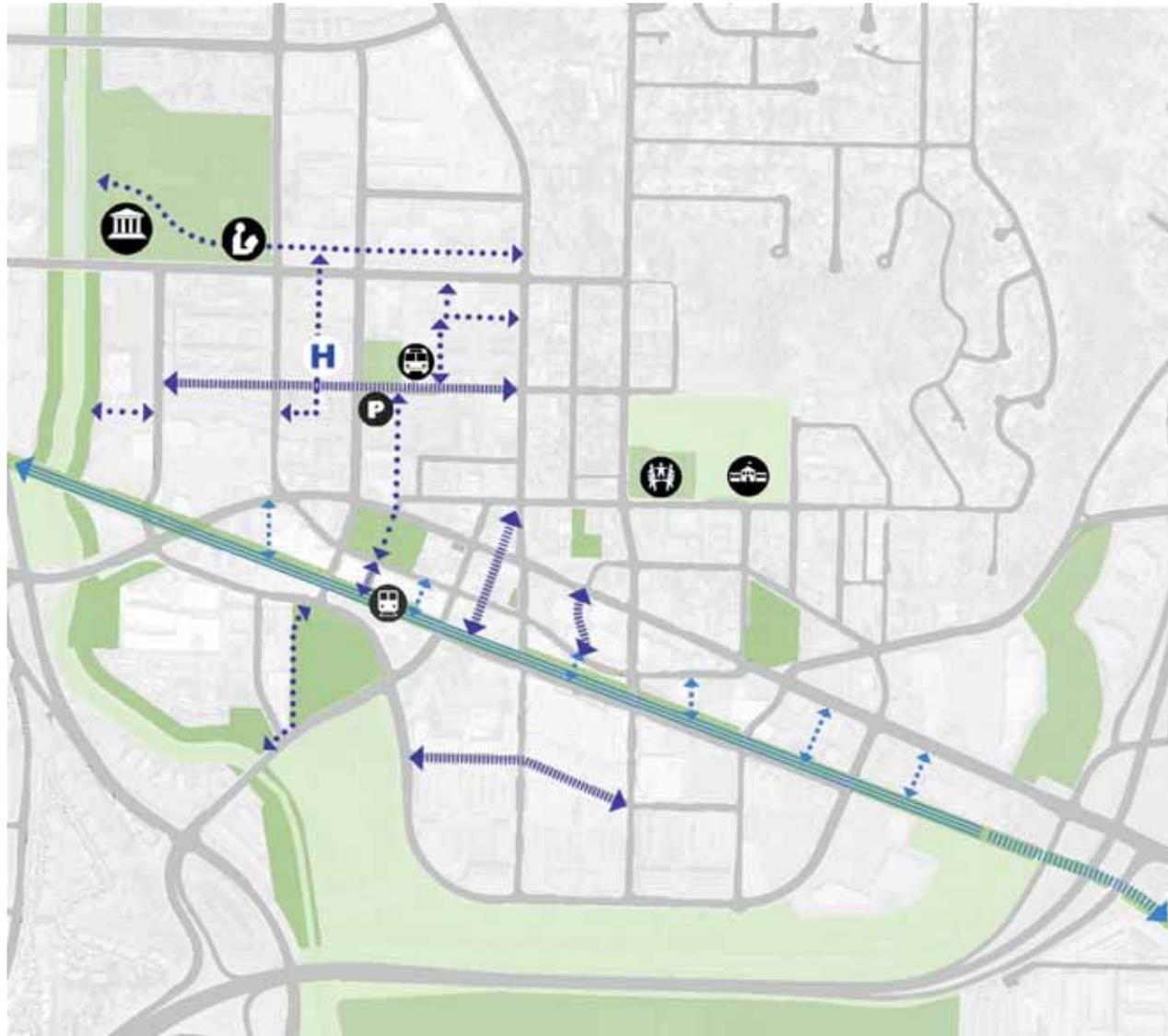
- A trail to downtown, through downtown, and a destination for downtown...an urban trail
- A trail that is as much about culture, experience, and art as it is about physical connections



A catalyst for connections:

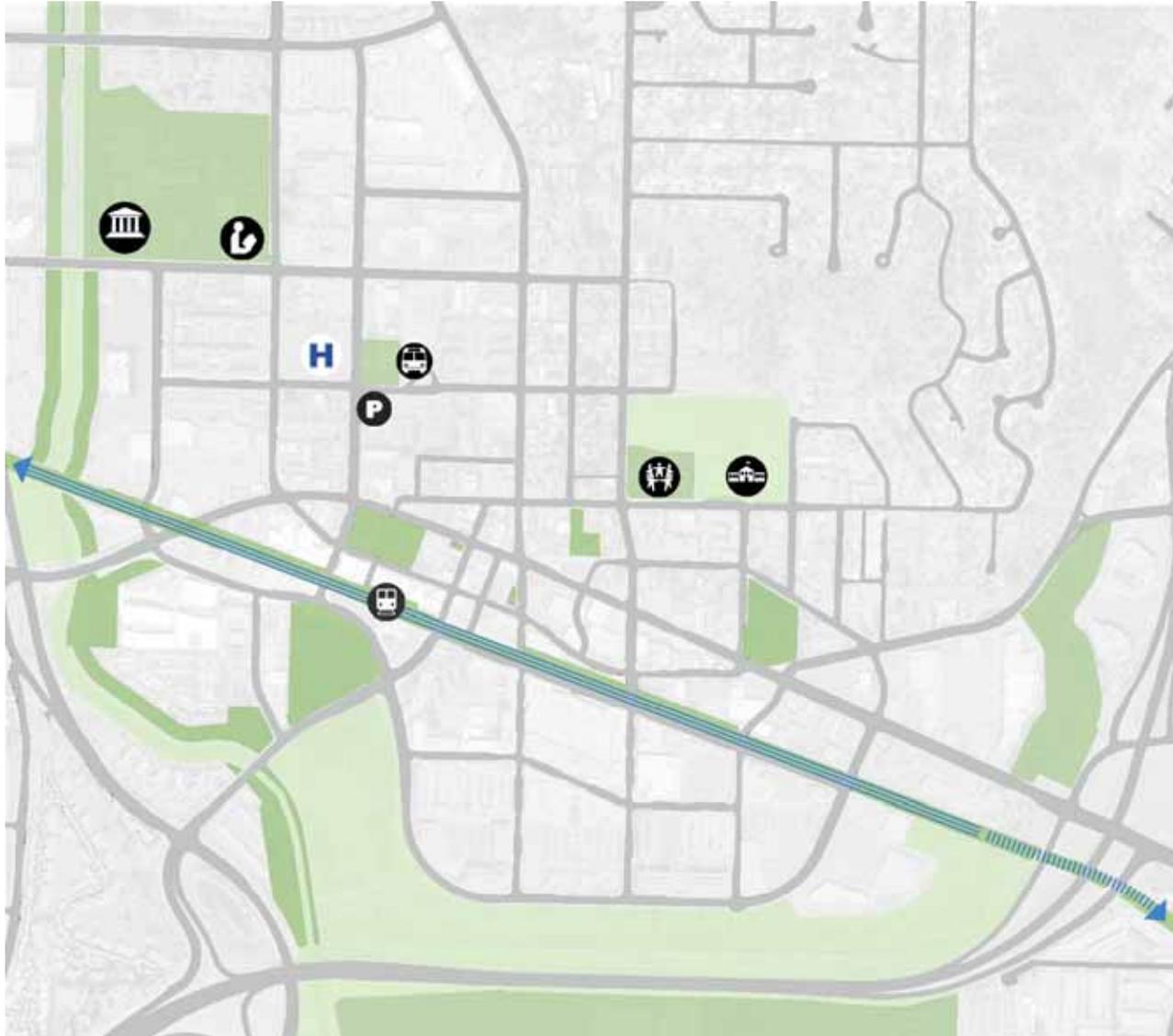


A catalyst for connections: Shared Streets & Mid-block Connectors

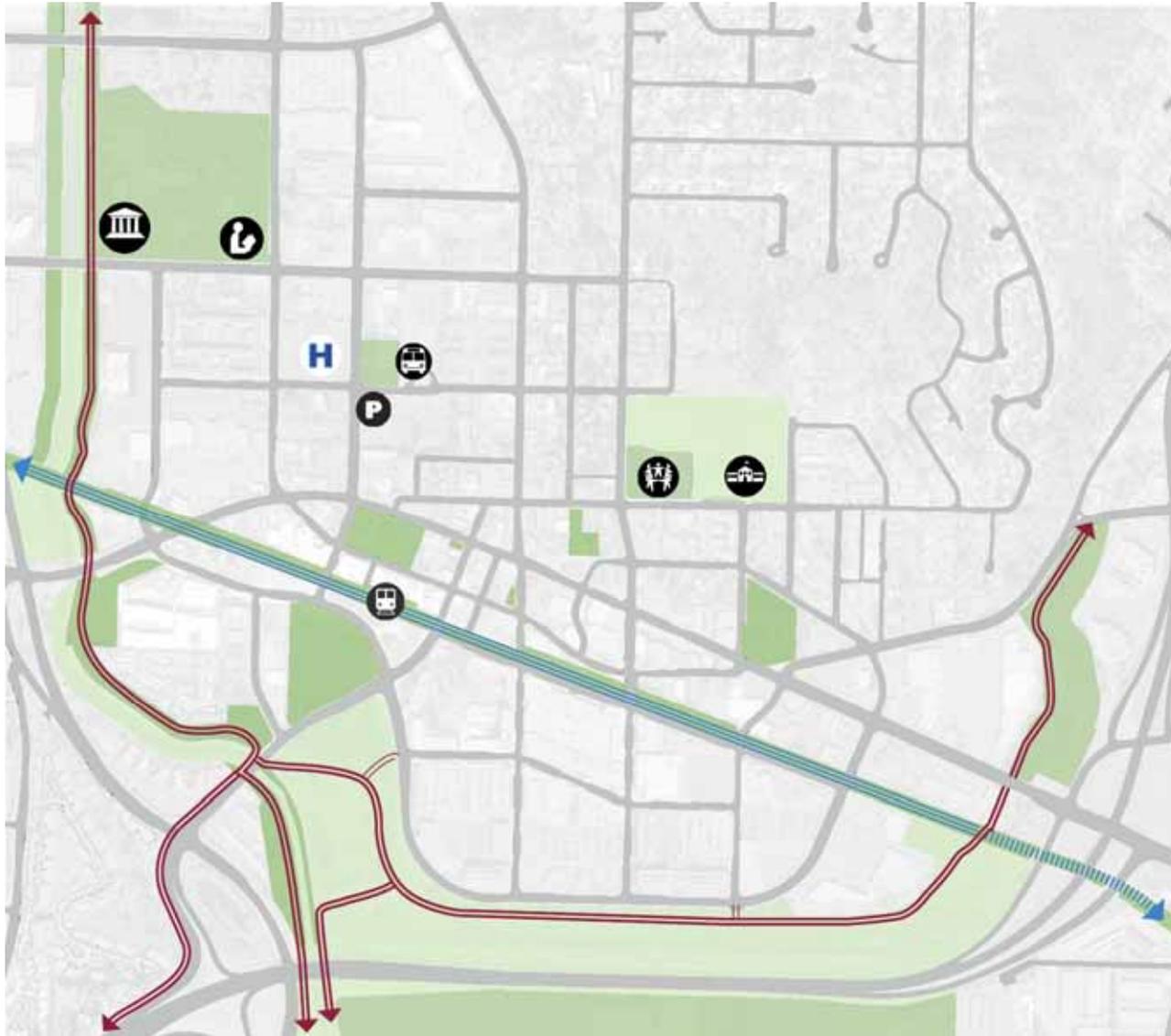


Downtown:

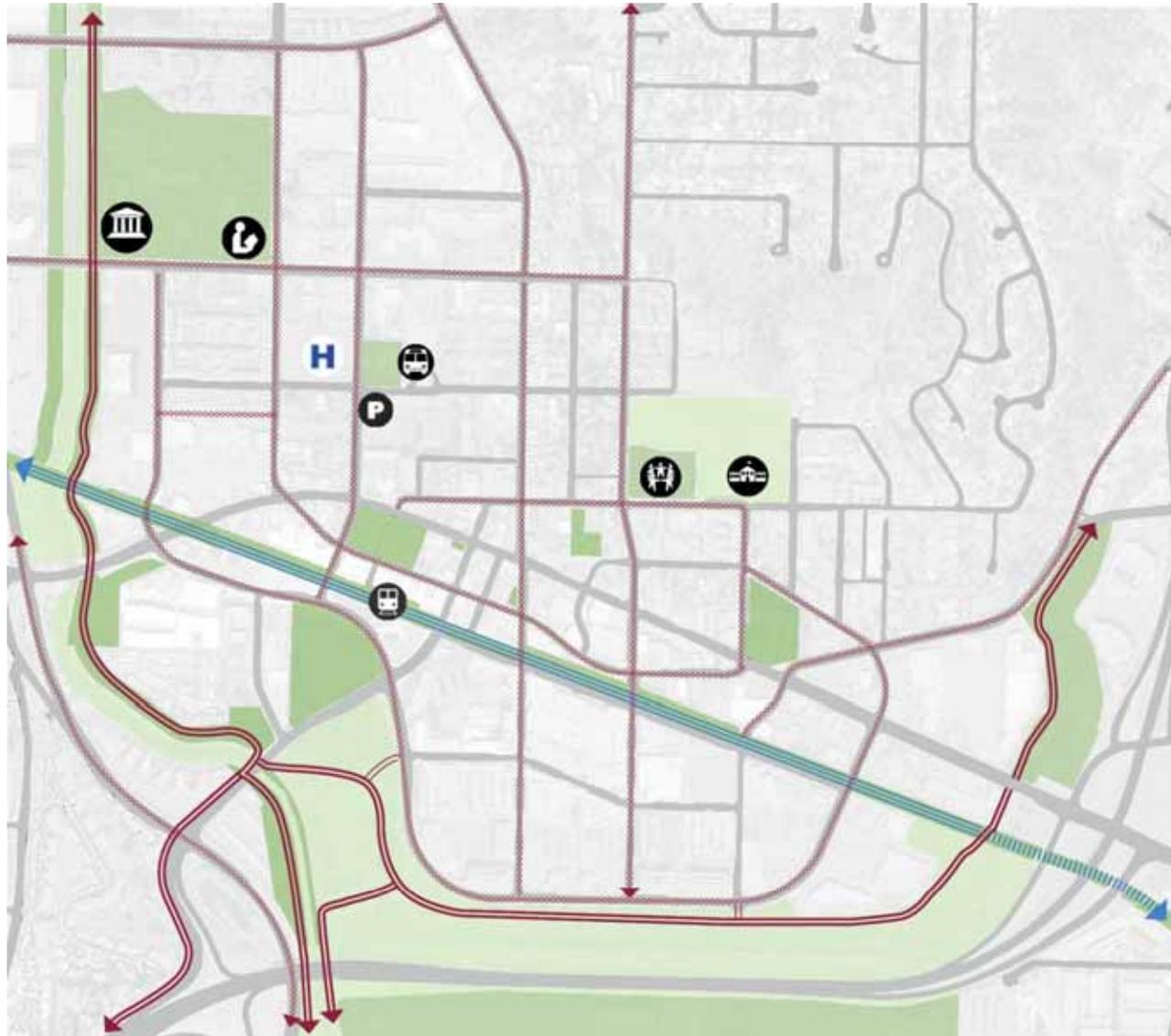
Supplemented by other connections:



Supplemented by other connections: **Sammamish and Bear Creek Trails**



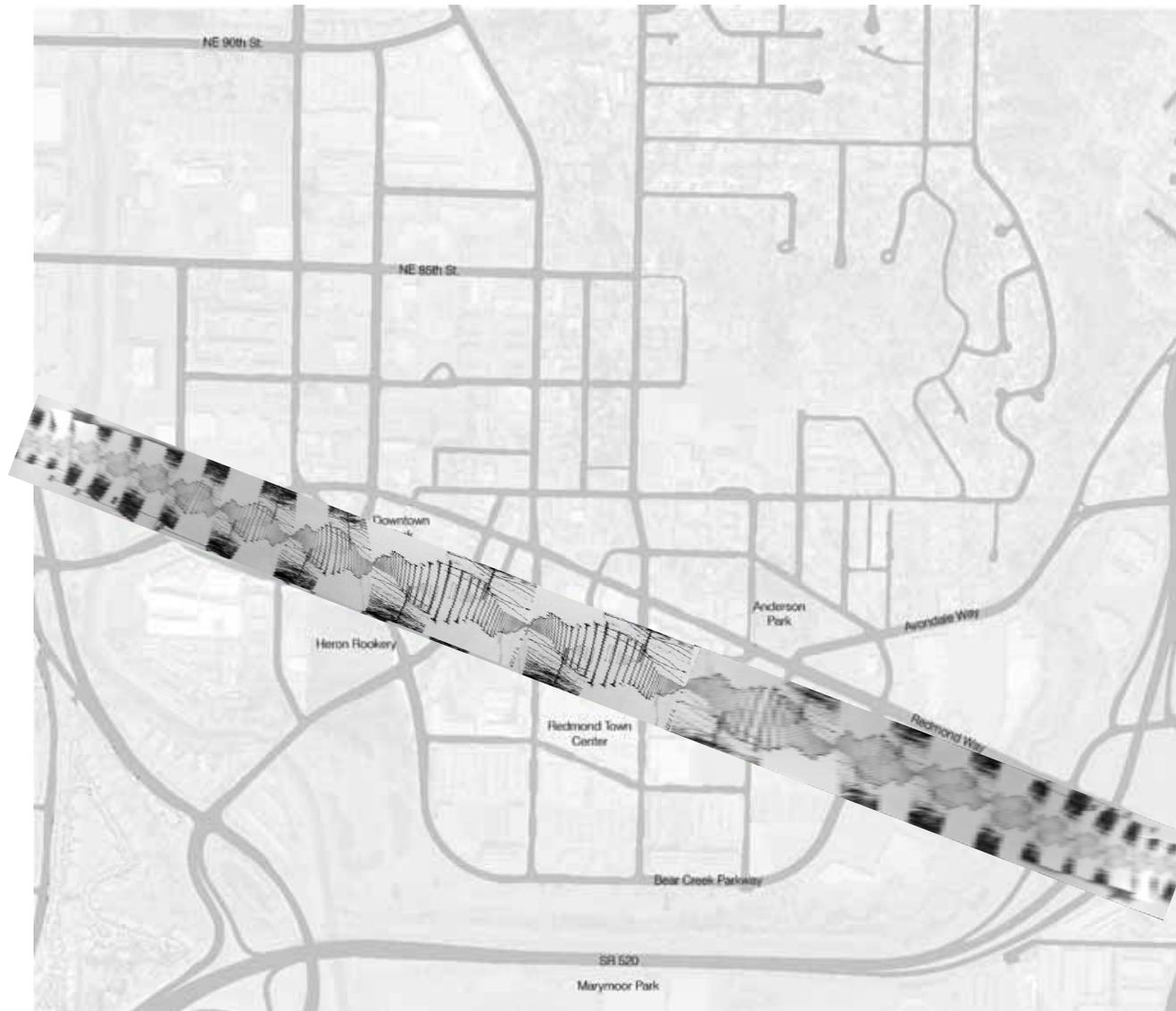
Supplemented by other connections: **Bike Lanes and Sharrows**



A series of...different zones... multiple blocks... and Landings



A series of spaces tied together with...fluctuations



One vision, two milestones...

- **Long Term (2025)**
 - **Light rail has arrived**
 - **North Properties have evolved** (new development)
 - **Corridor leases and encroachments have ended**
- **Near Term (2016)**
 - **The trail corridor includes space to NE 76th** (no light rail)
 - **North properties are evolving** (real and imagined projects shown)
 - **Many corridor leases and encroachments remain**

Walking Downtown... Sammamish River to Bear Creek (West to East)

Walking Downtown:

Redmond Central Connector Master Plan

Sammamish River



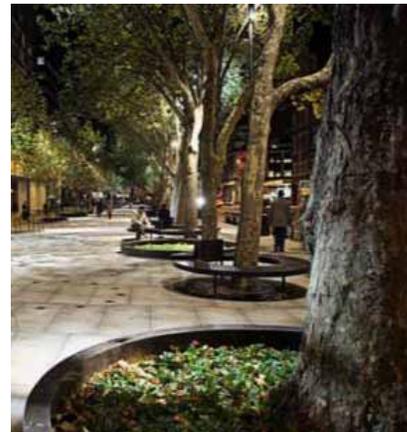
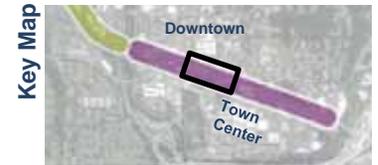
Key Map



Walking Downtown:

Redmond Central Connector Master Plan

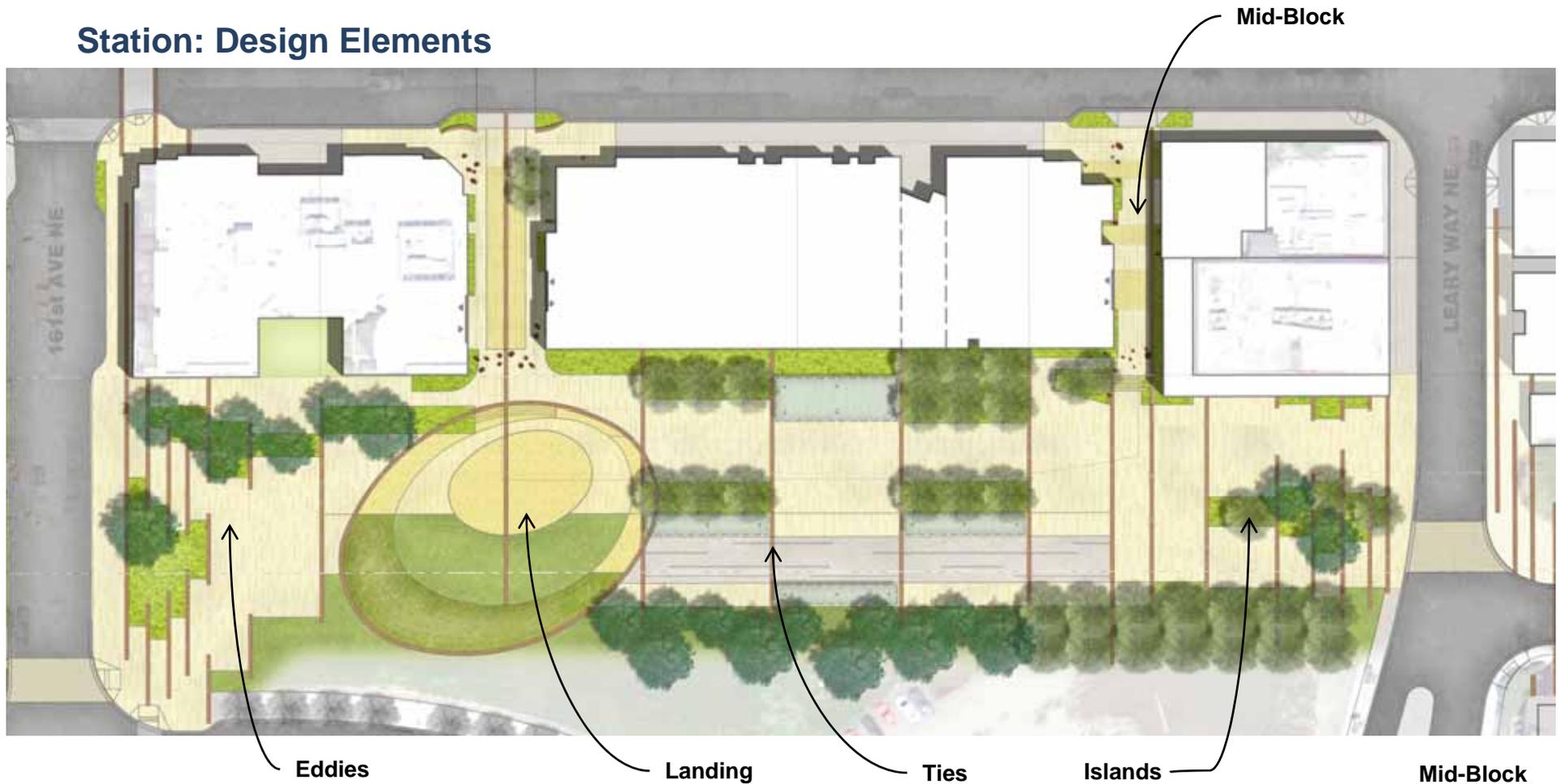
Station & Promenade



Walking Downtown:

Redmond Central Connector Master Plan

Station: Design Elements



Walking Downtown:

Redmond Central Connector Master Plan

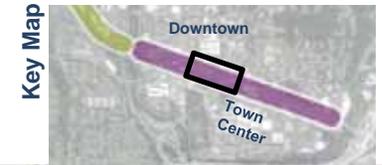
Station: Trail Zone



Walking Downtown:

Redmond Central Connector Master Plan

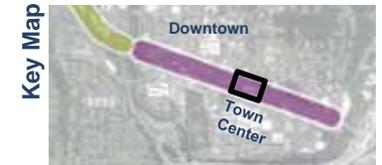
Station & Promenade – long term



Walking Downtown:

Redmond Central Connector Master Plan

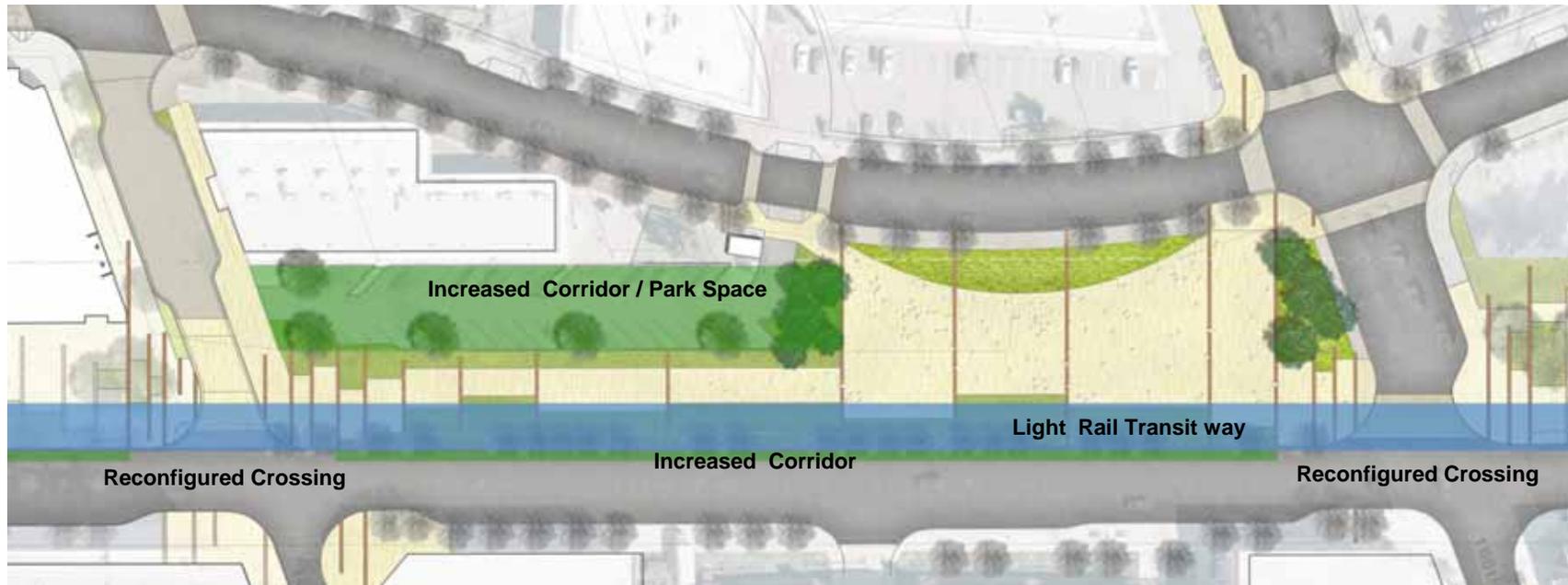
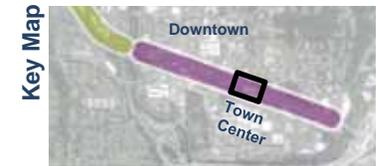
Open Space – Near Term



Walking Downtown:

Redmond Central Connector Master Plan

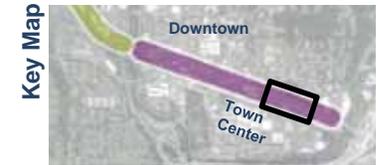
Open Space – Long Term



Walking Downtown:

Redmond Central Connector Master Plan

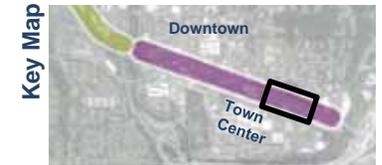
Neighborhood – Near Term



Walking Downtown:

Redmond Central Connector Master Plan

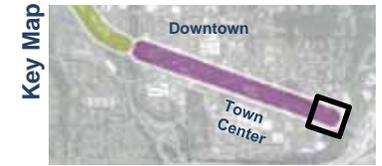
Neighborhood – Long Term



Walking Downtown:

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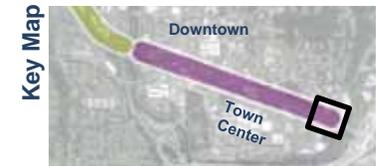
Bear Creek – Near Term



Walking Downtown:

Redmond Central Connector Master Plan

Bear Creek Long Term



Considerations:

- **Connecting to and crossing The Connector**
 - A hierarchy of access points
- A lively and active edge to The Connector
- LID opportunities
 - Functional
 - Aesthetic
- Utilities and other services



Connecting The Connector

•Hierarchy of Access Points and Crossings

- **Primary Street Crossings (161st, Leary, 166th, 170th)**
- **Secondary Street crossings (164th, Avondale Way)**
- **Street ends and Mid-Block Access (Brown, Gillman and more)**
- **Pedestrian Mid-Blocks (Red 160 and more)**



Planning and Policy:

Redmond Central Connector Master Plan

Connecting to and crossing The Connector

- **Primary street crossings (161st, Leary, 166th, 170th)**



Connecting to and crossing The Connector

- Secondary Street crossings (164th, Avondale Way)



Planning and Policy:

Redmond Central Connector Master Plan

Connecting to and crossing The Connector

- **Street ends and Mid-Block Access (Brown, Gillman and more)**



Connecting to and crossing The Connector

- **Street ends and Mid-Block Access (Brown, Gillman and more)**



Planning and Policy:

Redmond Central Connector Master Plan

Connecting to and crossing The Connector

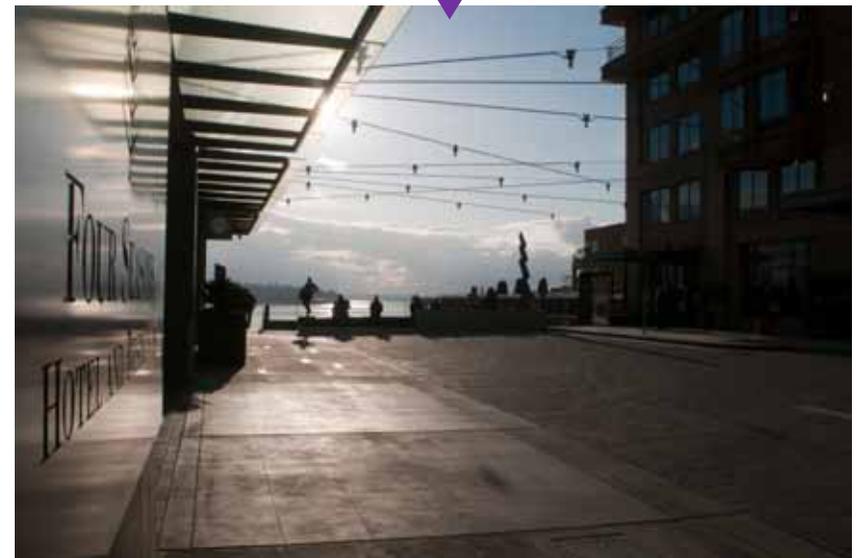
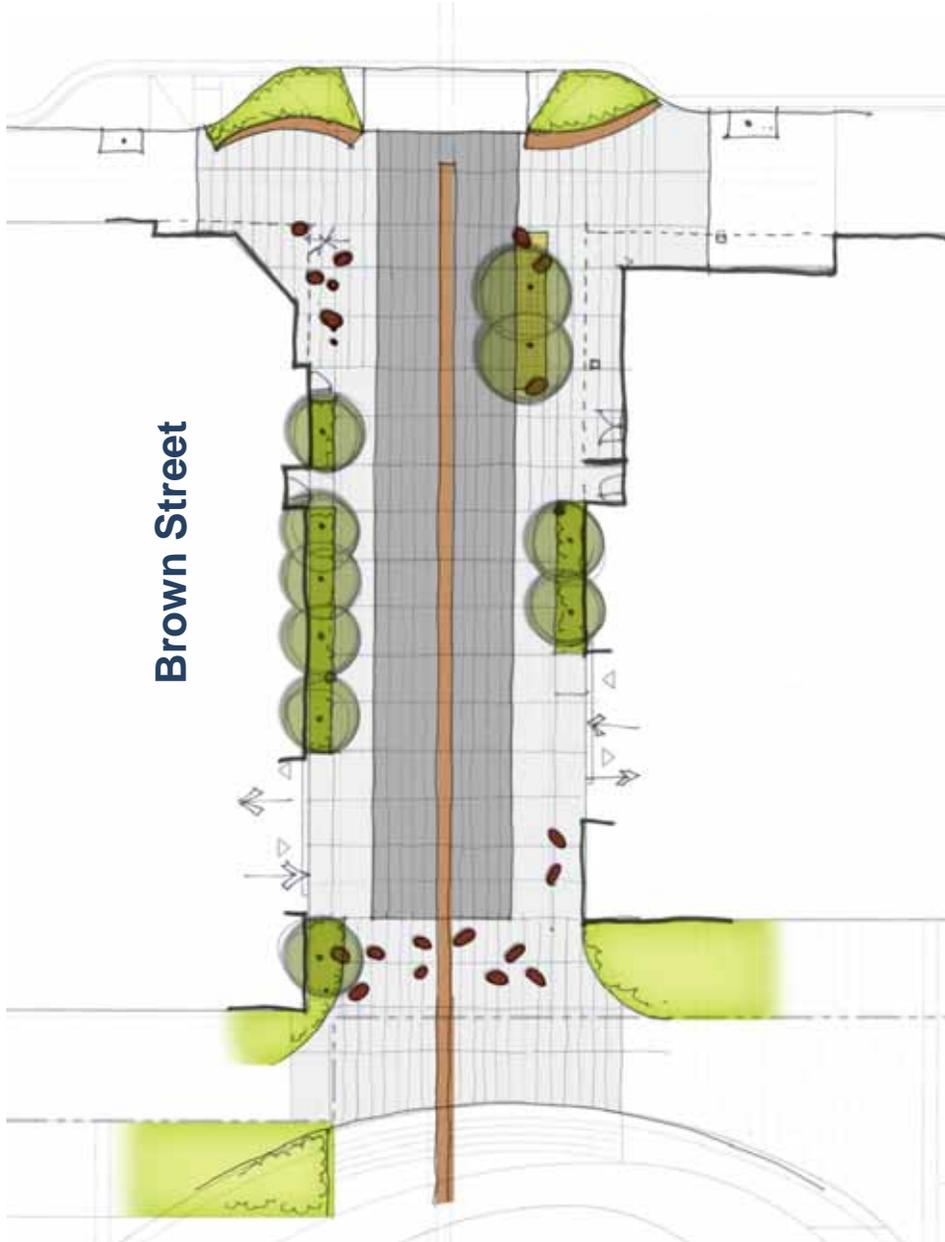
- Pedestrian mid-blocks



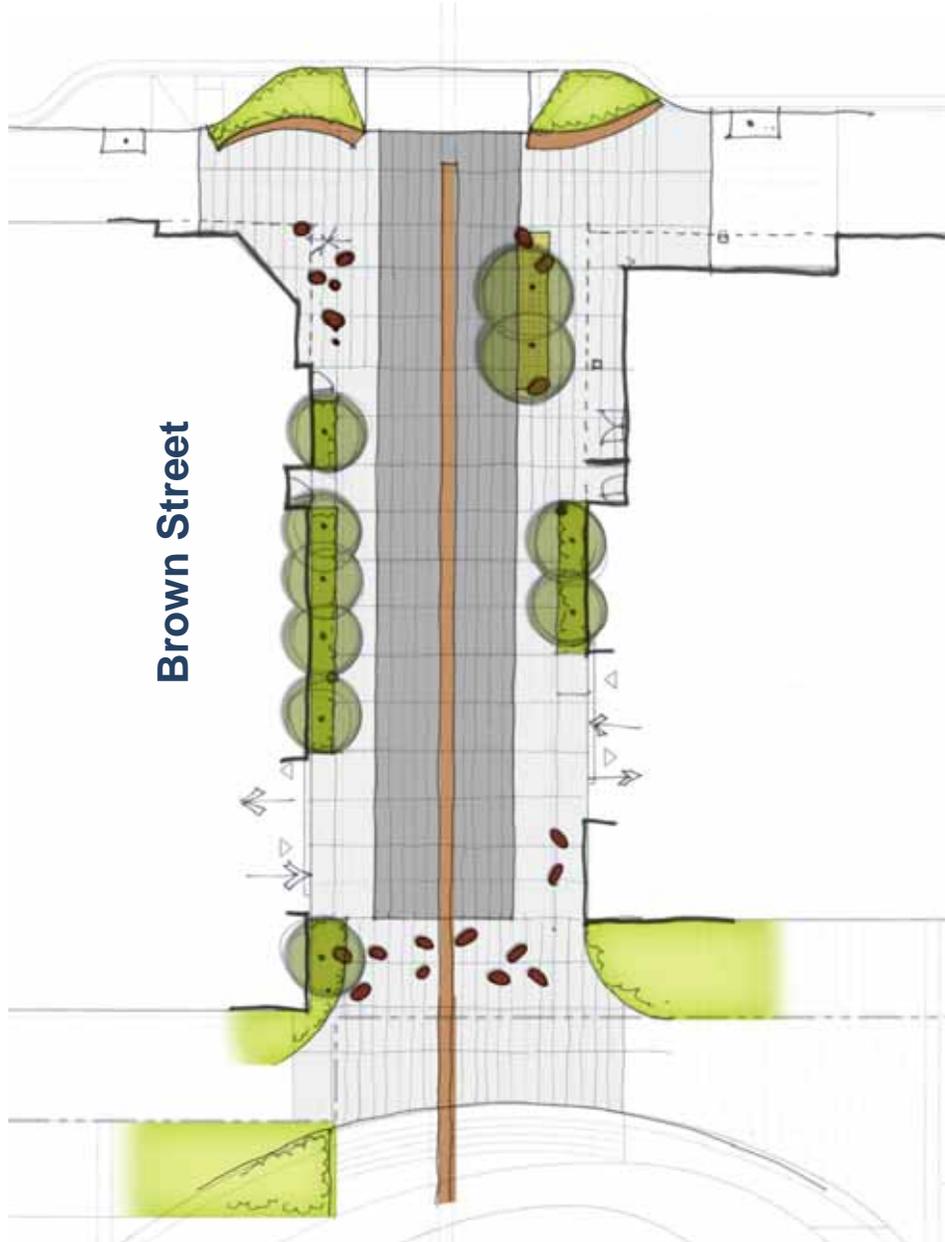
Planning and Policy:

Redmond Central Connector Master Plan

Old Town Illustrative: Brown Street



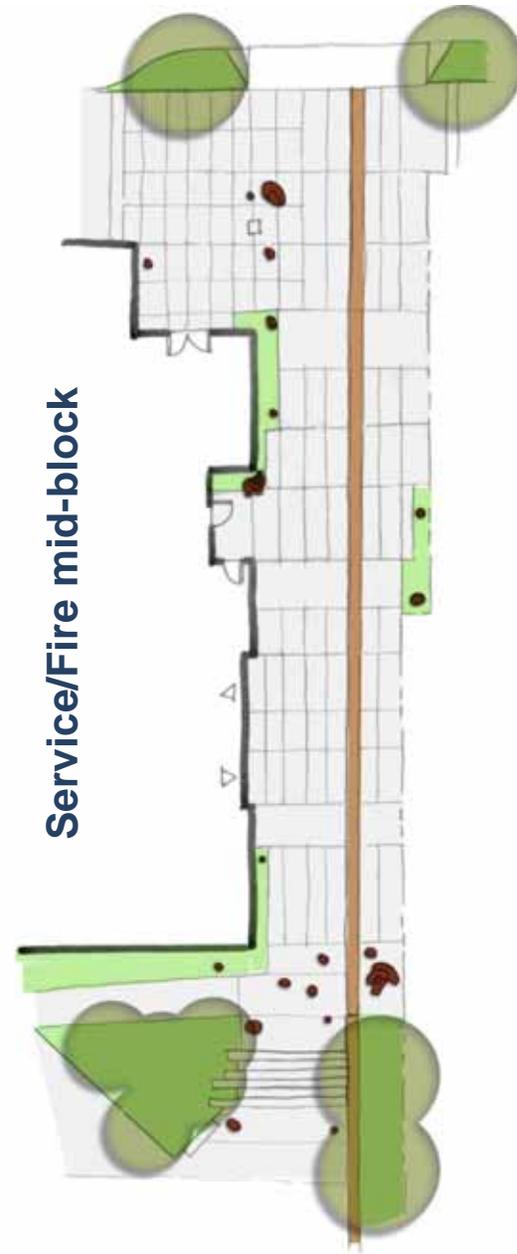
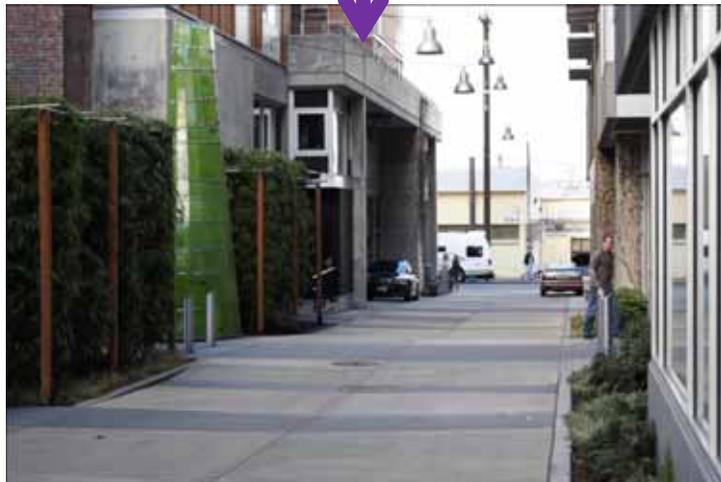
Old Town Illustrative: Brown Street



...it's a plaza with vehicles, not a street...

- Enhance View to Connector
- Specialty paving
 - CIP Concrete w/ small scale sawcut OR Pavers
- Flush or reduced curb height
- Planting buffers blank Façade
- Barriers, seating and furnishings
- Pedestrian lighting (few or no poles)
- Curb Cut into mid-block
- Canopies and Arcade
- Trees and planters
- curb bulbs with planting extend to Cleveland

Old Town Illustrative: Service/Fire Mid-block

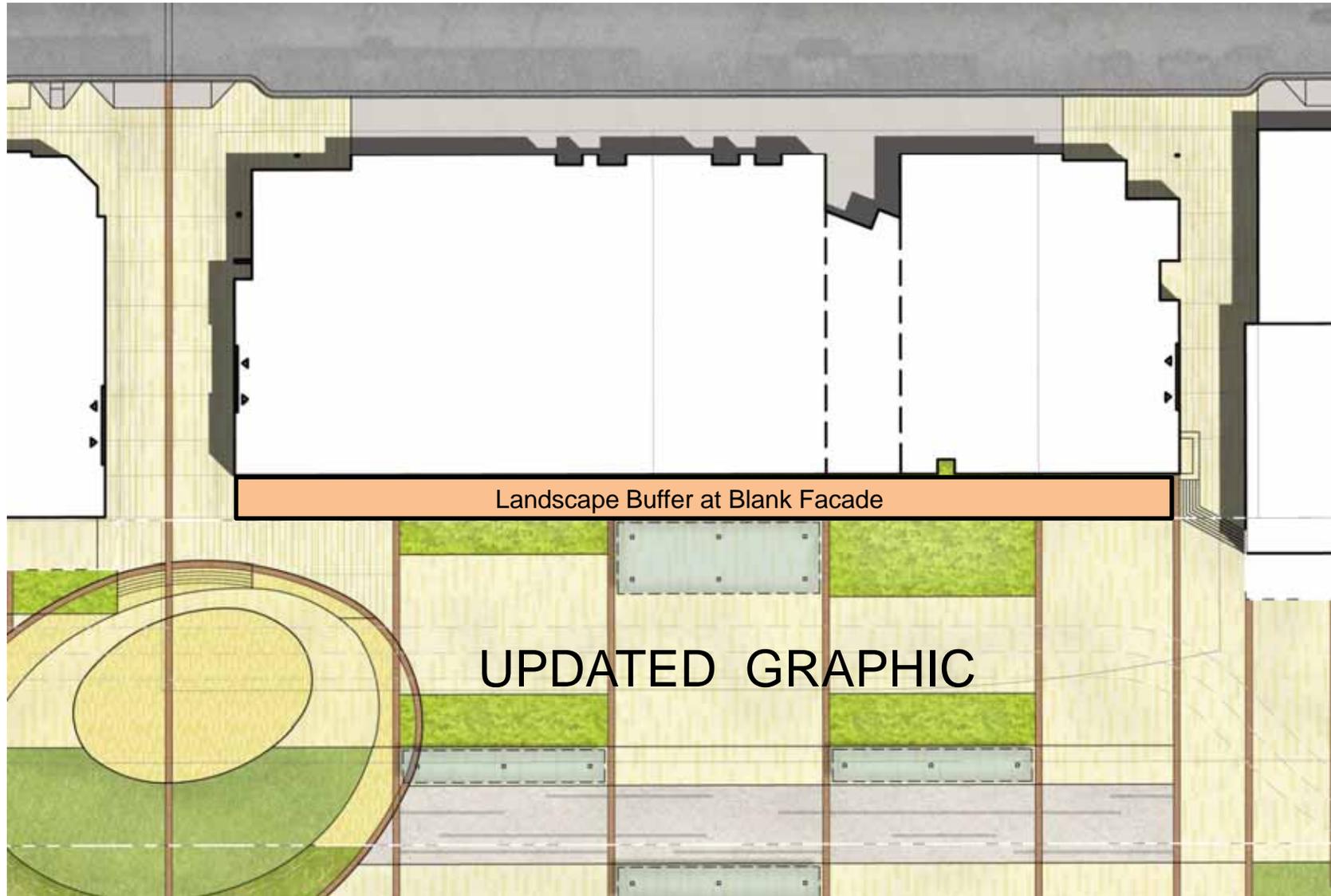


A lively and active edge to The Connector

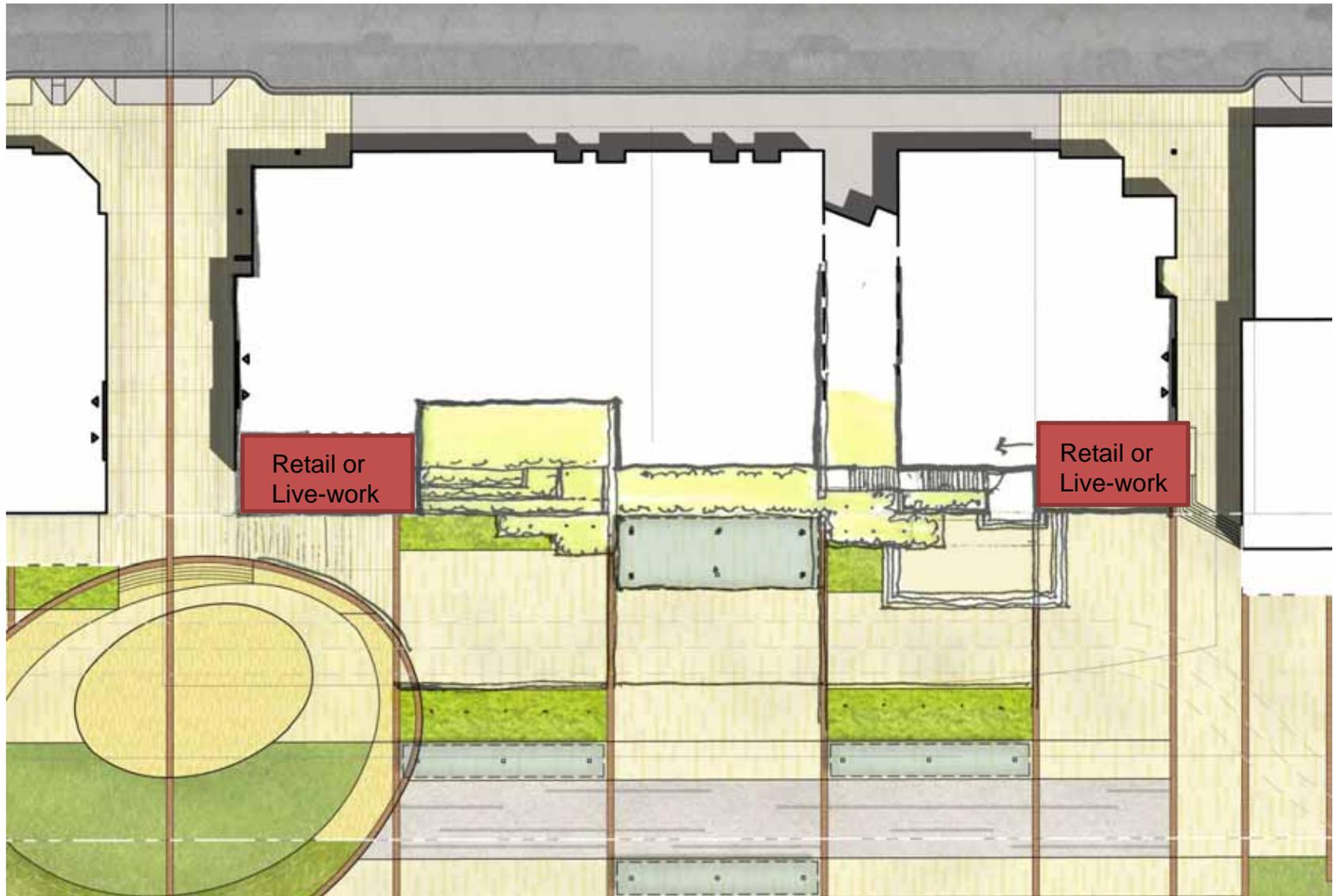
- Encourage retail, commerce and residential frontage
- Connect private open space to public open space (visual and physical)
- Utilize 14' setback (through variance) for realization of public benefit



Old Town Illustrative: Proposed



Old Town Illustrative: Alternate – Retail or Live-Work fronting Corridor



Old Town Illustrative: Alternate – Visual and Physical Landscape Connections



LID opportunities

•Functional

- Corridor Stormwater
- Private (non polluting) stormwater
- Visual elements (Rain Gardens)
- Non- Visual Elements (Subterranean infiltration and conveyance)

•Aesthetic

- Celebrate the weather
- South Side water features
- Rain Gardens
- Canopy and cover



Utilities and other services

- **Fire access – how to provide and demark fire lane without feeling like a utilitarian road?**

- 20' clr.
- Planting voids?
- Specialty paving/banding?

- **Fire Standpipes – locate to reduce obstructions**

- **Garbage and recycle**

- As Redmond continues to densify, service providers adapt and change to accommodate density.

- Physical storage and management of trash in buildings and on mid-blocks is critical.

- Overhead clearances



Sammamish Valley Study Area



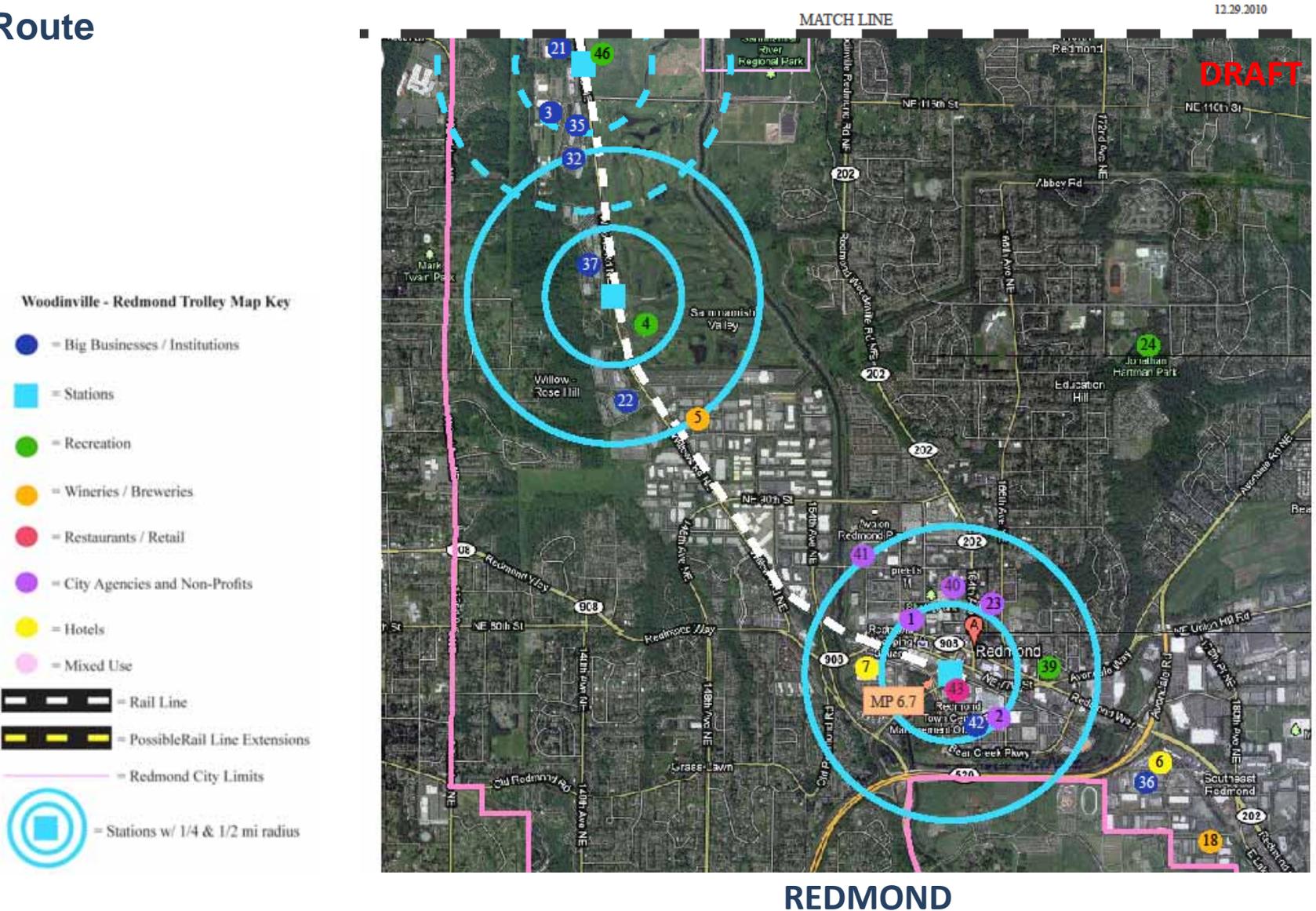
- **More typical trail (compared to Downtown Study Area)**
- **Longer term development**
- **Currently developing studies with and without retaining tracks**

Trolley Feasibility Study

- Objectives
- Route
- Safety & Regulatory
- Demand & Demographics
- Next Steps

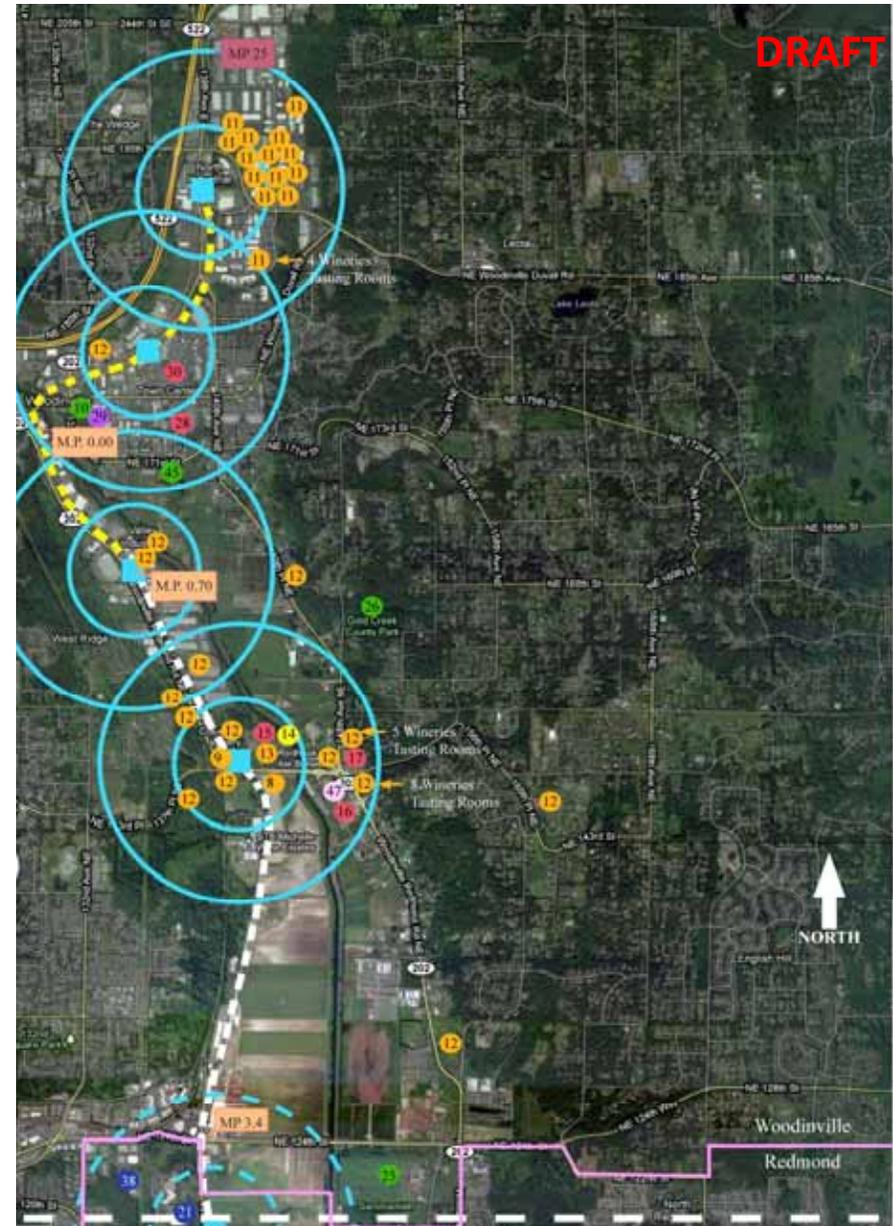
Trolley Feasibility Study

• Route



Trolley Feasibility Study

- Route



WOODINVILLE



WAREHOUSE WINERY DISTRICT



CAR OPTIONS



CAR OPTIONS



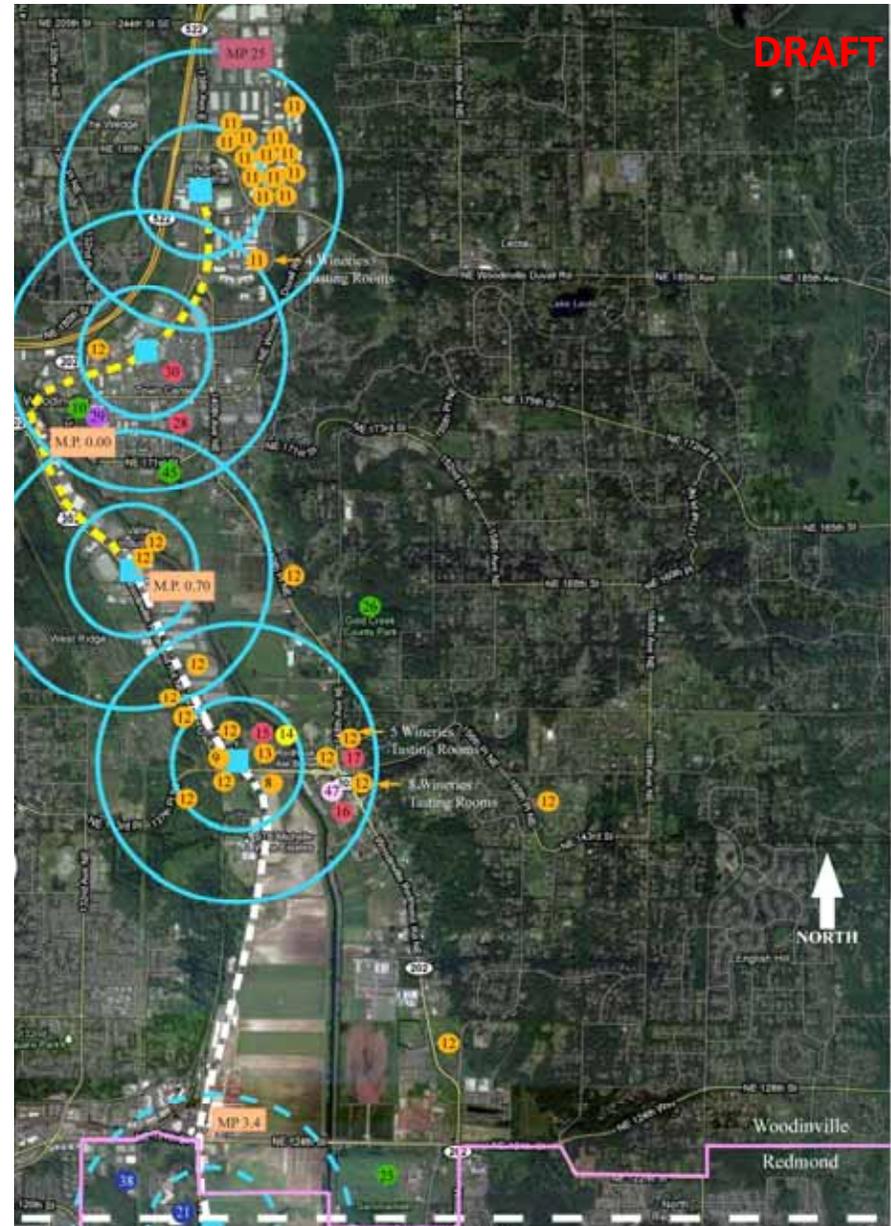
EXISTING CONDITIONS



EXISTING CONDITONS

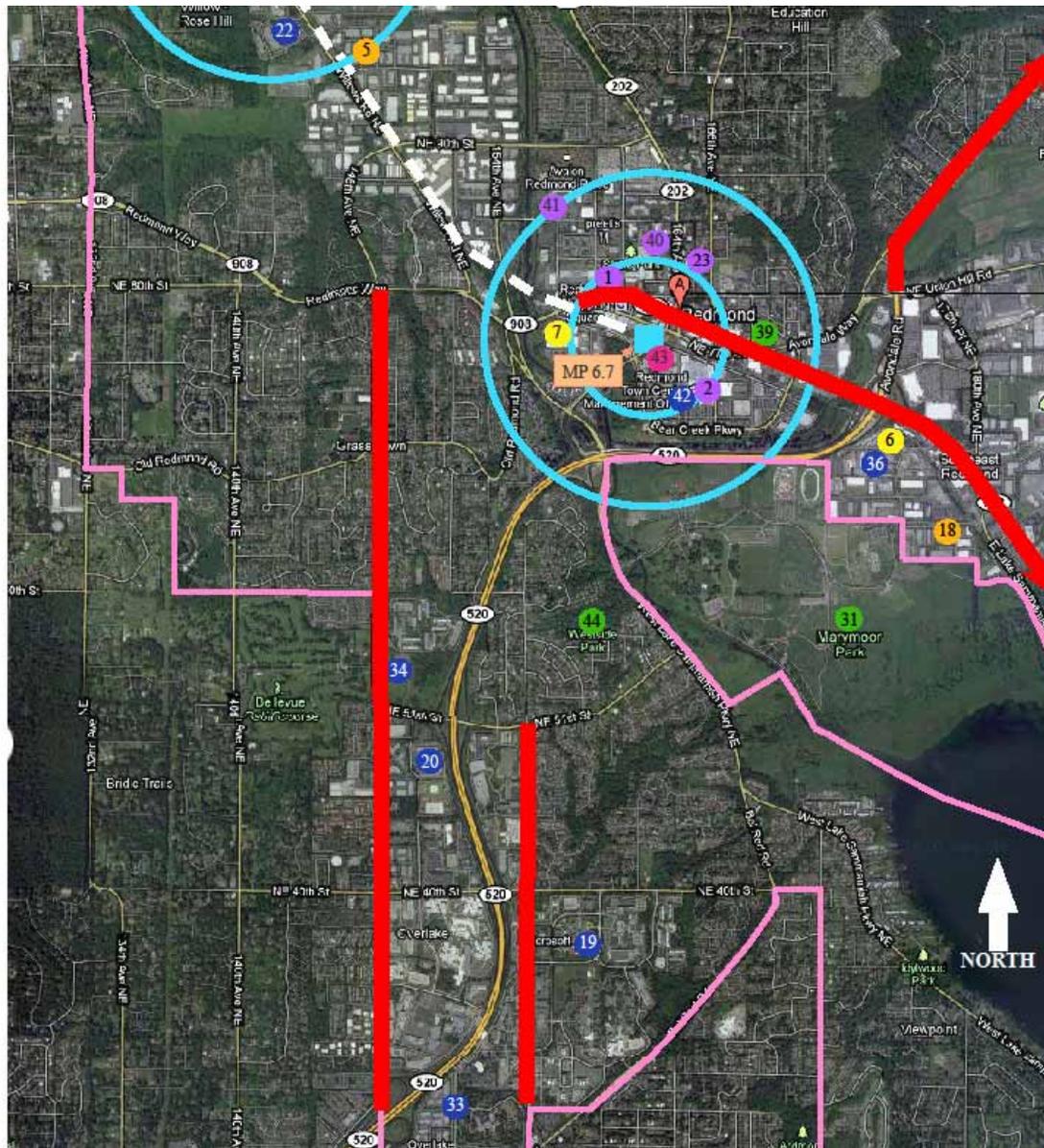
Trolley Feasibility Study

- Route



DRAFT

WOODINVILLE



TRANSPORTATION PRIORITIES (REDMOND 2010)



WILLAMETTE SHORE, OR



ASTORIA, OR



ASTORIA, OR

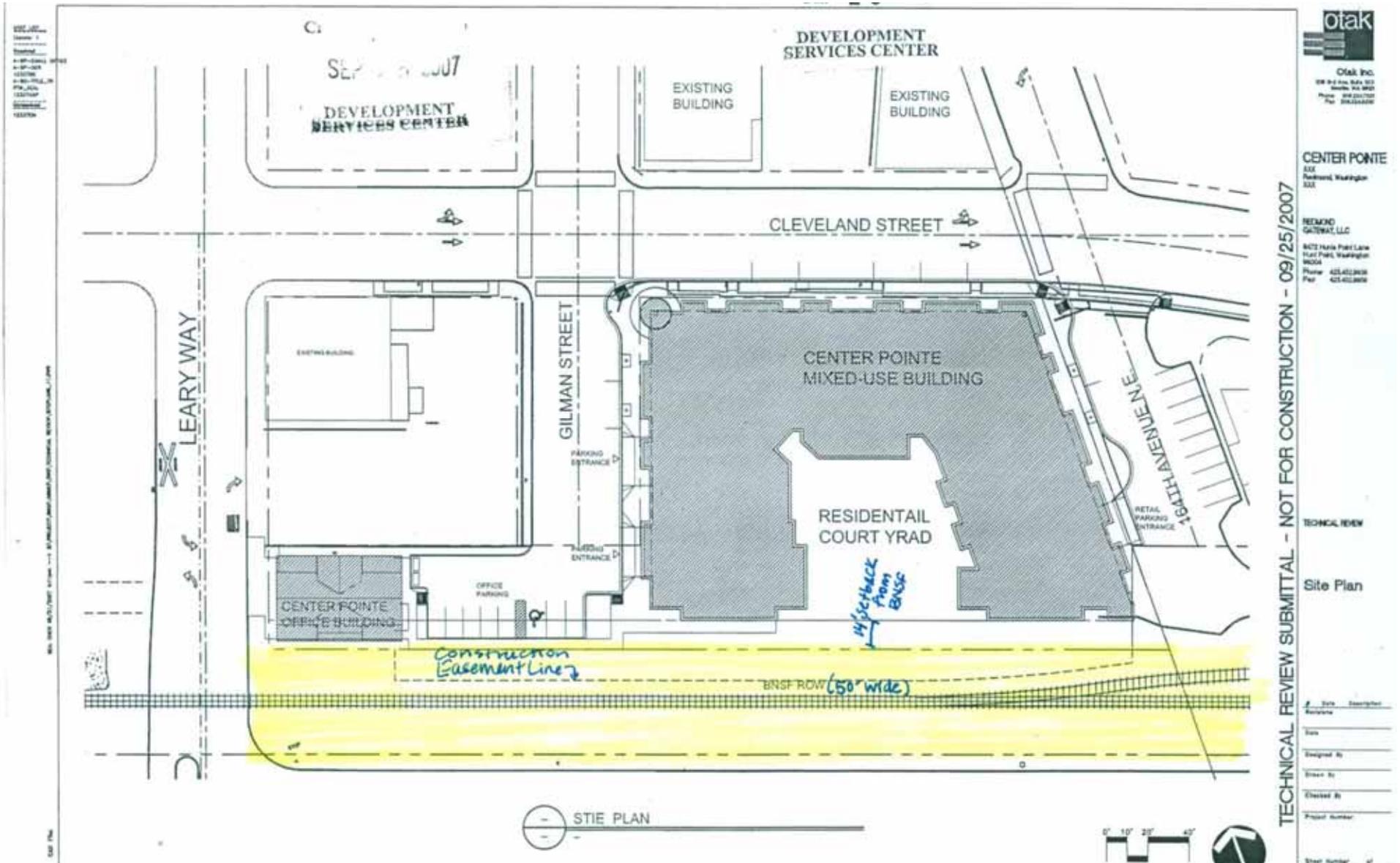


SAN FRANCISCO

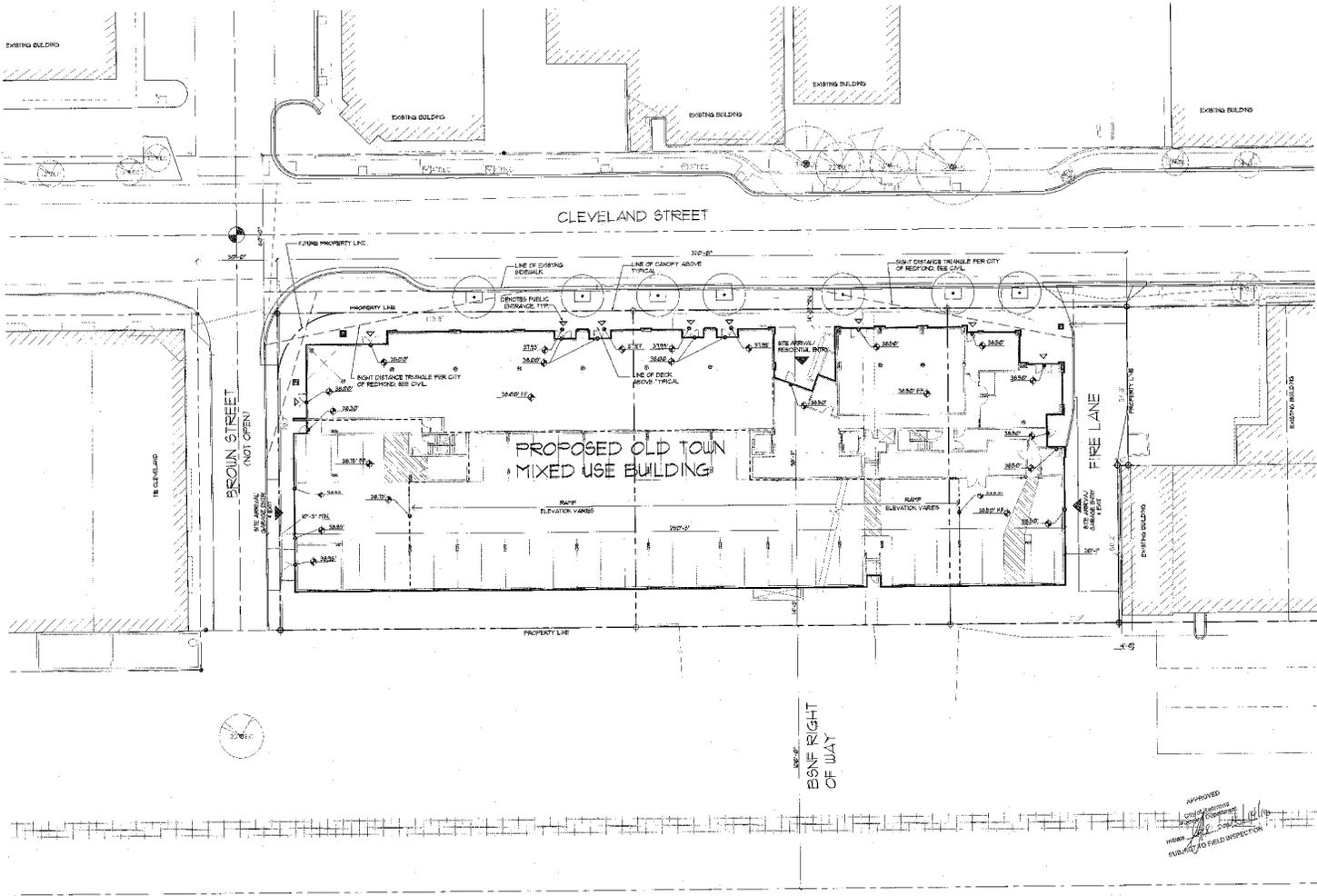
Redmond Central Connector Master Plan



Redmond Central Connector Master Plan



Redmond Central Connector Master Plan



 SITE PLAN

SCALE: 1/16" = 1'-0"

APPROVED
 [Signature]
 PROJECT MGR.
 [Signature]
 PURSUANT TO FIELD INSPECTION



WEBER THOMPSON

225 Terry Ave N, Suite 200
 Seattle WA 98109
 p 206.544.9100
 f 206.749.5005

www.weberthompson.com



CITY OF REDMOND
 OFFICE OF PLANNING

PROJECT:
 OLD TOWN MIXED USE
 18175 CLEVELAND ST.
 REDMOND, WA 98052

CLIENT:
 WPMI REDMOND LLC
 1100 EAST BEECH PLACE, STE 700N
 MERPELLVILLE, IDAHO 83401

ISSUE:
 ARCH COORD. 11/20/09
 CIVIL COORD. 02/20/10
 HEIGHT/GEOMETRICAL 07/20/10
 ELECTRICAL 09/03/10
 FORMAL INSTRUMENTAL 09/14/10
 SUBMITTER REGISTRATION 10/05/10

CONSTRUCTION NUMBER:

Phase	Year	Cost
CONCEPT	2009	\$100,000
DESIGN	2010	\$200,000
PERMITS	2010	\$50,000
CONSTR.	2011	\$1,000,000
TOTAL		\$1,350,000

ANY CHANGE OF REGULATIONS OR PERMITS
 OR MATERIALS APPROVED SHALL BE SUBJECT TO
 REVIEW AND APPROVAL BY THE CITY OF REDMOND
 PLANNING DEPARTMENT.

SITE PLAN

DATE: 11/20/09
 PROJECT MGR.
 [Signature]
 [Signature]

A1.00

FILED: 11/20/09