

# Redmond Central Connector Master Plan **Appendix D**

## **Public Involvement Summary**

Norton-Arnold & Company

### **Contents:**

Summary of Public Visioning Final Report, October 6, 2010

Summary of Public Input on the Draft Design Concepts-November/  
December. 2010 Final Report, February 2, 2011

Summary of Public Input on the Draft Design. January 2011 Final Report  
February 7, 2011

# The Redmond Central Connector



## Summary of Public Visioning Final Report

October 6, 2010

Prepared by:  
Norton-Arnold & Company



# Table of Contents

PROJECT OVERVIEW.....	1
VISIONING EVENT OVERVIEW.....	2
COMMENT FORMS .....	4
BIG TOP OF BIG IDEAS.....	5
PARK BENCH.....	7
WRITTEN COMMENTS.....	9
ORAL COMMENTS.....	10
INTERVIEWS .....	11
FACILITATOR'S SUMMARY .....	12
APPENDIX A – COMMENT FORM	
APPENDIX B – POSTCARD	
APPENDIX C – VERBATIM COMMENTS	
APPENDIX D – BIG TOP OF BIG IDEAS COMMENTS	
APPENDIX E – WRITTEN COMMENTS	
APPENDIX F – INTERVIEW SUMMARIES	

## PROJECT OVERVIEW

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The City of Redmond has acquired the Redmond section of the former Burlington Northern Santa Fe (BNSF) Corridor. The Redmond corridor is 3.89 miles long and runs from the end of King County's East Lake Sammamish Trail, just west of the SR 520/SR 202 Interchange and Bear Creek, to Northeast 124th Street. The corridor ranges from approximately fifty feet to one hundred feet in width. The City is beginning a planning process to convert the corridor to a regional trail. The City has planned for the acquisition of the corridor for nearly a decade. During the 2002 Transportation Master Planning process, the acquisition of the corridor was ranked highly by community members. In 2004, the City adopted comprehensive planning policies to support the many possible uses of the corridor, including:

- Developing a regional trail
- Improving the corridor's aesthetic appeal through park and art amenities
- Celebrating the history of the railroad
- Accommodating Sound Transit's planned light rail
- Providing better transportation connections
- Providing for utility needs (A downtown Stormwater Trunk Line will be constructed in 2011) and accommodating other regional utilities needs like King County and PSE, etc.

The project will be planned and coordinated to achieve all of these policies and to take advantage of the extremely unique opportunity to convert miles of unused space into a corridor that integrates a trail, open space, and art into the community as a whole and creates a new and exciting entry to downtown. The City expects the trail will be highly used, similar to the downtown section of the Sammamish River Trail. The City's goals for this project are to:

- Create an award winning park/trail corridor and successful community gathering places
- Achieve iconic, interactive art
- Establish downtown Redmond as a destination
- Enhance the economic vitality of Downtown
- Link the corridor to Central Park and other Downtown Attractions

The City plans to hold three public meetings to provide information and to get public input on the master plan and design. This report summarizes the results of the first public meeting.

## VISIONING EVENT OVERVIEW

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The visioning event was held outdoors on Wednesday, September 15, 2010 from 5:30 to 7:30 p.m. at the corner of Bear Creek Parkway and Leary Way. Approximately 100 people attended the event, which was staffed by representatives of the Redmond Parks and Recreation Department and the Berger Partnership consultant team.

The visioning event consisted of the following elements:

1. A **sign-in table** where participants signed in and picked up the project handout and comment form; sign-in table staff informed attendees about the format of the event and how they could participate.
2. A **project information area** where participants learned more about the project, and it's history, goals and objectives, key elements, and its schedule.
3. A **Big Top of Big Ideas** where participants provided their input on large roll plots that had pictures of urban areas, open spaces, parks, trails, and public art; the pictures were intended to get people thinking about what they want the Central Connector to look and feel like, and how they want it to function.
4. A **comment table** that provided an area for participants to sit down and write their comments on a comment form. The comment form is included in Appendix A of this report.
5. A **Park Bench Interview area** that allowed participants to talk with an interviewer one-on-one and have their big ideas recorded by Theatre Simple<sup>1</sup>

Other elements of the event included light refreshments and entertainment by the band Toy Boats.

The input gathered at this event will be used by the consultant team to develop alternatives and concepts for the Redmond Central Connector. The team will present these alternatives and concepts, and will report the results of the visioning event, at the second public event, which is anticipated to occur in November 2010.

### Outreach and Advertising

The City of Redmond conducted a number of outreach activities to inform the public about the visioning event. This consisted of:

1. Mailing a postcard to all residential and business addresses within the City (approximately 26,200 postcards were mailed); the postcard is included in Appendix B of this report.

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<sup>1</sup> Theater Simple is an award-winning company that independently conducts in-depth interviews to get the publics' ideas and visions for their communities and for the projects that affect how they work and live. They use a mobile park bench as a unique place to conduct their interviews.

2. Posting event information on the project web site.
3. Sending an email to Commissioners, Council Members, BNSF Interested Parties Email List, and Parks and Receptions Interested Parties.
4. Distributing a press release to the 425 Magazine, Associated Press, Redmond Reporter, Redmond Neighborhood Blog, Seattle Times, Daily Journal of Commerce, Municipal Resource Service Center (MSRC), Redmond News Daily (blog), KOMO News Blog, SeattlePI.com, and the Redmond Blog.
5. Conducting outreach to groups and organizations, including the Chamber of Commerce and Cascade Bicycle Club.
6. Utilizing social media, including blogs, forums, and Facebook pages.

## COMMENT FORMS

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A total of nine comment forms were received at the visioning event, and one was received in the mail after the event; there was a total of twenty-nine distinct comments recorded on the comments forms. A verbatim transcript of the comments is provided in Appendix C of this report. While it is difficult to identify common themes from nine comment forms, there were a number of comments made about how the Central Connector can make downtown Redmond more enjoyable and lively, the importance of the Central connector as a transportation corridor, and the multi-use aspects of the corridor.

**Making downtown Redmond more enjoyable and lively:** Commenters saw a great opportunity for the Central Connector to make more active connections to downtown and mentioned the re-orientation of storefronts, a park-like environment, meeting locations, spaces for urban events, and places to stroll with the family as specific ideas.

**The importance of the Central Connector as a transportation corridor:**

A number of people commented that the Central Connector should be used as a transportation corridor to link Redmond to other cities and to make better connections within Redmond, to neighborhoods, and other trails. Others suggested that the Central Connector provides an opportunity to achieve transportation goals, without having to add vehicles or build more roads, and that the trail should have fast and slow lanes to accommodate bike riders, skaters, and walkers.



**Multi-use aspects of the corridor:** Most comments indicated support for the concept of a multi-use corridor. There were, however, different opinions about the specific uses that should occur within the corridor. There were comments that showed support for a trail, light rail, an excursion train, a commuter train, and freight service, with specific mention of the benefits of not having to drive or rely solely on roads for transportation. There was no support for excursion, commuter, or freight rail in downtown Redmond, with specific mention of the impacts of diesel locomotives in the downtown area.

# BIG TOP OF BIG IDEAS

Visioning event attendees made approximately 235 comments on the three large roll plots. Each of the scrolls presented an open-ended statement about the corridor with a variety of character images of many different types of public spaces, trails, art, and more that could potentially inform and inspire the design of the Redmond Central Connector. The statements included on the boards were: “Redmond Central Connector is a place to...”, “Redmond Central Connector is connected by...” and “Redmond Central Connector is more than a trail because...” The intention of the scrolls was to inspire people to think of what they would like or not like to see along the Redmond Central Connector. In addition to the many conversations that started up, pens, crayons, and stickers were provided to allow everyone to write comments or draw ideas next to the images they had strong reactions to. These scrolls proved to be a very useful tool that inspired ideas and conversations about the corridor. The following is a brief summary of the many comments and ideas found on the scrolls. Scans of the roll plots are included in Appendix D of this report.

### Redmond Central Connector is a place to...

Most significantly, the comments on this scroll generally focused on the desire for active spaces flanked by shops and cafes. The majority of people envisioned the downtown section of the corridor as a destination and reacted very positively to the evening images with lighting for bringing more nightlife to downtown. Additionally, there is a desire to create a variety of active and passive gathering spaces for planned and unplanned events to serve all age groups. The images that included natural elements such as rain gardens, planted areas and a variety of paving materials received the most positive feedback. Furthermore, the integration of covered spaces and rainwater features into the design appeared to be a popular idea. Across the board, ensuring that pedestrians and bikers were both welcome and accommodated along the corridor was viewed as the most important to element for making the Connector a success.



**Redmond Central Connector is connected by...**

The primary theme of this scroll is art and history, and people want to see it all! Although there was not a strong theme that emerged for specific ideas on art, the images that people seemed to react to most positively have an element of function (shade, walls, and covered areas) as well as a loose, curvilinear quality about them. While the type of art that people liked is varied and difficult to categorize, it is clear that everyone sees the development of the Redmond Central Connector as an opportunity to honor the history of City and the site. From farming in the valley to trains and commerce in the downtown, there is a strong desire to capture how Redmond has evolved and the many unique events and stories it has to tell.

**Redmond Central Connector is more than a trail because...**

It is clear that Redmondites are hungry for the BNSF corridor to be transformed into a "connector." With the downtown as the focus, the comments on this scroll reiterate the theme of those on the other two scrolls; make the corridor a vibrant, walkable, bikeable destination for the city; make it a place that connects people, the city, and nature. People want to see shops and cafes along the edges with interesting spaces containing art and opportunities for engaging in something uniquely Redmond.

## PARK BENCH

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Theater Simple's Park Bench was installed and participated at the event as an interactive piece of public art, as well as a civic interaction component. The physical Park Bench installation, a park bench perched atop a Field-Turf (Astroturf) covered purpose-built trailer with stairway and hand rail, was placed at the west end of the event grounds, to encourage continued and extended interaction with the location and ideas of the Central Connector

A team of two interviewers, equipped with digital audio recorders interviewed 30 participants, with interview times ranging in length from 3 to 10 minutes. Discussions took place both on top of the installation, allowing for views of the grounds, the rail line and the City, as well as underneath the adjacent tents to stay out of the weather.

Close to 4 hours of audio was recorded.  
Topics discussed:

- What are your general impressions of the Connector?
- What is interesting to you about the Connector?
- What are your specific ideas for this project?
- What is a quality of Redmond that you'd like to see reflected or expanded in this Connector?
- What is it that brings you to Redmond? What keeps you here?
- What else could keep you here?
- In your wildest dreams, what would you like to see become part of this area?
- Have you ever seen anything anywhere else in the world that you'd like to see here, as well (or adapted for this location)?
- What do you feel are qualities that help create a 'good community'? Are they present here?
- What could happen to make that feeling of community here even better?
- What are your hopes and dreams for the future of Redmond?



The audio files have been edited into two 25-30 minute podcast radio-style programs are currently available for listening at <http://thsimple.podbean.com/> and will soon be available to on the City's web site. The following is a summary of those podcasts.

The overwhelming theme of the interviews was connections. Interviewees clearly saw the Redmond Central Connector as an opportunity to connect the two halves of downtown that have long been divided by the BNSF rail line. They also saw the Central Connector as a means to connect people through the trail and gathering spaces, such as pocket parks and promenades. Finally, interviewees envisioned the Central Connector as a way to connect businesses (such as cafes, bookstores, coffee shops, and restaurants) to the trail, and thus make downtown a lively, active, and inviting place to be.

Specific sentiments captured during the interviews that echoed the theme of connection included:

- Downtown is currently disjointed due to the railroad tracks. The trail will help pull the community together.
- Connect downtown to the Redmond Town Center, which will break up the line that separates the City.
- If done correctly this will draw people and be something that the City is known for.
- This is a trail first and foremost, but it's more than that; it brings the two sides of the City together.
- We need to support the urban core and this could be the front lawn of the community, a real shared space.
- We need place to gather and do different things. The trail should provide that and should provide the environment for outdoor cafes and restaurants to connect to the trail.
- The railroad has always separated the City; this is an opportunity to connect and integrate
- Good communities are easy to get around in and have active spaces.
- Creating an inspiring way to get connected is a role the City should play.
- This should be recognizable, something that people will gravitate to.
- The trail can not only tie the community together, but can also provide a way to flow through it.

A secondary theme was the trail itself. While many interviewees acknowledge that the Central Connector will be more than a trail, it was clear that the trail was in the forefront of their thoughts. People making comments about the trail said that the trail:

- Should be something that everyone can use.
- Should be an oasis within the City.
- Should have passive, quiet space.
- Will have a positive impact on the community.
- Should be a linear park.
- Should blend into its environment (downtown and outer sections).
- Should have art that you can look at and art that you can interact with and touch.

## WRITTEN COMMENTS

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As of Wednesday, September 22, four written comments have been received via email. The comments received are included in Appendix E of this report. In summary, the comments were supportive of the multi-use concept of the corridor. One commenter indicated support for freight rail and potential excursion trains to the Woodinville wineries, citing economic benefits to the City, adequate room for rail and a trail, and reduction in truck traffic. This commenter also said that the rail should not extend into “upper” Redmond east of the river due to traffic conflicts. Other comments asked that the City keep the trees on the east side of the railroad tracks and suggested that the City look at Parque Lineal de Bayamon Park in Puerto Rico as an example of successful use of a linear corridor.

## ORAL COMMENTS

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Over the course of the visioning event City and consultant staff had many conversations with participants. This section summarizes the ideas, comments, and questions that were a part of those conversations.

A majority of the comments heard during the event related to the excitement the community has for activating the downtown with public open space. Overall, people were thrilled to see the potential for having a destination in the downtown that extends the outdoor life of Redmond Town Center to the heart of Old Town. Although the desire to see the downtown serve the public in new ways was the overall preference amongst attendees, there was a wide range of opinions that people expressed on what sort of character the trail and park spaces should have. Preferences for the type of character the corridor should have ranged from very urban to very natural. In addition, while there was some support for an excursion train to the Woodinville wineries, participants were very concerned about having freight rail coming back into downtown.

The following is a summary of common specific goals and wishes that I heard for the corridor:

- Make safe, continuous connections to the East Lake Sammamish Trail
- Incorporate history into the design
- Include a dinner train to the wineries
- Do not bring trains into downtown
- Create places for outdoor dining, and to gather, sit, and walk
- Make it safe
- Include art that is "Redmond"
- Make it great in all seasons, all weather, and all times of day
- Make the corridor lively

## INTERVIEWS

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In addition to conducting the visioning event, a number of interviews were conducted with property owners and other stakeholders in order to get diverse and in-depth viewpoints on the vision for the Central Connector. The interview summaries are provide in Appendix F of this report.

## FACILITATOR'S SUMMARY

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Beginning the public process in the planning for the former BNSF Railroad was a major milestone in the City's plan to convert miles of unused space running through the heart of Redmond into a unique public asset. The kick-off visioning event was held outdoors on a rainy evening and yet over one-hundred participants braved the wet weather and enthusiastically took part in the first public meeting to begin planning for the Redmond Central Connector. This level of participation and passion speaks volumes about what Redmond's citizens expect the Redmond Central Connector to achieve. Hundreds of ideas, comments, questions, and concerns were heard; and while there were many different opinions, there were a number of common themes that emerged. This summary identifies those themes and provides analysis of what they mean.

### **Make connections**

Event participants said that the railroad tracks that currently run through the City divide the City and separates Old Town from Redmond Town Center. Their goal for the Central Connector is to re-connect downtown and to provide new connections to adjacent cities and new connections along and across the corridor. In addition to connecting places, it should connect people by providing multiple and diverse opportunities for the community to interact and to use the Central Connector.

### **Make it welcoming, active, and vibrant**

To enable these connections, event participants said that the Central Connector should welcome the community by providing opportunities for diverse users (active and passive), by encouraging activity day and night, and by facilitating vibrancy that includes shops, cafes, and entertainment that open up to the Central Connector. People viewed the downtown section of the Connector as an active, urban destination and the outer sections of the Connector as more natural and reflective of the City's relationship with the environment.

### **Make it unique to Redmond**

Event participants said that the Central Connector has to be unique to Redmond to achieve meaningful connections and a lasting draw for diverse and multiple uses. Redmond clearly sees itself as different from its eastside neighbors and has a strong desire to develop the Connector in a way that "fits" its culture, history, and commerce, as well as the people that live and work here. They would like to see the Connector honor the history of the City and to capture the City's evolution. They expect art that is meaningful, reflective of the community, and integral to the Connector's composition.

### **How do we interpret what we heard?**

The fact that so many people used some variation and meaning of the word “connect” to describe what they would like to see happen indicates that we need to maximize opportunities for these connections to occur, whether it is gathering spaces or links to neighborhoods, downtown businesses, Redmond Town Center, or other parks. Some participants were supportive of an excursion train, and a smaller number of freight service. However, there was no interest in having rail service in the downtown section of the Connector. The obvious interpretation is that rail service in the downtown section would divide the City, which is in direct opposition to what we heard the community wants.

It is also clear that the community expects far more than “just a trail”. This means that the Connector’s design must create spaces and opportunities for many and diverse activities to occur and flourish and that it must promote adjacent uses that add to the mix. What we heard about the different personalities of each trail section means that one approach or design will not work throughout the length of the corridor.

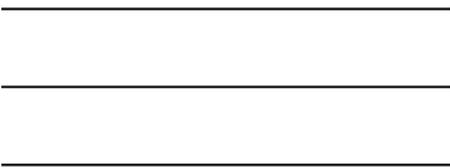
Making the trail unique to Redmond means that we cannot simply take what has worked elsewhere and apply it here. We will continue to explore the specific ideas and comments we have heard and will develop conceptual alternatives that reflect what we have heard. We will present these alternatives at the next public event, seek feedback on the alternatives, and ultimately refine what works best from each of the alternatives into a preferred alternative.

## APPENDIX A: COMMENT FORMS

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Fold here



Please  
place  
stamp here

Carolyn Hope  
Senior Park Planner  
City of Redmond – MS 4NPK  
PO Box 97010  
Redmond, Washington 98073-9710

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Tape closed

## APPENDIX B: POSTCARD

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EVENT  
LOCATION

REDEVELOPING THE

# REDMOND CENTRAL CONNECTOR

TRAIL • PARK • ART  
TRANSIT & ROADS

SEPTEMBER 15, 2010

5:30 TO 7:30PM

MUSIC • FUN • BIG IDEAS

PLEASE COME TO A VISIONING EVENT FOR THE REDMOND CENTRAL CONNECTOR IN DOWNTOWN REDMOND. BRING YOUR BIG IDEAS TO THE "PARK BENCH PROJECT" WITH THEATRE SIMPLE. ENJOY LIGHT REFRESHMENTS AND LIVE MUSIC BY THE TOY BOATS.

**SEPTEMBER 15, 2010**

**5:30PM TO 7:30PM**

**AT THE CORNER OF**

**BEAR CREEK PARKWAY AND LEARY WAY**

*(ACROSS THE TRACKS FROM HALF PRICE BOOKS)*

For more information, please go to:

<http://www.redmond.gov/insidecityhall/parksrec/parksplanning/BNSF/BNSF.asp>

Or contact the project manager, Carolyn Hope at 425.556.2313 or [cjhope@redmond.gov](mailto:cjhope@redmond.gov)



The City of Redmond  
Parks & Recreation  
PO Box 97010  
Redmond, WA 98073-9710

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## APPENDIX C: VERBATIM COMMENTS

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## The Redmond Central Connector

### Comment Forms Received at September 15 Visioning Event

A total of nine forms were received. Where the comments are numbered they follow the three questions on the comment form.

#### Comment Form #1

1. Light rail with pedestrian & bike use in park-like environment. In-turning store fronts inward to a pedestrian only mall (as often in Europe where streets have become pedestrian only) – so popular with the masses of citizens & tourists.
2. Link other trail so bikers & hikers & walkers can connect to the cities, neighborhoods in region.
3. No conventional diesel locomotives!!

#### Comment Form #2

- Rail & Trail
- Excursion Train
- Commuter Train
- Trail

#### Comment Form #3

1. Walk down & weave through Redmond Town Center (RTC) & businesses along either side of connector & businesses along Redmond Way. How sad would it be to experience a beautiful Redmond Central Connector, decide to eat at Frankies, and be confronted with the current streetscape between the two. Connect the good ideas N-S along connector.

#### Comment Form #4

1. As this will be a multi-purpose area it should cater to the primary needs of not only citizens, but commuters & businesses as well. With this in mind having locations to purchase food & other refreshments should be a priority. Events may be an issue here due to parking limitations.
2. Looking to the future of Redmond is of greater importance (at this location) than sharing the history. Technology displays are both very relevant to our culture and can be very entertaining.
3. Connecting Redmond's trails should be a key transportation goal. Vehicular streets I think would be redundant at this point in Redmond's development – and quite a ways into the future as well.

### **Comment Form #5**

1. Gather people to naturally connect & commune in an urban center. This is important for – let's face it . . . otherwise bedroom community aspect of Redmond.
2. Always look to the future – PLAN SMART for the future. Healthy balance of tech, new urbanism & recreation for greatest livability.
3. All of it – yes! You must incorporate light rail into the plan at its core . . . as it is the main future mode connecting this community center out to the world; and vice versa – to our center for vibrant, economic life!

### **Comment Form #6**

1. The Central Connector will enable us to come from Kirkland (where I live) to Redmond's city heart without having to drive.
2. Because of Central Connector's location, we'll be able to enjoy the restaurants, malls and local amenities. This will be a great meeting location to spend time and participate in special urban events, after biking or walking along the Sammamish River Trail, or after/before shopping.
3. Light rail transportation (not DMV's) should be used for people to come here, or leave from here to Microsoft, Bellevue, Seattle.
4. You have a great city, a great mayor. I may move to the city.

### **Comment Form #7**

1. Bike & stroll with family during the day. Enjoy street performers & bistros/café's by night. Enjoy summer performances like those presently held at Redmond's City Hall on Fridays. Gather with friends for "walk-in" movies in summer. Have geocaching for all levels of ability.
2. Include benches that look like turn of century (1800-1900's) carriages & buggies. Have markers along the corridor pointing to historic points of interest like those placards in Pennsylvania.
3. Two speed lanes for fast & slower – skaters, walkers, bike riders. No cars! Electric carts for disabled. Like the idea of a passenger rail. Allow connections from outlying neighborhoods in Redmond to be spokes radiating into the corridor.

### **Comment Form #8**

- DO NOT convert Cleveland & Redmond Way from ONE WAY to two way. That is my only comment & complaint about this entire project.

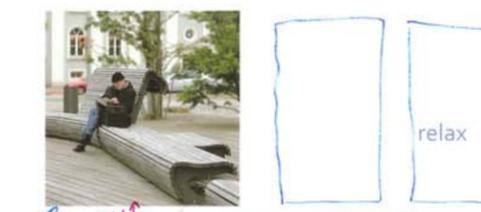
### **Comment Form #9**

1. Commuter rail from Redmond to Snohomish and Renton.
2. Nothing on display about Redmond being a dairy center. Concern about how you plan to pay for this given budget problems at State/Federal.
3. Commuter & Freight rail to reduce CO2. Better vehicular streets. Pass on bicycle, they already have enough trail.

# APPENDIX D: BIG TOP OF BIG IDEAS COMMENTS

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# REDMOND CENTRAL CONNECTOR is a place to...



Great! Like ✓



Good



Needs to be wide enough for bikers and walkers

Get rid of Redmond's "poet laureate" and use the money for this space.

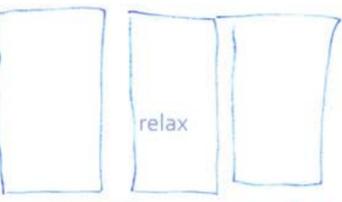


NO

too red angular - use more like the farm shapes



7 CROWD NOT USEFUL

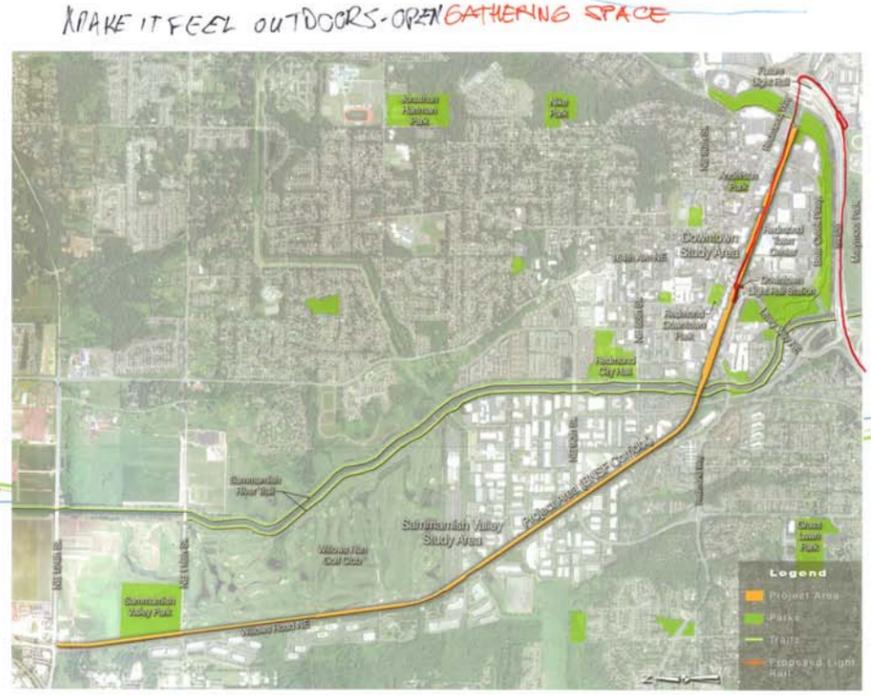


boardwalks through mtlans nice!

Incorporate water features



great idea



MAKE IT FEEL OUTDOORS - OPEN GATHERING SPACE



NOT FOR DOWNTOWN - HOW ABOUT NEXT TO TRAIL BY SENIOR CENTER

Play for children



COOL! I love it.

green spaces

water features

night lighting

planned events

Bike trail

Agree

TOO MUCH HOW ABOUT OLD FASHION STYLE FOUNTAIN



Nice

do something different

Rail Future Yes, but not the past, bit the future!

Make this Light Rail central to the images, something to see, feel, celebrate U & U



Nice

Integrate connect w/ former Market

do something different

Rail Future Yes, but not the past, bit the future!

Make this Light Rail central to the images, something to see, feel, celebrate U & U



Nice

Integrate connect w/ former Market



Nice

Integrate connect w/ former Market



stroll

Integrate connect w/ former Market

dog friendly is good

MUSIC

Band shell

Performance area

String quartet

Sat evening

Busters

Integrate connect w/ former Market



The Berger Partnership



# REDMOND CENTRAL CONNECTOR is connected by...



WE NEED TO HAVE FARMS OUT ON WILLOWS - LAZY HUSBAND'S RANCH & CHICKEN FARMS

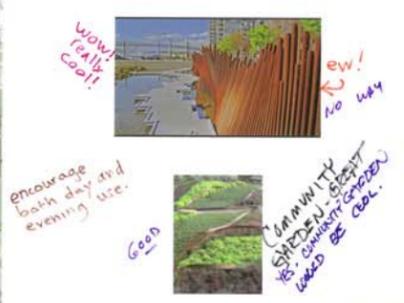
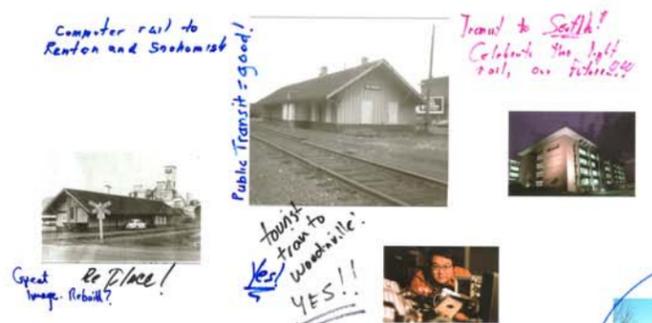
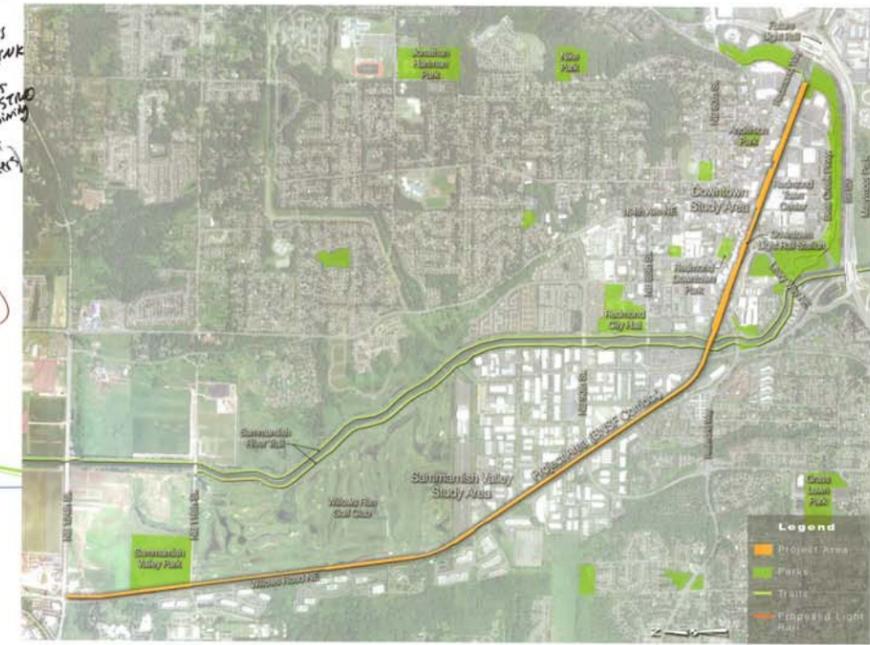
IMPORTANT HAVE WALKER + BIKE TRAILS  
Good bike trails.



Need to tell the history  
ALSO NEED SECTIONS FOR LICENSED VENDORS TO SELL FOOD/DRINK FOR OUTDOOR DINING THAT IS CECAL (BISTRO) (on a dining street performers)

Yes! Dog Friendly  
Lots of walking + sitting places  
ART!

PLEASE MAINTAIN VIEWS - EX: E. Lake Samm. Trail is claustrophobic bc of all the FENCES



## APPENDIX E: WRITTEN COMMENTS

---

**From:** [Carolyn J. Hope](#)  
**To:** [Mike Burbridge](#)  
**Subject:** RE: You  
**Date:** Tuesday, September 21, 2010 11:41:04 AM

---

Mike,

Thank you for your thoughts. I will add them to our visioning comments, which will be incorporated into the alternatives that we will share with the public sometime around November.

Take care,

**Carolyn Hope**

Senior Park Planner  
City of Redmond – MS 4NPK  
PO Box 97010  
Redmond, Washington 98073-9710  
425.556.2313 - direct  
425.556.2700 - fax

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**From:** Mike Burbridge [mailto:mikerburbridge@gmail.com]  
**Sent:** Tuesday, September 21, 2010 10:57 AM  
**To:** Carolyn J. Hope  
**Subject:** You

Carolyn

Thanks for the info. Did you have much of a turnout on Wednesday ? I am so sorry for the name confusion. You have done so well.

FYI, I have walked all of the line from 124th and looked at some of it to the south. The ties are mostly shot and lots of ballast gravel are needed. However, it could make some money. A "wine" car or train could run on the weekends. There are lots of people who would lend physical support.

Everyone needs to keep in mind the several crossings of the tracks between Woodinville and end of track in Redmond. Both trails and trains are at risk. I would not extend the trail onto "upper" Redmond, east of the river. Too many heavy traffic conflicts.

Sorry, all I intended was to say "hello" !!

Mike Burbridge  
Redmond

Click [here](#) to report this email as spam.

**From:** [Carolyn J. Hope](#)  
**To:** [Dave Knight](#); [Chris Hoffman](#)  
**Subject:** FW: Redmond Central  
**Date:** Monday, September 20, 2010 12:17:28 PM

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Another comment

-----Original Message-----

From: Espeland, Barb [<mailto:Barb.Espeland@boeing.com>]  
Sent: Monday, September 20, 2010 12:15 PM  
To: Carolyn J. Hope  
Subject: Redmond Central

Hello ~

ALL I ask is that the lovely trees on either side of the rails be kept  
in place ~ THEY'RE gorgeous ~ PLEASE THINK ABOUT HOW LONG THEY'VE BEEN  
THERE !!!

Barb Espeland  
425-342-3472 | M/S OA-13

—|—  
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**From:** [Carolyn J. Hope](#)  
**To:** [Dave Knight](#); [Guy Michaelsen](#); [Chris Hoffman](#)  
**Subject:** FW: Corridor  
**Date:** Friday, September 17, 2010 9:16:42 AM

---

For visioning comments

## Carolyn Hope

Senior Park Planner  
City of Redmond – MS 4NPK  
PO Box 97010  
Redmond, Washington 98073-9710  
425.556.2313 - direct  
425.556.2700 - fax

---

**From:** Rogelio Cordero [mailto:rcordero7@gmail.com]  
**Sent:** Friday, September 17, 2010 4:12 AM  
**To:** Carolyn J. Hope  
**Subject:** Corridor

Good morning, my name is Rogelio Cordero and I lived in Redmond for many years and currently still own my home in Redmond, although I now live in Florida.

I would suggest that civic leaders make a short trip to San Juan, Puerto Rico where they will see one of the best uses of a linear corridor. The unique (or at least not very common) feature of this linear park is the fact that the entire 3.1 miles (exactly 5k) has separate lanes for biking and for walkers/runners. Besides the beautiful landscaped surroundings, there are four restroom areas and several more cold drinking fountains strategically located throughout the park, with the distances clearly marked for the benefit of runners and bikers (for training purposes). The two separate tracks cross over each other twice (so the runners run next to the river for part of the distance and the bikers also get to bike next to the river for part of the distance).

The park is called "Parque Lineal de Bayamon" and is actually in Bayamon (a suburb of San Juan). In typical Puerto Rico style, there are no signs leading to it and it is hard to find, but if you were interested in directions, I could provide them.

You have a great opportunity to turn your new corridor into the crown jewel of Redmond. Let me know if you need my help in any way.

Rogelio Cordero  
7124 Five Oaks Drive  
Harmony FL 34773  
206-484-0113

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**From:** [Dave Knight](#)  
**To:** [Chris Hoffman](#)  
**Subject:** FW: BNSF RoW and rails  
**Date:** Monday, September 20, 2010 7:58:48 AM

---

**Dave Knight**  
Project Manager

**The Berger Partnership PS**  
Landscape Architecture

Shaping ideas into meaningful [places](#).

---

**From:** Carolyn J. Hope [mailto:CJHOPE@redmond.gov]  
**Sent:** Sunday, September 19, 2010 9:19 PM  
**To:** Dave Knight  
**Subject:** FW: BNSF RoW and rails

Please add to comments, thanks

---

**From:** John Marchione  
**Sent:** Fri 9/17/2010 10:49 AM  
**To:** 'Mike Burbridge'; Council; Kim Dietz  
**Subject:** RE: BNSF RoW and rails

Mike,  
Thanks for taking the time to write. We will include your comments into our analysis.  
John



**Mayor John Marchione**  
15670 NE 85th Street  
Redmond, Washington 98073-9710  
(425) 556-2101

---

**From:** Mike Burbridge [mailto:mikerburbridge@gmail.com]  
**Sent:** Friday, September 17, 2010 10:19 AM  
**To:** Mayor (Internet); Council; Kim Dietz  
**Subject:** BNSF RoW and rails

To All,

I was unable to attend the rail event on Wednesday. Illness and "lovely" weather conspired against me. However, you wanted input from citizens, to your great credit, so here is mine. I am a downtown resident, so the rails and trails are an intimate part of life here. Several points come to mind:

- The recent requests for returned rail freight service should be encouraged. The businesses in

question are on the southwest edge of downtown and would have no impact on the Town Center area. At present, very large trucks gang up on 90th ST to enter and leave the properties, which DO impact a busy area. Anything that adds to employment and business is good for Redmond. And, remember, one rail car eliminates up to four large combination trucks, which is a win-win for our roads and traffic.

- Most of the railroad from Woodinville has lots of room for a parallel bike / walk path, so rail retention does not exclude recreational use of the ROW. The one or two day per week, slow speed, short train use to Redmond would not imperil anyone on a parallel trail. A third, parallel recreational trail should not be constructed at the expense of a useful transportation mode.

- The rails, if used, would generate some income to the city, from "rental" by the railroad company. Dinner or wine trains are a future possibility. If Redmond removes the rails, then business that wants or needs rail service will move to other places, where it is available (like nearby Woodinville). And, for safety, the rails in place would offer a little more protection at the numerous road crossings between Redmond and Woodinville.

- A new depot and or rail transit area near Leary Way would benefit from rail preservation. The area would generate additional business, like the depot area in Issaquah. Once removed, rails do not come back easily.

Thanks for reading this, and for Kimberly Dietz' excellent communication efforts on this matter.

Sincerely,

Mike Burbridge  
Redmond

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## APPENDIX F: INTERVIEW SUMMARIES

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# The City of Redmond's Central Connector Master Plan

## Interview Summary

**Interviewee:** Chris Himes and Joe Townsend

**Organization:** Redmond Historical Society

**Date and Time:** Tuesday, September 14, 10:00 – 11:00 a.m.

**Location:** Redmond Historical Society

### Summary

Both Chris and Joe were somewhat familiar with the project. They both are interested in seeing history reclaimed, and view this project as an opportunity to do that. A summary of their responses (which generally stuck to the topic guide) are included below.

### Comments

- When asked *what first pops into their mind about the corridor*, they responded that parks and trails should be an emphasis of the City and that Redmond's history should be discovered, preserved, recovered, and celebrated. They noted that Redmond's original train depot was demolished in the 1970's and that it could somehow be replaced as part of this project.
- When asked *about their main interests*, Chris and Joe said history, but also said that parks and trails are a top priority because of the community, health, and recreation benefits. They also noted that parks and trails attract people and are important to current residents and employees.
- In response to *specific opportunities to be taken advantage of*, they said interpreting history, perhaps using historical markers, provides an opportunity that does not currently exist in Redmond.
- In response to *themes or concepts that should be incorporated into the corridor's design*, Chris and Joe felt that historical themes, appropriate to each trail segment, could be incorporated into its design. They said that Aries Farm (current owner is Judy Lang), by Willows Golf Club, was a large producer of lettuce and carrots. They also noted that the QFC site used to be a huge cattle ranch and that the Slough used to be used for boat races, complete with water skiers in tow (up until 1976). The Slough used to meander naturally but was straightened by the Army Corps of Engineers. Other ideas included viewing the trail as a collection, or a hodge podge of ideas and things. They also suggested changeable art installation along the trail.
- In response to *concerns or fears related to the corridor's development or design*, they replied that they were concerned about the corridor getting funding, and if the trail and tourist train could work together. They were also concerned about impacts from proposed freight and commuter services, saying that horns and crossing could create problems and controversy.
- Chris and Joe said that the Redmond Historical Society *will be involved* in the project and will probably create an internal task force.
- Chris and Joe said that the San Antonio Riverwalk comes to mind, not so much as a *specific example of a corridor they'd like this one to resemble* but more of a concept they like. They said it is successful at drawing lots of people and that it is an interesting and lively place. They

also noted that people, for better or worse, will remember a name, and that the City should consider that here.

- When asked about *other organizations we should be talking to*, Chris and Joe named the Redmond Foundation.

# The City of Redmond's BNSF Corridor Master Plan

## Interview Summary

**Interviewee:** Chris Hoffmann

**Organization:** Redmond Chamber of Commerce

**Date and Time:** Monday, August 9, 1:00 1:45 p.m.

**Location:** Chamber of Commerce office

### Summary

Chris has been aware of and involved in the corridor for quite some time. She said that the current proposal for just a trail north of downtown is not viable, and that the City needs to maximize connectivity and opportunities to promote tourism and benefit Redmond's economy. She said that rail needs to be included now, not just when Sound Transit arrives in the distant future. A summary of Chris's responses (which generally stuck to the topic guide) are included below.

### Comments

- When asked *what first pops into her mind about the corridor*, Chris responded that it currently precludes rail and that without rail now the corridor is not viable. Sound Transit is so far in the future and we should not wait for it to come. Just a trail is nice, but it is not a necessity. Redmond businesses would like for the corridor to continue to include rail, which makes the corridor "complete"; precluding rail goes against free enterprise. If we want Redmond to be a destination we need to have rail. The City needs more tourism; it has visitors but it doesn't have or promote tourism and they are two different things.
- When asked *about her main interests*, Chris reiterated the point on rail as a means to promote tourism and the economy and also made the point that anything that creates connectivity is good. "Just a trail" is not something the City needs.
- In response to *big "blue sky ideas, specific opportunities to be taken advantage of, and themes or concepts for the corridor*, Chris said that she sees it as a tourism corridor, and that this type of corridor has opportunities for public-private partnerships that a trail does not have. The corridor needs to generate taxes for the City.
- In response to *concerns or fears related to the corridor's development or design*, she questioned if downtown was the right place for, or if it needed, another park. She also said that the current proposal does not speak to the business community.
- In response to the question about *ways to involve the community*, Chris said that business community needs to be involved and that she would be more than happy to help get the word out and encourage participation if the idea of rail in the entire corridor can be considered (no options should be ruled out at this point).
- Chris said that she *would like to be involved* and that her preferred method is one-on-one.
- Chris did not have a *specific example of a corridor she'd like this one to resemble* but she did mention Boston and Japan. She said connectivity for goods and people is crucial and that freight rail would help businesses and would help get freight off roads.
- In response to *what feature should come first*, Chris emphatically said rail. She said that once rail happens that it can help create other opportunities and that all those things can

coexist. She said that art in the corridor did not make sense since people using it will just be passing through. She said she is not against art but just didn't see it as a priority here. She did say that more emphasis should be placed on landscaping as a means to make all uses work together.

- When asked about *other organizations we should be talking to*, Chris said that we should talk to some of the hotels to get their perspectives and she specifically mentioned the Marriott and the Redmond Inn.
- When asked *if there was anything else we should consider*, Chris said that the themes identified on the timeline/map handout do not resonate with the business community.

# The City of Redmond's Central Connector Master Plan

## Interview Summary

**Interviewee:** Dan Angelar

**Organization:** Marriott Hotel

**Date and Time:** Friday, August 27, 10:30-11:30 a.m.

**Location:** Marriott Hotel

### Summary

Dan is familiar with the project and has attended Mayor and Council meetings on the subject. He emphasized maximizing opportunities to make connections as a way to promote Redmond and tourism within Redmond. A summary of Dan's responses (which generally stuck to the topic guide) are included below.

### Comments

- When asked *what first pops into his mind about the corridor*, Dan responded connecting Redmond to Woodinville via train.
- When asked *about his main interests*, Dan said that tourism is his main interest, and would like the corridor include a train that brings people from Redmond to the wineries in Woodinville.
- In response to *big "blue sky ideas, specific opportunities to be taken advantage of, and themes or concepts for the corridor*, Dan said that promoting and protecting the natural environment, stormwater detention built into trail design, and connecting to the wineries and to businesses are all opportunities to take advantage of.
- When asked how *the corridor should interact with Redmond*, Dan said that it should be a hub that allows Redmond to connect to Woodinville and other cities; that it provides an opportunity to regionalize.
- In response to *themes or concepts that should be incorporated into the corridor's design*, Dan said that it should have an environmental theme, and have a natural look and feel.
- In response to *concerns or fears related to the corridor's development or design*, Dan said he is concerned that it does not get used to connect with Woodinville.
- Dan said that he *will be involved* in the project.
- Dan said that the Embarcadero is a *specific example of a corridor he'd like this one to resemble* but that it would have to be designed to work in Redmond.
- In response to *what feature should come first*, Dan said that getting light rail to Redmond should happen sooner than is currently planned.
- When asked about *other organizations we should be talking to*, Dan responded that Redmond should be partnering with Woodinville to build and promote the corridor as a regional asset that connects two places. He also said that the Chamber of Commerce, the Redmond Foundation, and the Lodging Taxing Advisory Committee (LTAC) are good groups to talk to.

- When asked *if he had any questions*, Dan asked if any consideration had been given for a light rail station or parking structure at the vacant lot across from Redmond Town Center. He thought it might be better to have a closer connection between light rail and the Town Center. He also asked what Woodinville was planning with regards to their section of the BNSF Corridor.

# The City of Redmond's Central Connector Master Plan

## Interview Summary

**Interviewee:** David Hiller

**Organization:** Cascade Bicycle Club

**Date and Time:** Tuesday, August 10, 10:00-11:00 a.m.

**Location:** Norton-Arnold & Company office

### Summary

David is familiar with and supports the project. He sees the development of the corridor as adding value to the area, establishing connections within Redmond and making non-motorized transportation easier and friendlier. A summary of David's responses (which generally stuck to the topic guide) are included below.

### Comments

- When asked *what first pops into his mind about the corridor*, David responded that it will provide important connections to Bellevue and the SR 520 Trail. It will be a good "straight shot" route for bicycle commuters, something that the Sammamish River Trail is not.
- When asked *about his main interests*, David said that he supports greater density and better connections to light rail for bike commuters. He sees the trail as a means to help accomplish both.
- In response to *big "blue sky ideas, specific opportunities to be taken advantage of, and themes or concepts for the corridor*, David said that he views the design for bikes as pretty standard (widths, surface, etc) but made the point that at-grade crossings will be important to get right and that they are an important detail, especially from a safety perspective. With regard to opportunities, he said that connections to neighborhoods should be maximized to make it easy for people to access the trail from where they live. He also said that there should be connections to the Sammamish River Trail. He said the trail should be an amenity for residents and visitors, that it should connect to other parks, and that it is an important part of the big picture that will evolve over time.
- In response to *concerns or fears related to the corridor's development or design*, David said that he is concerned about the public right-of-way being used by for profit enterprise without their contribution in some form of payment. He said that an excursion train could work as far south as 60 Acres Park with a terminus near NE 116<sup>th</sup>. He also said that whatever happens with this type of use, that it can't limit the viability of the corridor and the public benefit it is intended to provide. He is also concerned about the intersections (crossings) and cautions against design compromises.
- In response to the question about *ways to involve the community*, David replied that he would be happy to help promote the project and opportunities for involvement on the Cascade Bicycle Club web site and in its printed materials.
- David said that he *would like to be involved* and that he will encourage participation within the bicycling community.
- David did not have a *specific example of a corridor he'd like this one to resemble* but he did say that multi-use trails are an asset wherever they are.

- In response to *what feature should come first*, David said that connections to the Sammamish River Trail and the SR 520 Trail are critical. He said to provide good linkages first and then radiate outward – get people using the trail by connecting to well-used facilities.
- When asked about *other organizations we should be talking to*, David recommended we talk to the Transportation Choices Coalition and Futurewise.
- When asked *if there was anything else we should consider*, David said that this is a great acquisition for the City and that preserving it now is important; he said that this corridor is not the same as the Sammamish River Trail because it provides the opportunity to be more utilitarian than the Sammamish Trail, effectively extending the reach of light rail. Finally, he said that the City should consider in its planning that the area will look a lot different in terms of land use when light rail comes.

# The City of Redmond's BNSF Corridor Master Plan

## Interview Summary

**Interviewee:** Doug Engle

**Organization:** GNP

**Date and Time:** Monday, August 9, 8:00 – 8:30 a.m.

**Location:** Telephone

### Summary

The interview was originally scheduled for 10:30 a.m. on Monday, August 9. Doug called at 8 a.m. and said he had to cancel the interview and asked if we could talk over the phone. Doug said that he wasn't interested in going through the topic guide but did have some feedback. In summary, he said that GNP fully intends to activate freight and passenger service from Snohomish to Redmond Center. He believes that this service can be compatible with the City's plans for the Corridor. Additional comments by Doug are included below.

### Comments

- GNP intends to operate on the BNSF tracks between Snohomish and Redmond Center.
- There is nothing that can't be worked out in terms of having both a trial and rail service within the entire corridor.
- It seems that the City does not want this type of rail use as part of the Corridor Master Plan.
- Rail should be an integral part of the plan, not a footnote to it; the topic guide doesn't even mention it.
- Our rail service is real and can happen soon. Sound Transit light rail is not funded and won't be in service until at least 2025.
- Our rail and Sound Transit use the same tracks and equipment so they are compatible. I don't understand why planning includes light rail and not us.
- We have talked with the City and would like to work with the City to make this happen. We want to be a good neighbor and be part of the community and this process.
- It is a rail-banked federal rail corridor and we intend to use it as such.
- We have done independent market research and there is a great deal of public support for our concept.
- The Spirit of Washington Dinner Train was very successful. We believe that this or something like it can be even more successful with origination in Redmond, and that it can be beneficial to the community.
- We'd like to be kept informed of the planning process.

# The City of Redmond's Central Connector Master Plan

## Interview Summary

**Interviewee:** Cath Brunner and Jordan Howland

**Organization:** 4 Culture

**Date and Time:** Thursday, August 26, 10:00-11:00 a.m.

**Location:** 4 Culture office

### Summary

Both Cath and Jordan are not very familiar with the project. We did not use the topic guide, and instead had more informal discussion about ideas and opportunities for art within the corridor. They see three main themes of the corridor: recreation, discovery, and transportation, and think the greatest opportunity for art is in the downtown section of the corridor. A more detailed summary of the conversation is included below.

- Cath and Jordan suggested looking at other trails to help determine what is effective art along trails, and whether or not art is going to be different in the downtown and rural parts of the corridor.
- They had a number of ideas and opportunities to explore to integrate art into the corridor, including:
  - Utilizing the stormwater component for the project to develop understanding of systems and the environment; uncovering it to reveal it as a feature
  - Developing partnerships with technology, specifically in the downtown section
  - Recognizing the multi-jurisdictional aspects of trails
  - Earthworks features
  - Using art to encourage mobility and usage of the trail; art that draws people and encourages activity, and helps to erase perceptions about distance, for example that it is “too far to walk/ride to get to light rail”
  - Using gateway features at nodes to send signals (doesn't have to be traditional)
  - Telling the story of development and its patterns
  - Salvaging railroad materials to repurpose (example of Tanner Springs park in Portland, OR - [http://en.wikipedia.org/wiki/Tanner\\_Springs\\_Park](http://en.wikipedia.org/wiki/Tanner_Springs_Park))
  - Encouraging the re-orientation of development, towards the trail
  - Making infrastructure an amenity
- Cath and Jordan see three distinct sections of the trail, with different characteristics – Rural and Open, Residential, and Downtown – and could see incorporating art to reflect those sections. For example, the residential segment could be all about encouraging mobility and activity to get people to use the trail, and the downtown section could encourage gathering, civic engagement, and promote the City's “green” identity.
- Cath and Jordan said that 4 Culture would like to be involved and that they are happy to spread the word about the project. They are hiring someone who will focus on trails, but

for now Jordan is the main contact. Jordan said it would be great to work with Perri directly. Jordan encouraged us to talk with Robert Foxworthy, King County's regional trails coordinator.

# The City of Redmond's Central Connector Master Plan

## Interview Summary

**Interviewee:** Lori Altom-Smith

**Organization:** Redmond Town Square

**Date and Time:** Wednesday, September 22, 2:00 – 2:30 p.m.

**Location:** Redmond Town Square

### Summary

Lori is familiar with the project because a parking lot that serves one of her properties is in the BNSF right-of-way<sup>1</sup>. She and her sister own five buildings on Redmond Way (Redmond Square) and four buildings across the street on Cleveland. Lori said that she is not particularly interested in outdoor art – that nature is the best artist in the world – and that the trail should be functional, practical and feel safe. A summary of Lori's responses (which generally stuck to the topic guide) are included below.

### Comments

- When asked *what first pops into his mind about the corridor*, Lori responded that function is more important than aesthetics, and that the trail should be clean, safe, well lit, and natural feeling.
- When asked *about her main interests*, Lori said that she wants to see the corridor be well used and a positive addition to Redmond.
- In response to *big "blue sky" ideas, specific opportunities to be taken advantage of, and themes or concepts for the corridor*, Lori said that nature cannot be outdone, that the design should be practical and not overly controlled. She said that the corridor should be designed to be beautiful over the long-term. She also suggested micro-parks as a way to create interest in the corridor and to encourage people to stop and linger. She said these could somehow have functional elements (ex. A bus stop as art) and that there could be opportunities for public/private partnerships in these micro parks. Finally, she said that the corridor provides a great opportunity to promote Redmond as the bicycle capitol of the northwest, and that the City should sponsor a bicycle related event or race.
- When asked *how the corridor should interact with Redmond*, Lori said that the corridor should have opportunities for everyone – lanes for different speeds and uses.
- In response to *themes or concepts that should be incorporated into the corridor's design*, Lori reiterated her earlier comment about it being natural.
- In response to *concerns or fears related to the corridor's development or design*, Lori said she is concerned about transients making it home and about losing access to her parking lot, which is in the BNSF right-of-way.

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<sup>1</sup> Lori said that she has leased the lot from BNSF for years but is uncertain about what will happen now that the City owns it. She would like to get answers about leasing all or some of the lot on a long-term basis, as she cannot rent the property without parking.

- Lori said that the internet and posting project information at Redmond Town Center are *ways to effectively involve the community*. She said that she would like to continue to *be involved* in the project.
- Lori didn't have any *specific examples of a corridor she'd like this one to resemble* but said that she liked trails where no one user was compromised and that had separated lanes.
- In response to *what feature should come first*, Lori responded that she did not have a priority.

## **Interviews with Owners of Property Adjacent to the BNSF Corridor**

### **Redmond Square LLC (Cleveland Square LLC) – August 24, 2010**

The owner's representative is very concerned about maintaining the parking lease they have on the BNSF right of way, as it is key to both the property on the south side of Cleveland and the north side of Cleveland. Without this parking, they will be out of code compliance. They are interesting in making changes to the parking lot such as shortening up the islands to allow for two way traffic, removing trees, adding another entrance.

### **First Western, 7805 Leary Way Northeast, Redmond (location of Half Price Books) – September 2, 2010**

Owner is concerned about maintaining adequate parking for customers of his tenant, Half Price Books. The tenant currently uses the parking area immediately adjacent to the south side of the building, as well as about 25 feet of BNSF right way, which is not under a lease, license or permit. The legitimate parking area immediately south of the building was purchased from BNSF and is essentially the property 25 feet north of the centerline to the edge of the building from BNSF. A lot line adjustment wasn't completed at the time of purchase and the parcel is showing up as a separate parcel on the King County Assessor's map. This property was paved and city required stormwater facilities. There is a vault in the northwest corner of the parking lot. Owner is interested in redeveloping the site, but the building is a historical landmark, so there are limitations.

### **Nelson Properties, QFC Shopping Center and more – September 3, 2010**

Owners are concerned about creating storefronts on the backsides of buildings that face the trail. In their opinion, it is difficult to service these buildings (deliveries, maintenance, moving in, etc) and hard to operate retail and watch two or more doors. Concerned about trail users parking in their retail parking lot, there is already high parking demand there. Need a transitory period, owners understand the goal is for people to walk or take transit to retail areas, but people in Redmond want to park right in front of the store now. Need incentives for developers to achieve the City's vision.

### **Macerich, Redmond Town Center – September 13, 2011**

The property managers were supportive of the City's vision for the Redmond Central Connector. They liked the idea of providing more connectivity between RTC and old town, improving circulation. They are concerned about potential impacts to the Justice White House and access to their parking garage. RTC would like to consider alternative locations for the Saturday Market on the RCC, Central Park, the redeveloped Cleveland Street or a combination of venues. The team liked the "Australia" image.

# The Redmond Central Connector



Summary of Public  
Input on the Draft  
Design Concepts –  
November/December  
2010  
Final Report

February 2, 2011

Prepared by:  
Norton-Arnold & Company



#

## Table of Contents

PROJECT OVERVIEW .....	1
PUBLIC MEETING OVERVIEW .....	2
WRITTEN COMMENTS .....	4
APPENDIX A – PRESENTATION	
APPENDIX B – POSTCARD	
APPENDIX C – JOINT COMMISSION MINUTES	
APPENDIX D – VERBATIM COMMENTS	
APPENDIX E – COMMENTS RECEIVED VIA EMAIL	

## PROJECT OVERVIEW

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In June 2010, the City of Redmond acquired the Redmond section of the former Burlington Northern Santa Fe (BNSF) Corridor. The Redmond corridor is 3.89 miles long and runs from the end of King County's East Lake Sammamish Trail, just west of the SR 520/SR 202 Interchange and east of Bear Creek, to Northeast 124th Street. The City has planned for the acquisition of the corridor for nearly a decade. During the 2002 Transportation Master Planning process, the acquisition of the corridor was ranked highly by community members. In 2004, the City adopted comprehensive planning policies to support the many possible uses of the corridor, including:

- Developing a regional trail
- Improving the corridor's aesthetic appeal through park and art amenities
- Celebrating the history of the railroad
- Accommodating Sound Transit's planned light rail
- Providing better transportation connections
- Providing for utility needs (a downtown Stormwater Trunk Line will be constructed in 2011), and accommodating other regional utility needs like King County and PSE, etc.

The City is in the middle of a planning process to convert the corridor to a regional trail. The project will be planned and coordinated to achieve all of these policies and to take advantage of the extremely unique opportunity to convert miles of unused space into a corridor that integrates a trail, open space, and art into the community as a whole and creates a new and exciting entry to downtown. The City expects the trail will be highly used, similar to the downtown section of the Sammamish River Trail. The City's goals for this project are to:

- Create an award winning park/trail corridor and successful community gathering places
- Achieve iconic, interactive art
- Establish downtown Redmond as a destination
- Enhance the economic vitality of Downtown
- Link the corridor to Central Park and other Downtown Attractions

The City held two public meetings to date and plans at least one more to provide information and to obtain public input on the master plan and design. This report summarizes the results of the second public meeting. The report from the first public meeting can be found on the City's website, at [www.redmond.gov/rcc](http://www.redmond.gov/rcc).

## PUBLIC MEETING OVERVIEW

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The design concepts public meeting was held on Monday, November 15, 2010 from 6:00 to 8:30 p.m. at the Redmond City Hall. Approximately 70 people attended the meeting, which was staffed by representatives of the City of Redmond and the Berger Partnership consultant team.

The meeting consisted of the following elements:

1. A **sign-in table** where participants signed in and picked up comment forms; sign-in table staff informed attendees about the format of the meeting and how they could participate.
2. An **open house** where participants viewed the large roll plots of big ideas generated by the public at the September 15 visioning event.
3. A **presentation** where participants heard about the design concepts and how they were developed. The presentation is provided in Appendix A of this report.
4. **Informal discussions** that allowed participants to talk with project staff and make comments on large roll plots of the design concepts for the entire corridor.

The input gathered at this event will be used by the consultant team to refine the concepts for the Redmond Central Connector. The team will present the refined concepts at the third public event, which is anticipated to occur in January or February 2011.

## Outreach and Advertising

The City of Redmond conducted a number of outreach activities to inform the public about the public meeting. These consisted of:

1. Mailing a postcard to all residential and business addresses within the City (approximately 26,200 postcards were mailed); the postcard is included in Appendix B of this report.
2. Posting event information on the project web site.
3. Sending an email to Commissioners, Council Members, BNSF Interested Parties Email List, and Parks and Recreations Interested Parties.
4. Distributing a press release to the 425 Magazine, Associated Press, Redmond Reporter, Redmond Neighborhood Blog, Seattle Times, Daily Journal of Commerce, Municipal Resource Service Center (MSRC), Redmond News Daily (blog), KOMO News Blog, SeattlePI.com, and the Redmond Blog.
5. Conducting outreach to groups and organizations, including the Chamber of Commerce and Cascade Bicycle Club.
6. Utilizing social media, including blogs, forums, and Facebook pages.

## Commissioner Input

After the public meeting, the project team held a joint commission meeting on December 2, 2010 to present the draft design concepts and receive feedback. The Parks and Trails Commission hosted the Planning Commission, the Arts Commission, and the Pedestrian and Bicycle Advisory Committee members to their regular meeting to listen to a presentation and provide comments. Eighteen commissioners attended the meeting and provided comments during the meeting and after the meeting, as provided in Appendix C.

## WRITTEN COMMENTS

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Participants provided written comments in three different ways: on the large roll plots of the design concepts; on comment forms; and in emails and letters written after the public meeting. Public comments were accepted between November 15, 2010 and December 3, 2010.

Fifty-nine comments were made on the three roll plots. Two comment forms were received at the public meeting, one comment form was received after the meeting, and five emails were received after the meeting. The verbatim comments from the comment forms and roll plots are provided in Appendix D of this report. Comments received via email are in Appendix E.

In general meeting participants reacted favorably to the design concepts, and made a number of comments for the design team to consider as they move ahead. There was widespread support for the Landing Concept and participants are eager to see the trail constructed as soon as possible. The comments fell into common categories – Connections and Crossings, and Art and History.

### **Connections and Crossings**

Meeting participants said that it important to consider how the Connector will interact with the surrounding landscape and to ensure that the crossings are safe and well-executed. Specific comments included:

- Create connections to the new Downtown Central Park.
- Connecting to the Sammamish River Trail is a great idea but consider safety and sight lines.
- Interaction to existing and new buildings is important. Facilitate those interactions with screening, good access, and murals.
- Safety at street crossing is important; there are some approach angles to those crossings that look dangerous.
- The Trolley is a good idea if it connects to wineries; need to figure out how to do dual use on the Sammamish River Bridge.
- Connect to Bear Creek overlook.



## **Art and History**

Meeting participants liked the idea of integrating art into the corridor's design and said that Redmond's history should be incorporated in the corridor as well. Specific comments included:

- Use the trestle in a way that highlights history; it is "working" art.
- Incorporate portable art into the design.
- Use the weather to create art (rain fountains/water sculptures).
- Old brick building can help keep the rail history theme alive.
- Replace the demolished Redmond Train Station in its original or new location and design it for multi-use.
- Connect landings to make them all part of the same "story".

# APPENDIX A: DESIGN CONCEPTS PRESENTATION

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# Redmond Central Connector Master Plan



# Redmond Central Connector Master Plan

**Public Meeting #2  
Project Development and Alternatives  
November 15, 2010**

**By Carolyn Hope, Senior Planner**

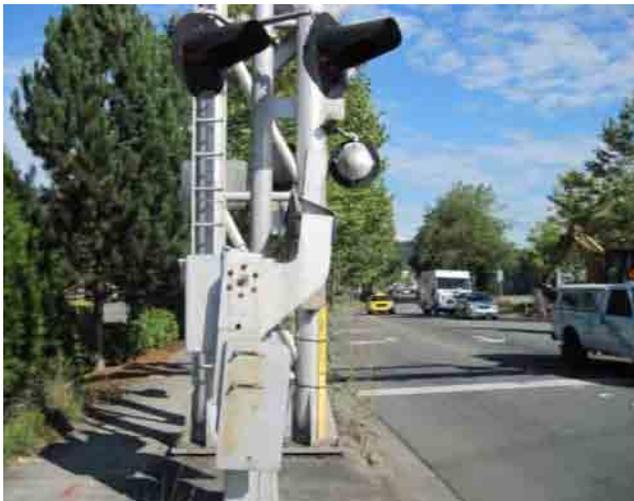
**Guy Michaelsen and Dave Knight  
The Berger Partnership**

**Perri Lynch  
Velocity Made Good**

**City policies and goals for the Connector...**

**The required (infrastructural and city function)**

- **connecting downtown**
- **developing a regional trail and linear park space**
- **integrating (encouraging and enabling) light rail transit**
- **coordinating with and enabling local and regional utilities (stormwater)**



### City policies and goals for the Connector...

- creating a destination
- enhancing economic vitality
- gathering place for community
- integrating iconic and interactive art



### The role of this master plan:

- a long-term vision for the corridor (15-20 years into the future!)
- a framework to:
  - aid prioritization of funding and phasing of future projects
  - guide further design and construction
  - guide implementation of associated projects
    - public & private projects



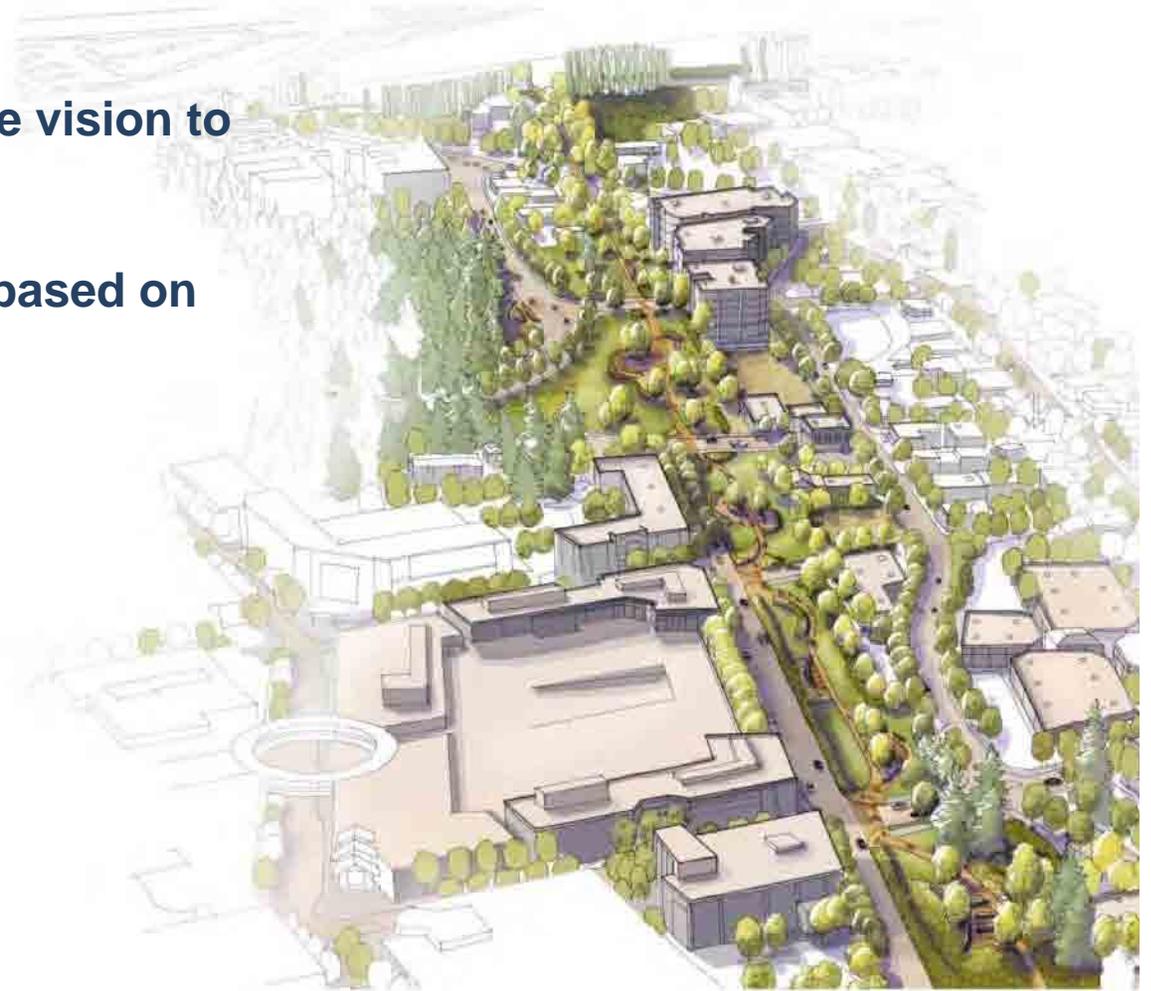
### The role of this master plan:

- a framework that is:
  - detailed enough to lead the vision to realization
  - flexible enough to evolve based on future realities
    - light rail
    - adjacent development



### The role of this master plan:

- a framework that is:
  - detailed enough to lead the vision to realization
  - flexible enough to evolve based on future realities
    - light rail
    - adjacent development



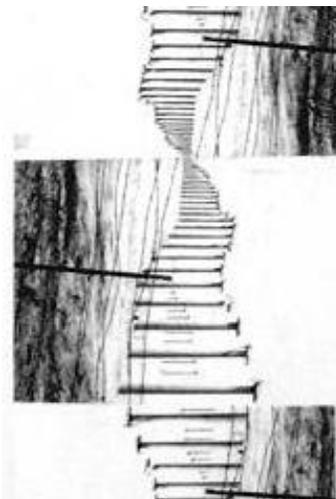
### The role of art in this master plan:

- an underlying foundation of the design of the corridor
- facilitating connectivity of places and people
- the essence of the experience



### What we've been doing...

- inventory and analysis
- working with project partners
- working with boards and commissions
- working with city staff
- working with the City Council on the Infrastructure Alignment Plan (IAP)
- working with you!



## Community Meeting #1: Gathering Ideas

### Big Top of BIG IDEAS

Express your ideas, think BIG about the future of The Redmond Central Connector.

### Theater Simple's PARK BENCH

“Taking the art of everyday conversation to a park bench near you. And then around the world.”



### What we are hearing:

- make connections – physically and personally
- strong support for Sound Transit light rail
- make it welcoming, active, and vibrant
- honor the past
- make it real, not just representational (i.e. bike capitol)
- recognize Redmond as a forward looking city and its impact in shaping the world through technology
- celebrate our multicultural makeup (a surprise to many)



### What we are hearing:

- **Make it unique to Redmond**
  - **Small town/big tech...**
  - **In a river valley, connected to nature**
  - **It's a tree city!**



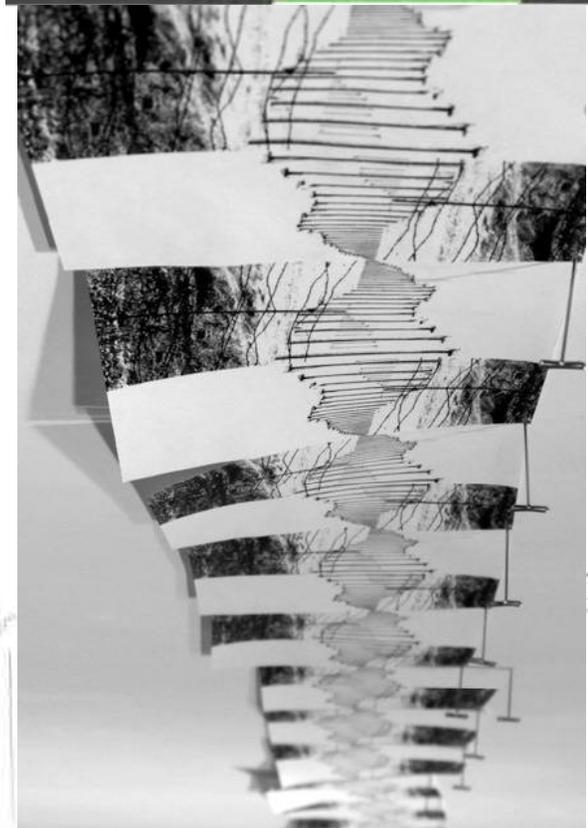
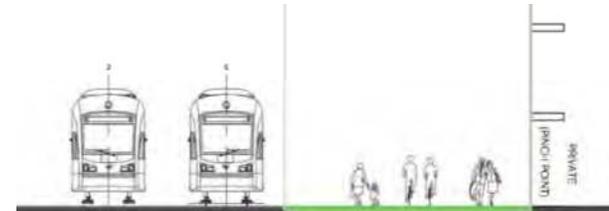
## Where we are in the design process....

### FLUXUATIONS

- A STATE OF ONGOING CHANGE
- THE FLOW OF TIDE
- THE TRANSFER OF ENERGY OVER AN AREA
- A WAVELIKE MOTION
- A CRITICAL COMBINATION OF EVENTS
- THE MOTION OF FLUID COLLECTED

① CREEKSIDE TANGLE	2A 2B HOOD	③ OPEN SPACE	④ PROMENADE	⑤ STATION
= INTERCHANGE =	= CONSTANCY =	= WEAVE =	= SWAY =	= EXCHANGE =
VITALITY BRAVERY	KINSHIP SHARING	GRATITUDE CONTENTMENT	CURIOSITY KINDNESS	PATIENCE ACCEPTANCE
"TAKE ME TO THE RIVER"	"HOME SWEET HOME"	"CLAIM THE SKY"	"HERE COMES THE HOTSTEPPER"	"ALL THINGS ARE CONNECTED"
① 100	② 100	③ 100	④ 100	⑤ 100

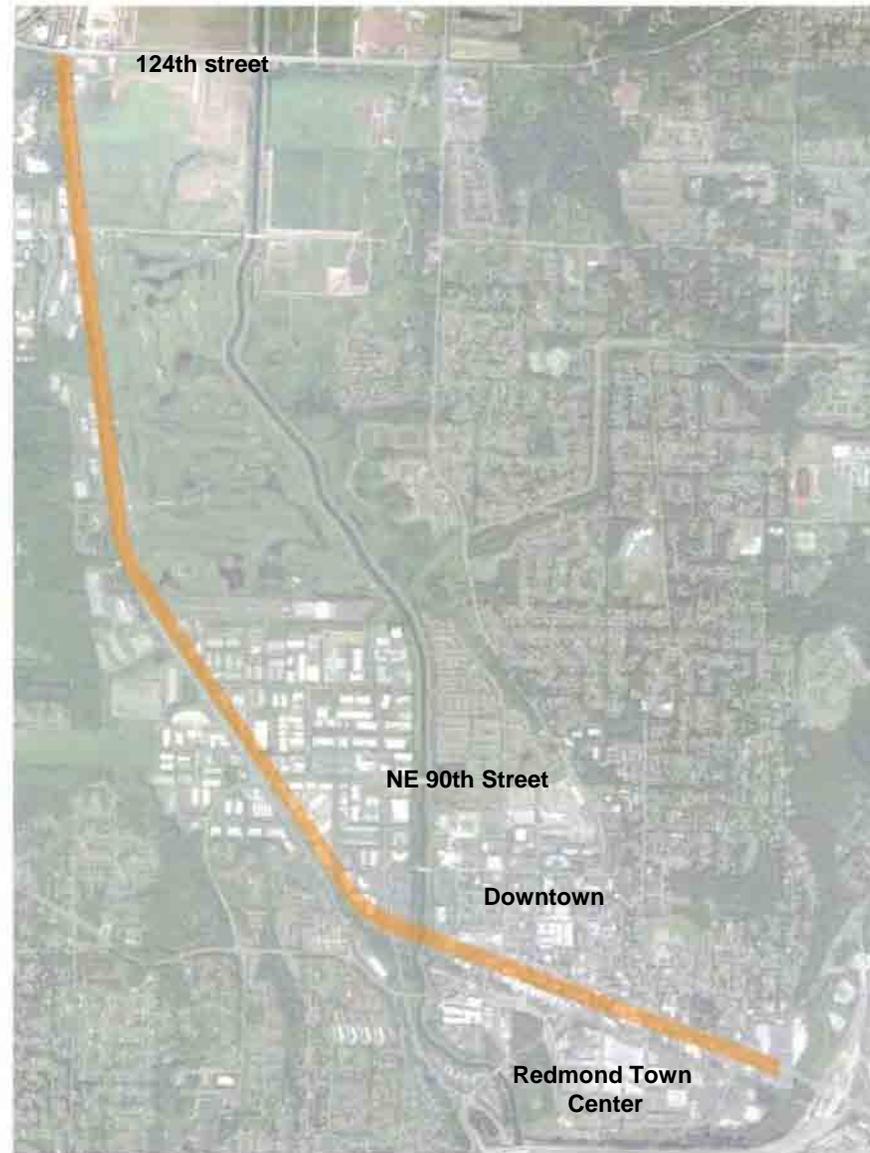
THEY } REQUIRE



# The Full Corridor:

## Redmond Central Connector Master Plan

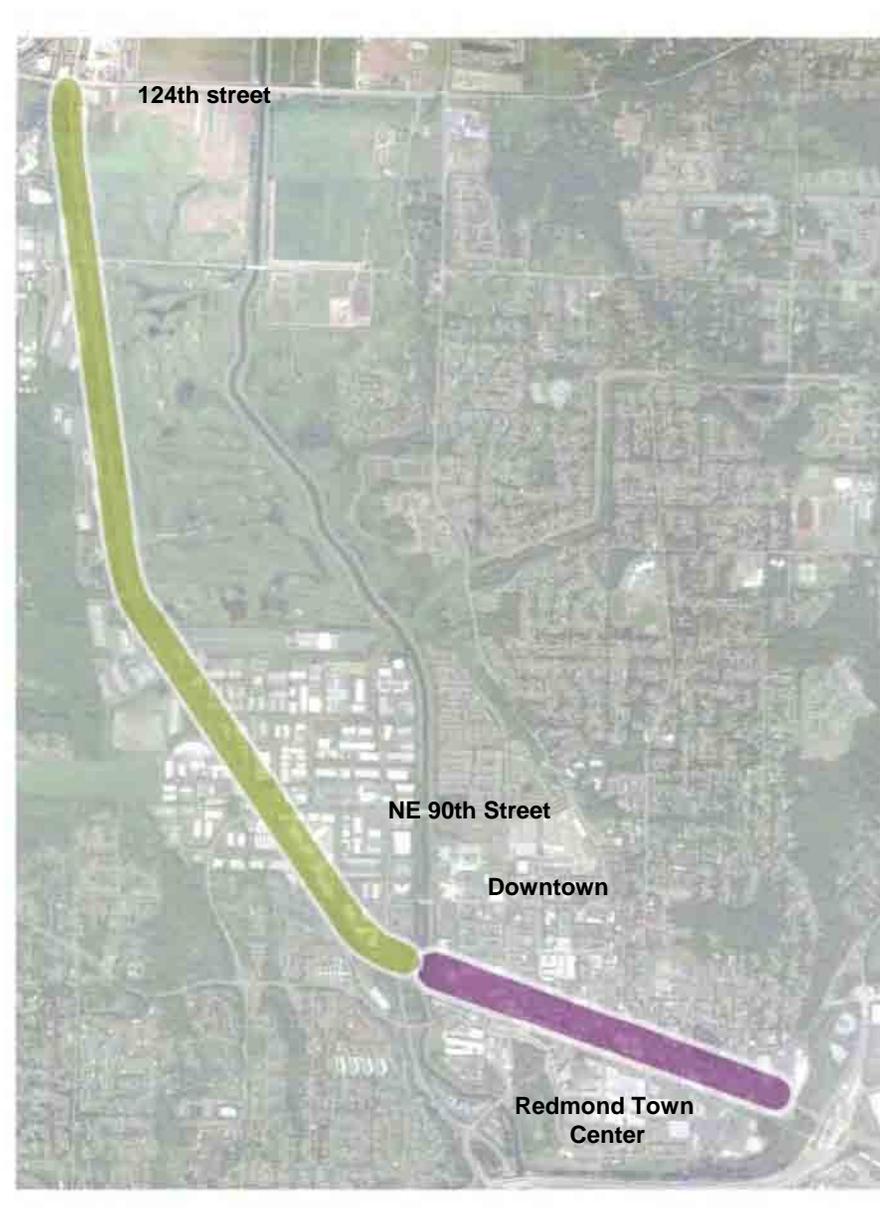
The whole of the corridor



# The Full Corridor:

## Redmond Central Connector Master Plan

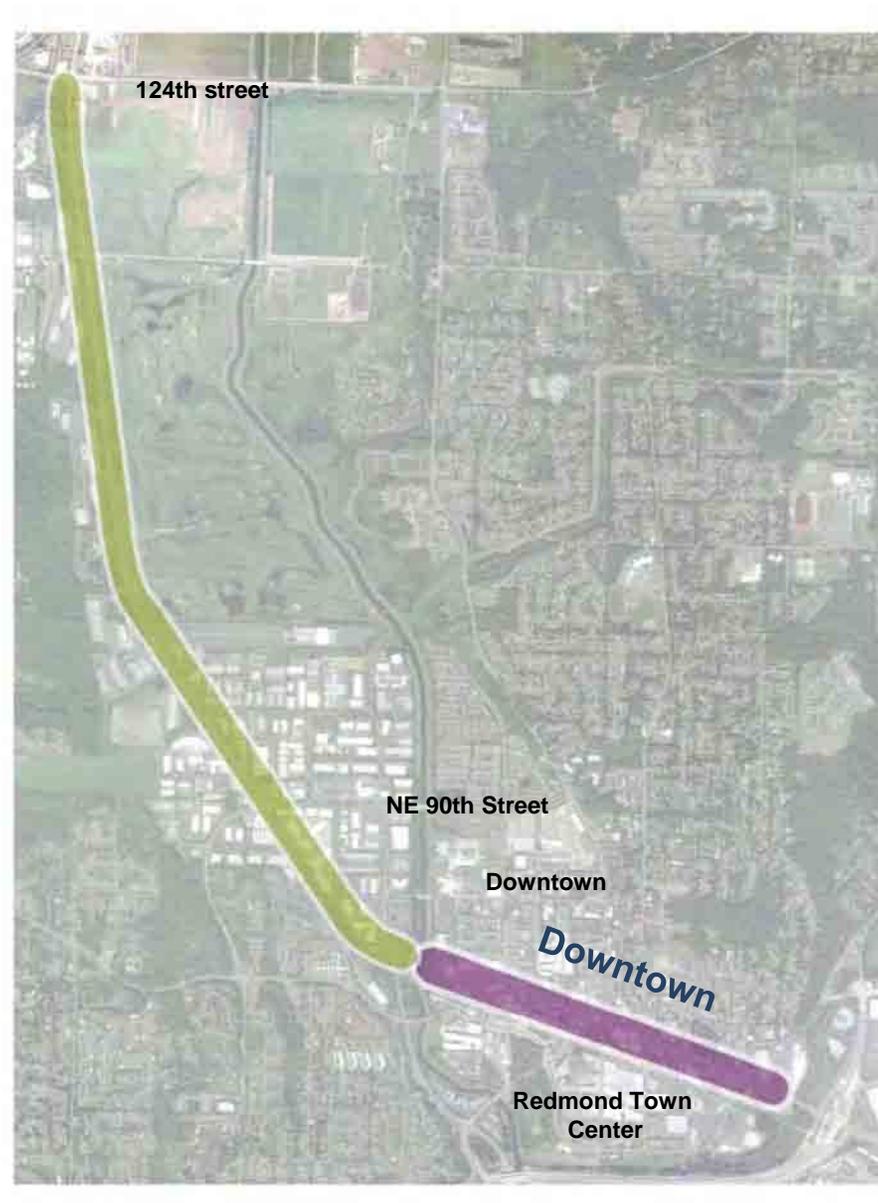
The whole of the corridor... with two distinct study areas



# The Full Corridor:

## Redmond Central Connector Master Plan

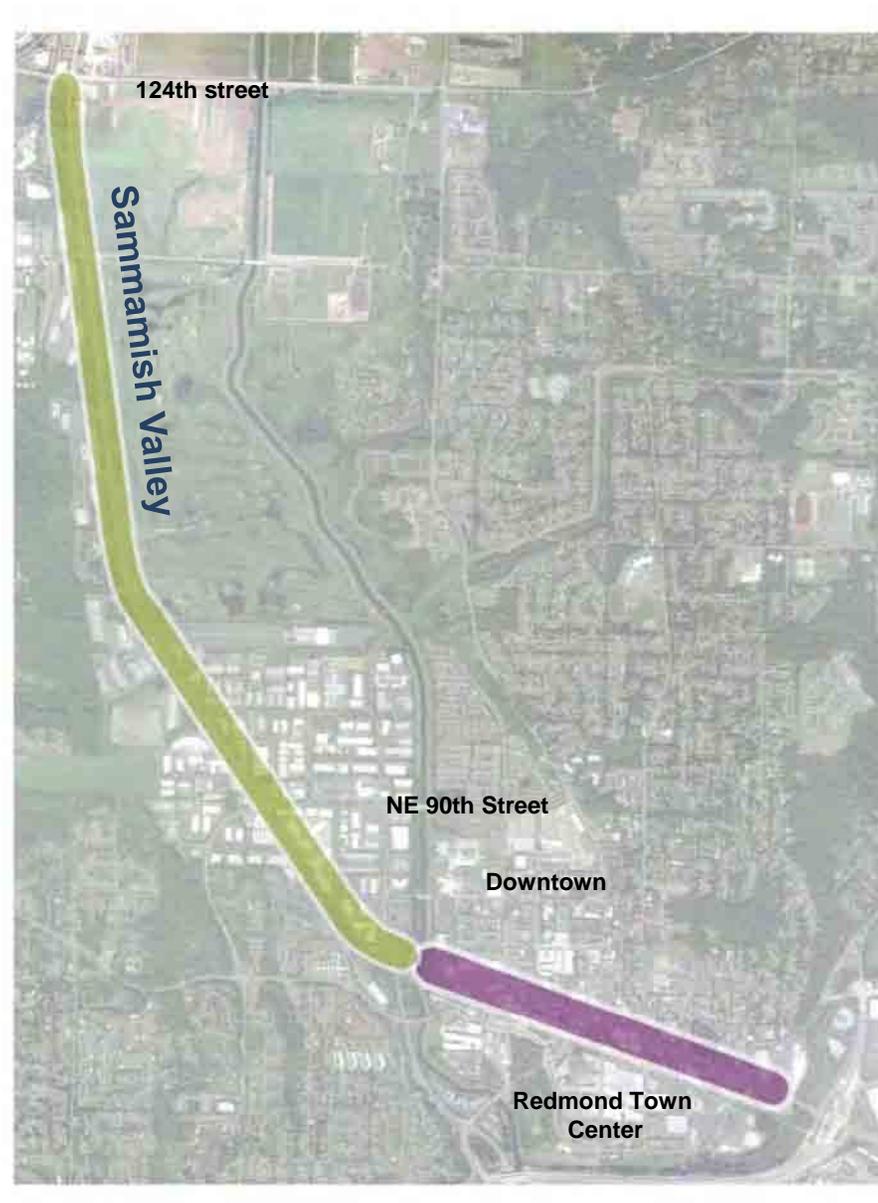
The whole of the corridor... with two distinct study areas



# The Full Corridor:

## Redmond Central Connector Master Plan

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



# The Sammamish Valley:

## Redmond Central Connector Master Plan

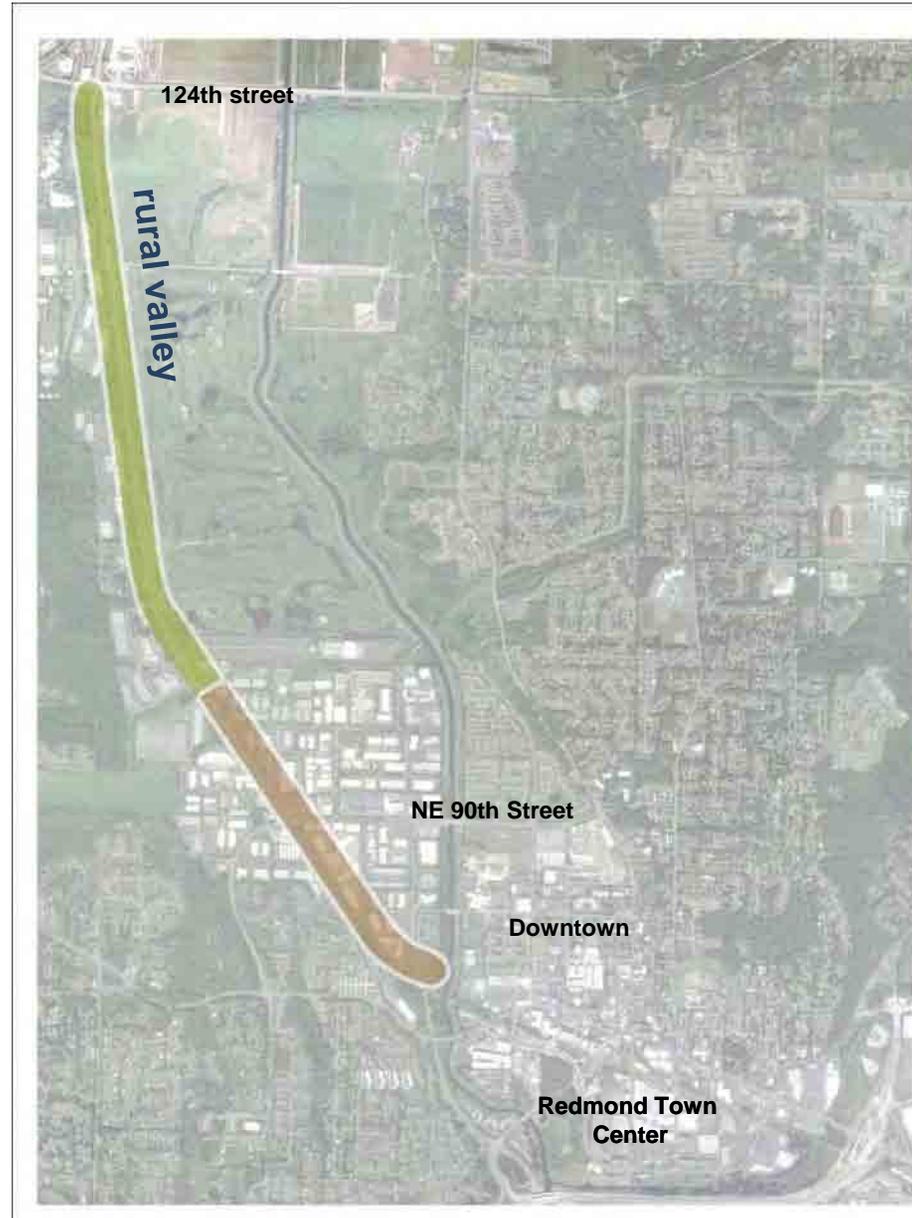
Two distinct zones:



Two distinct zones:



Two distinct zones:

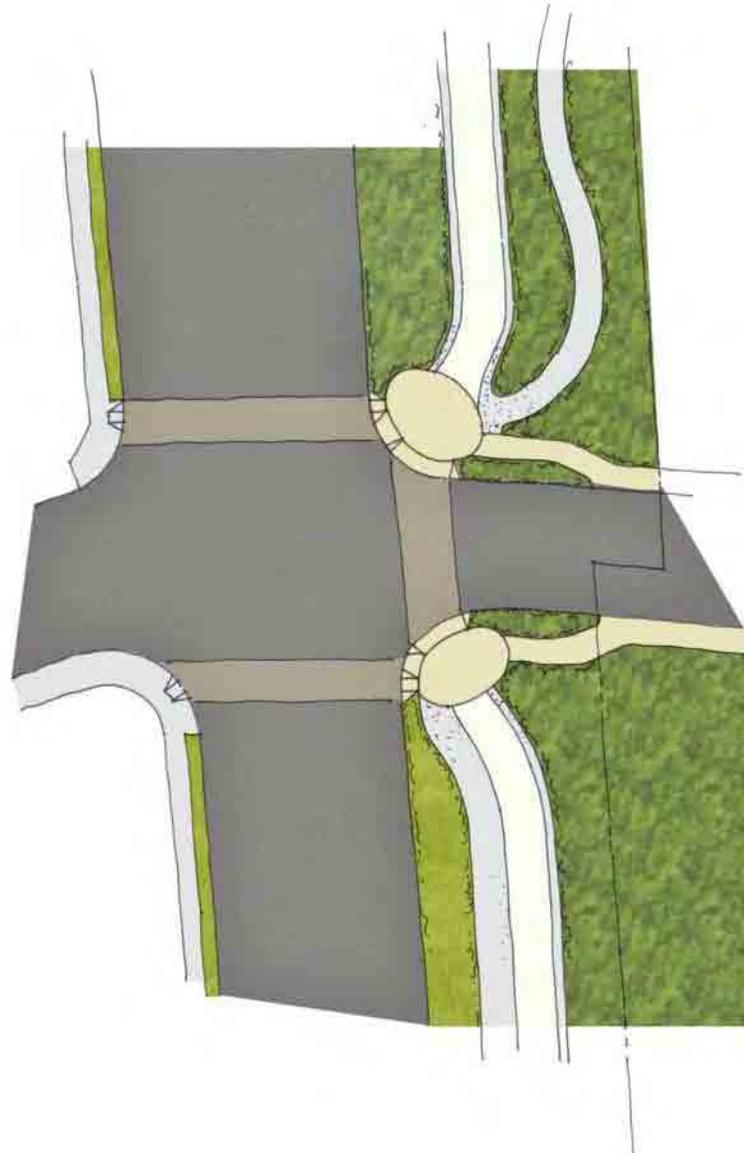


### Sammamish Valley Study Area

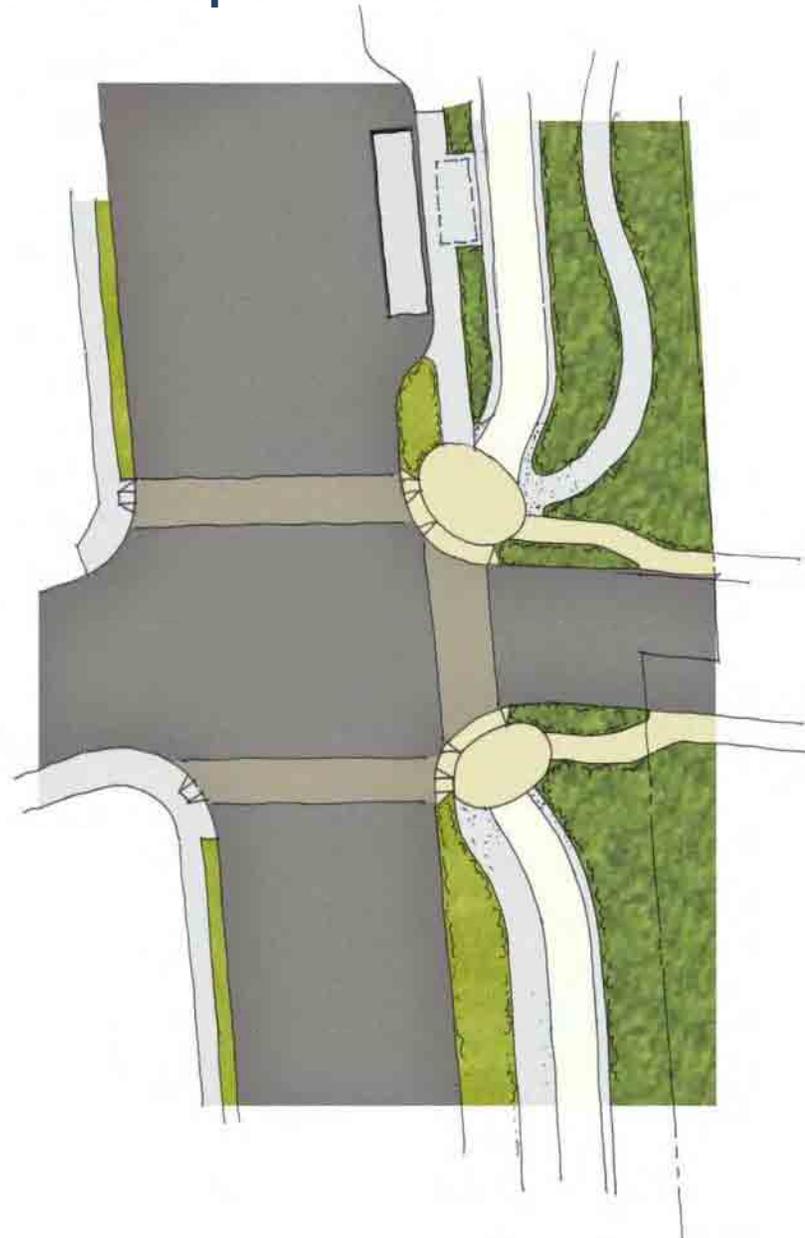
- more typical trail (compared to Downtown Study Area)
- longer term development
- no partner projects underway
- more prototypical trail design and details



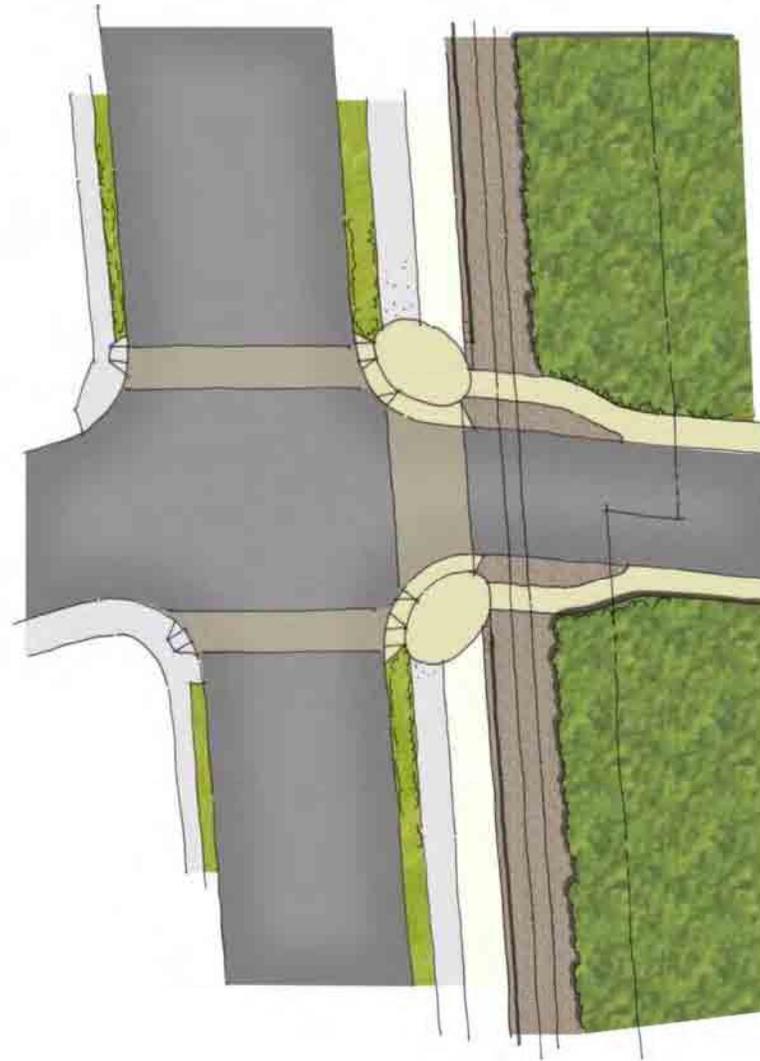
## Sammamish Valley: Typical trail on track bed (At pinch point)



## Sammamish Valley: bus stop alternate



## Sammamish Valley: Typical trail retaining tracks (At pinch point)

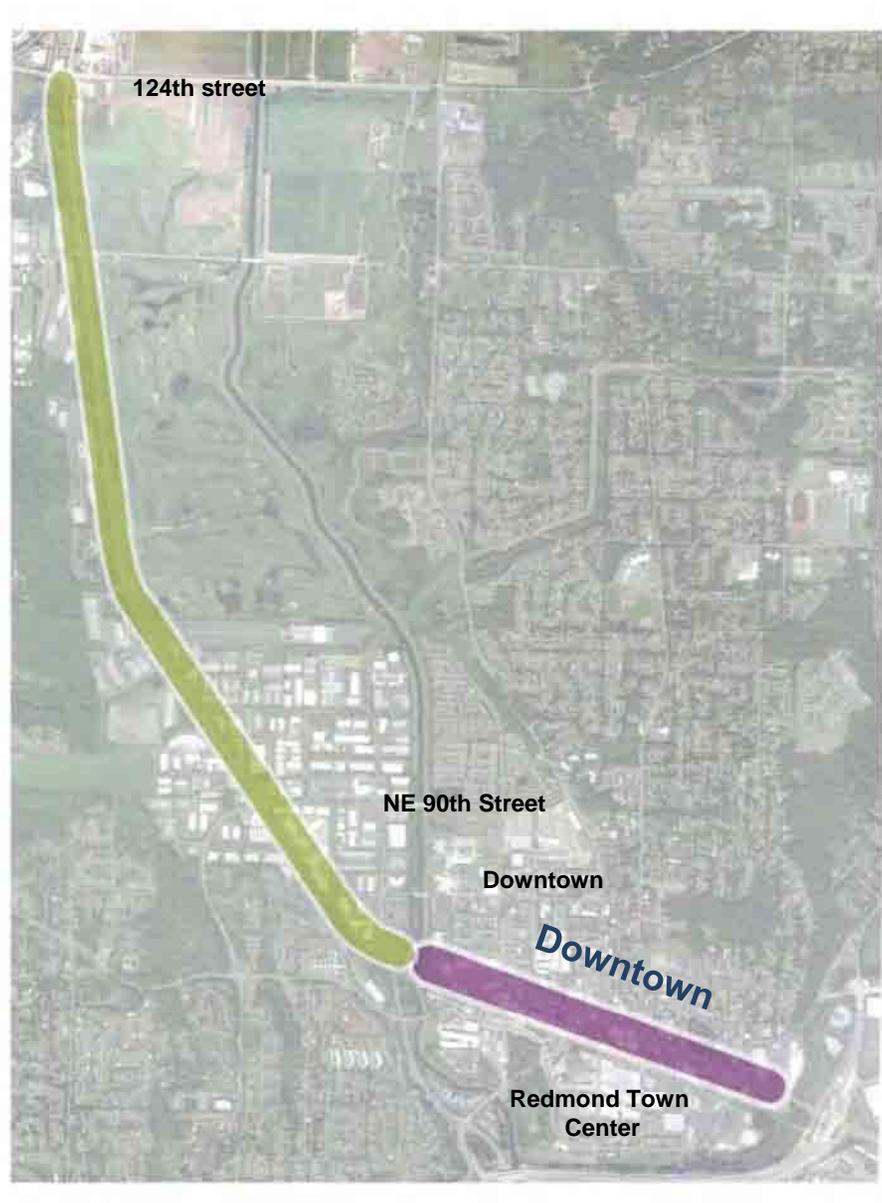


## Sammamish Valley: Trail retaining tracks & bus stop (At pinch point)



# Downtown:

# Redmond Central Connector Master Plan



## Downtown Study Area

- a trail through downtown...an urban trail
- a pedestrian and bike connection within the downtown
- a rapidly evolving community...change is happening....



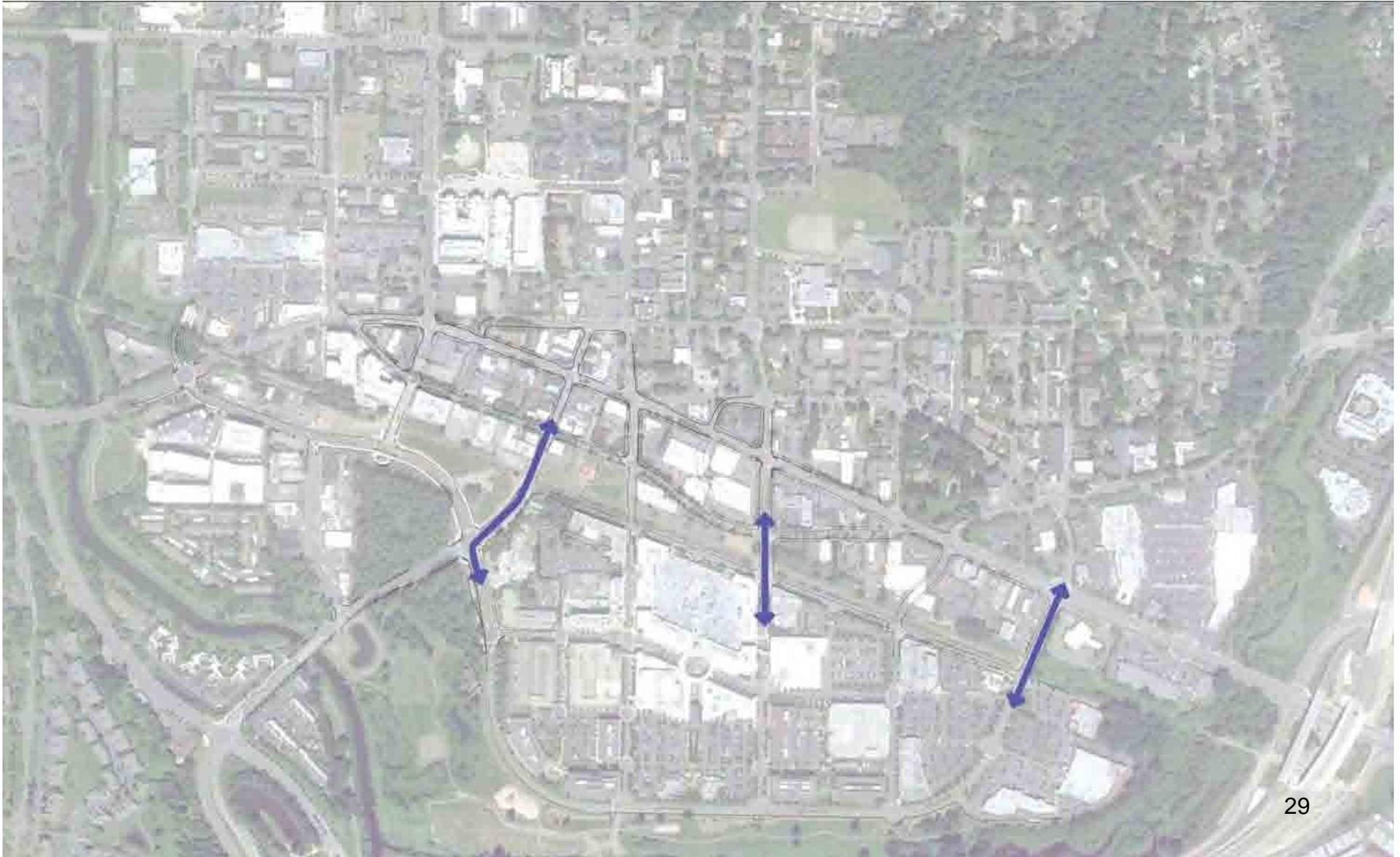
# Downtown:

## Redmond Central Connector Master Plan

**Change is happening...**

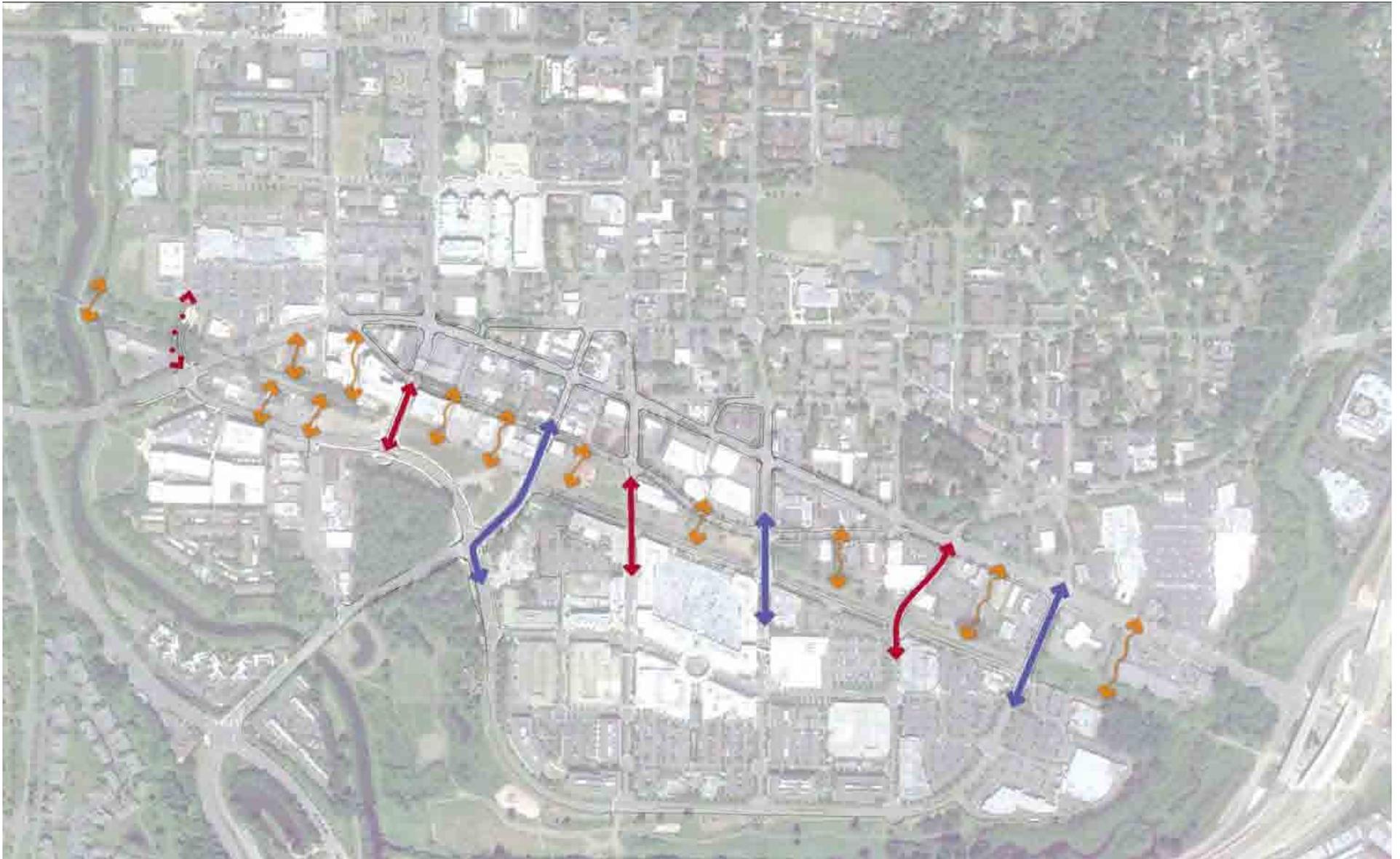


**Change is happening... New transportation (DEWCS)**





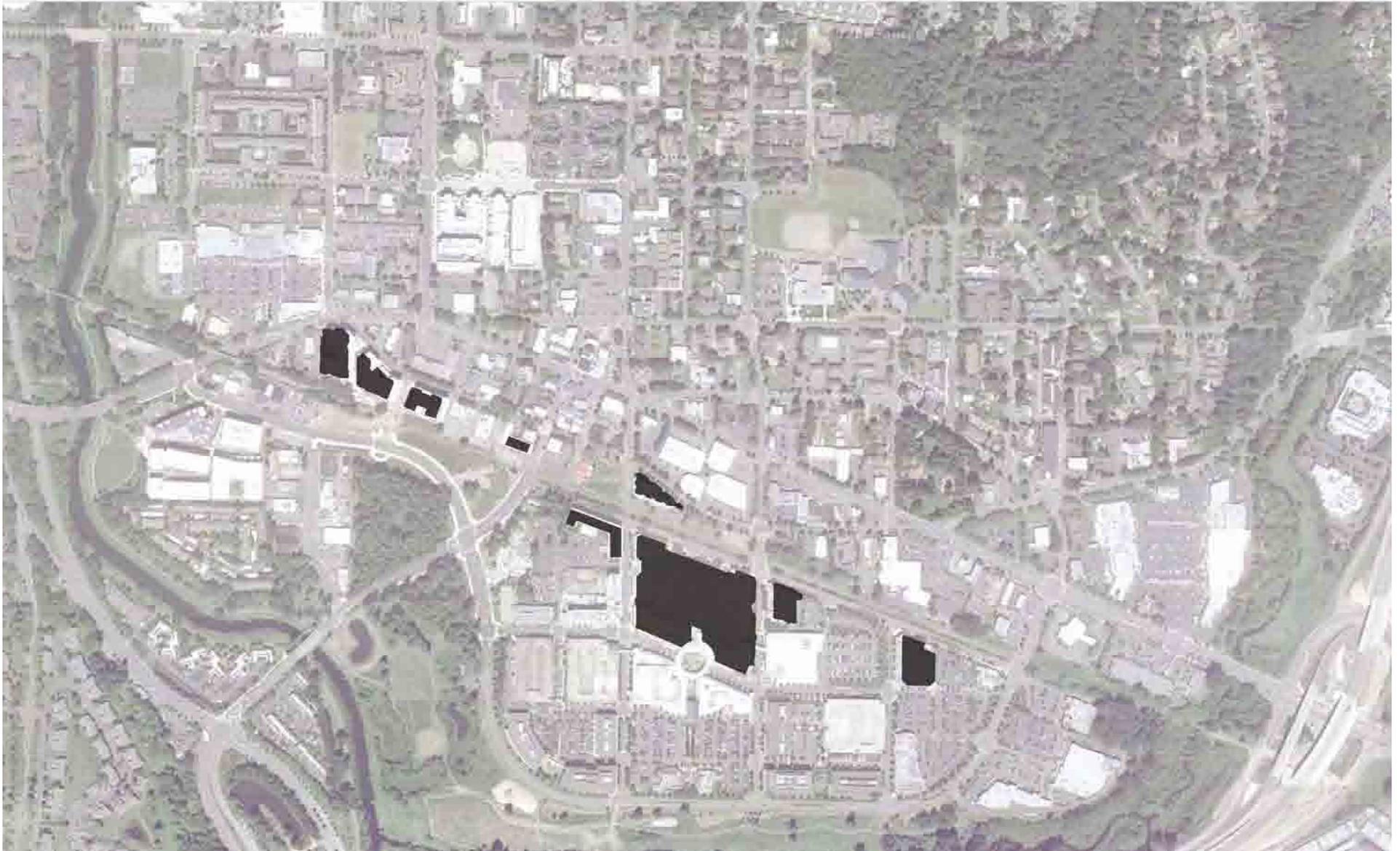
## Change is happening... Mid block connections



# Downtown:

## Redmond Central Connector Master Plan

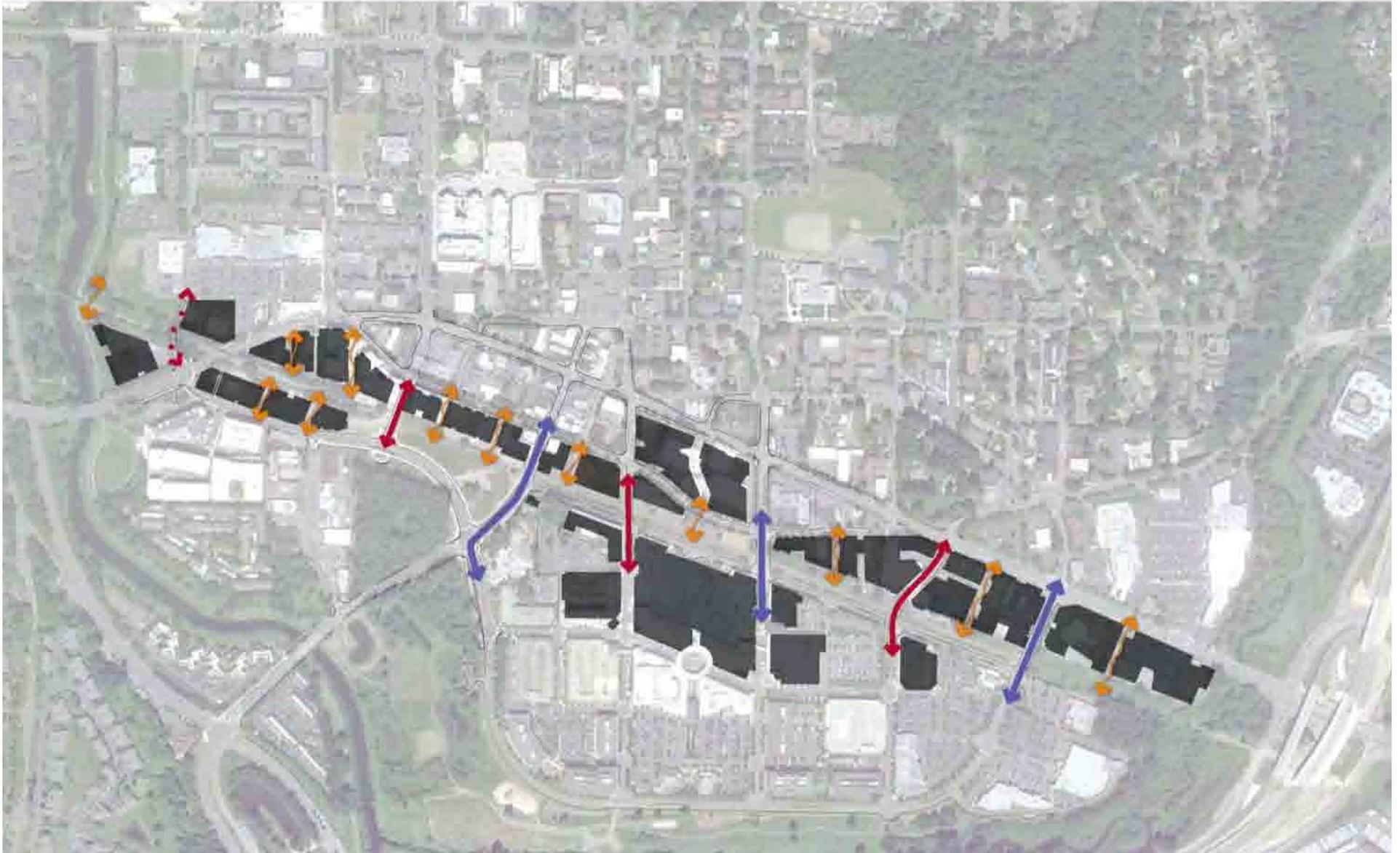
**Change is happening... New development (planned and inevitable)**



# Downtown:

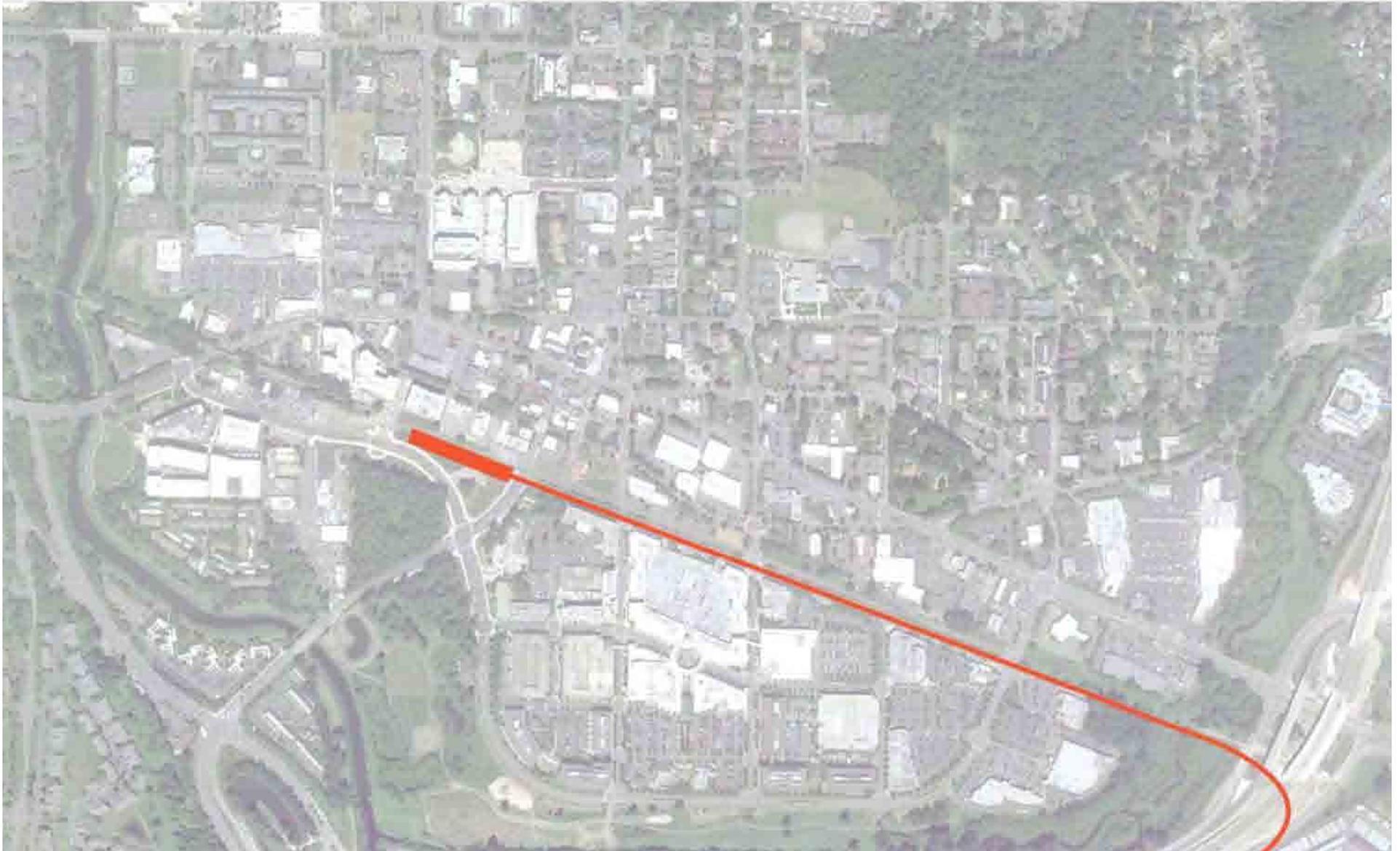
## Redmond Central Connector Master Plan

**Change is happening... New development (planned and inevitable)**



# Downtown:

**Change is happening... New transportation (LINK Light Rail)**



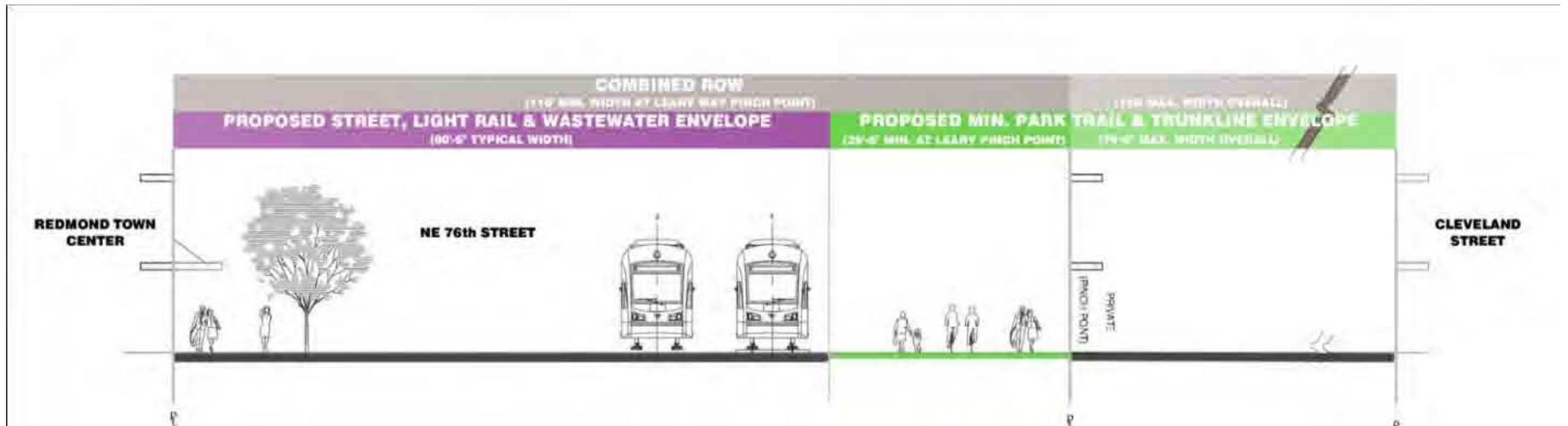
# Downtown:

## Redmond Central Connector Master Plan

**Change is happening... New utilities (stormwater, reclaimed water & more)**



## Infrastructure Alignment Plan (IAP)

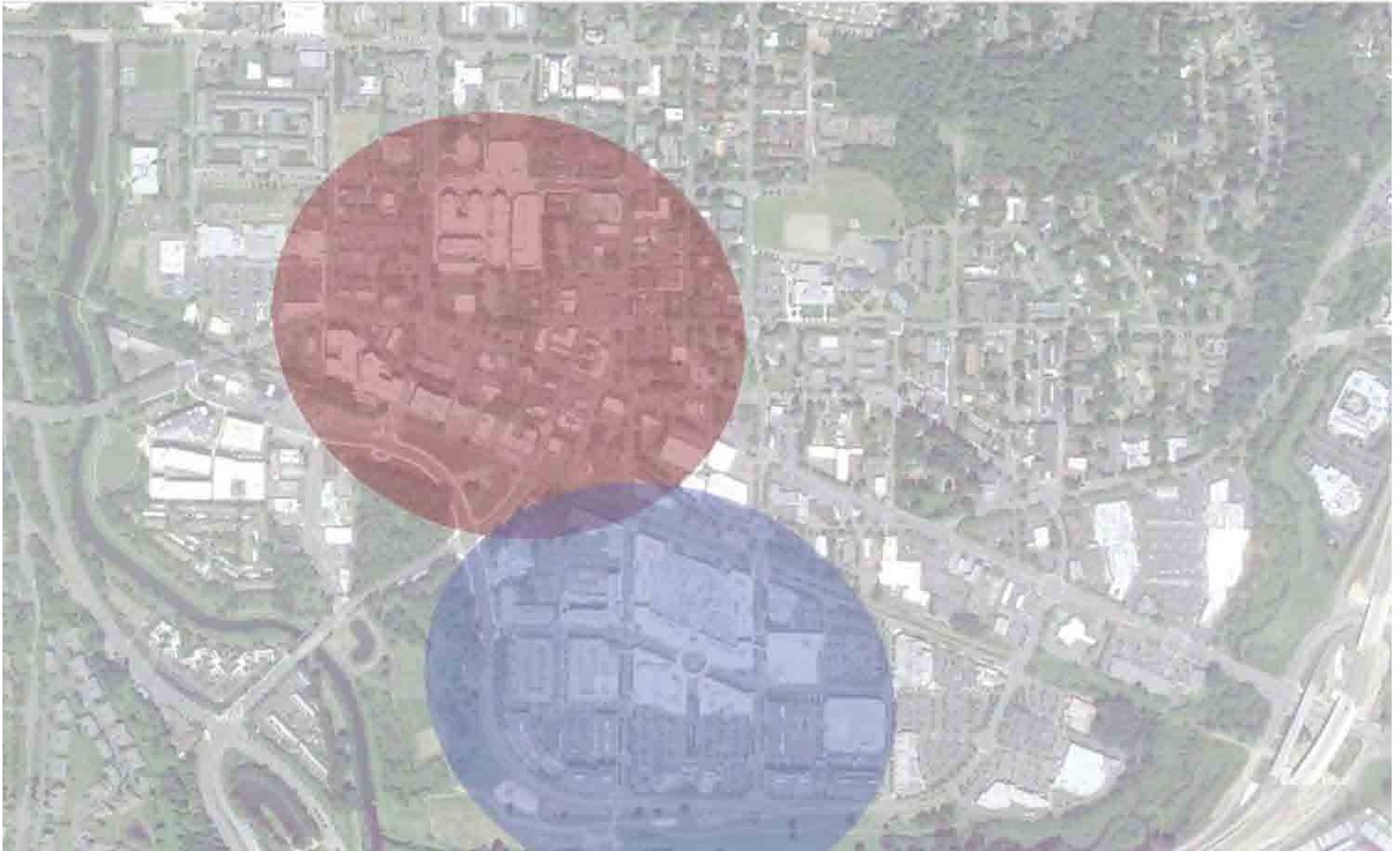


## Nature



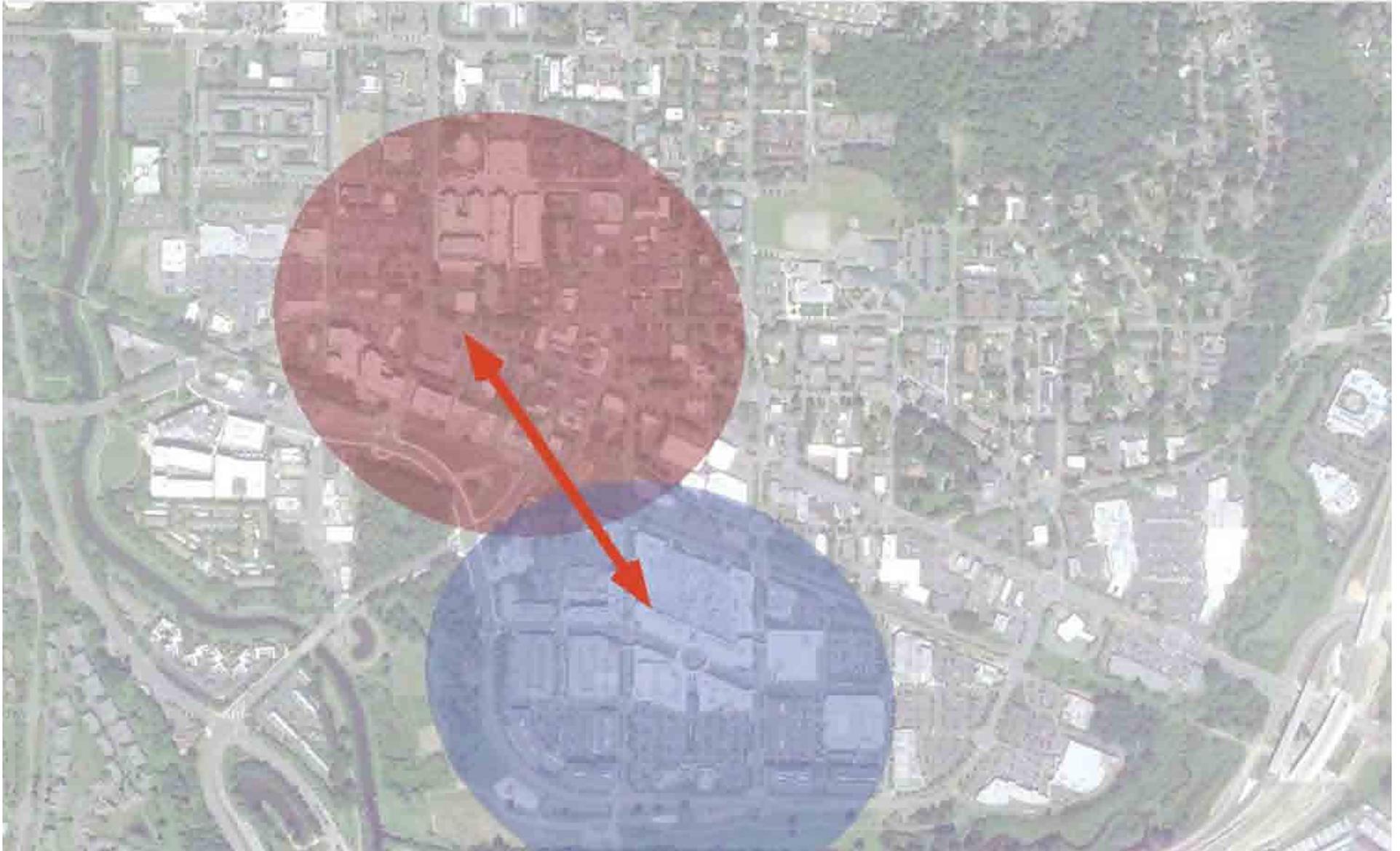
# Downtown Zones:

## Connection



# Downtown Zones:

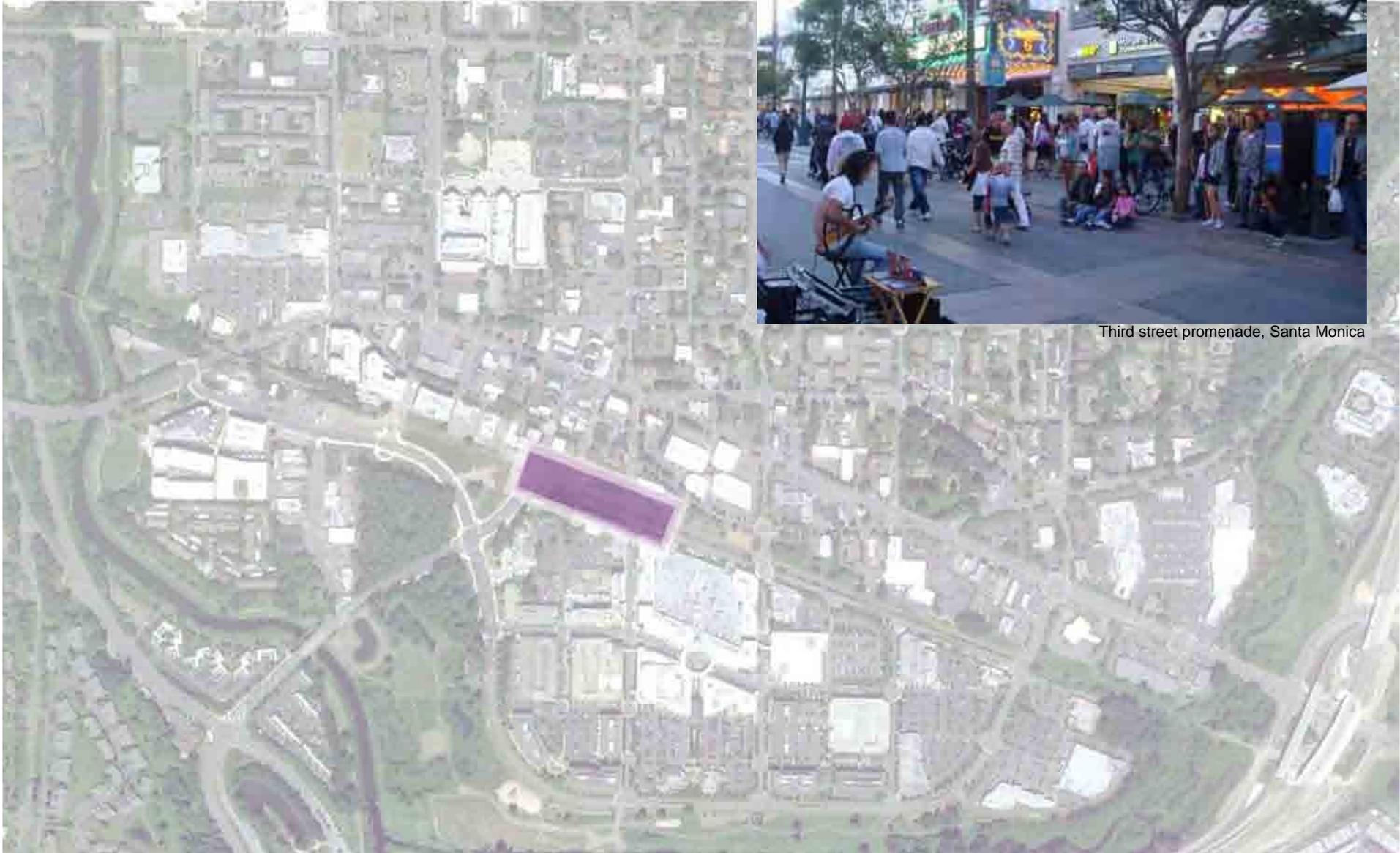
## Connection



# Downtown Zones:

# Redmond Central Connector Master Plan

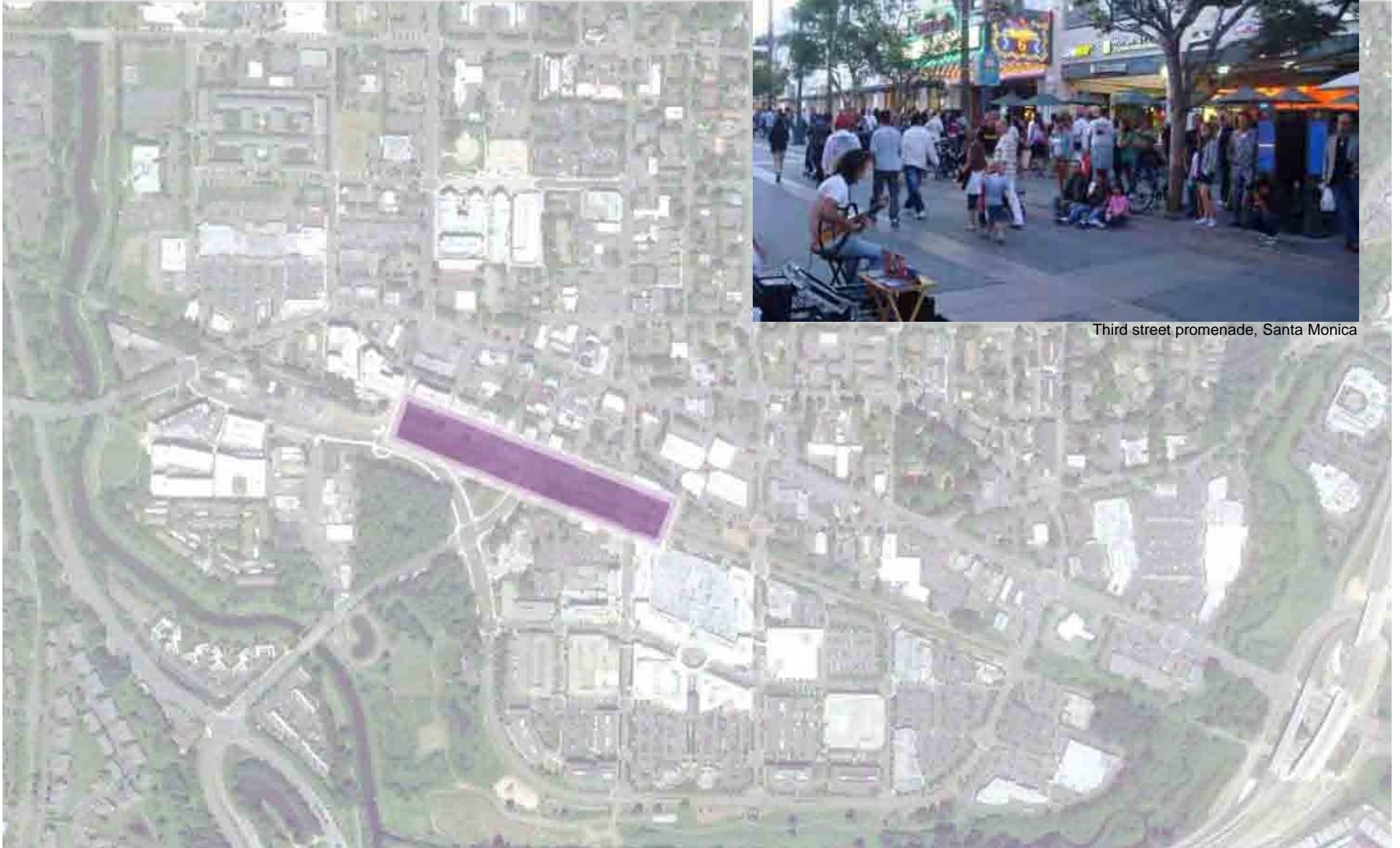
## Promenade



Third street promenade, Santa Monica

# Downtown Zones:

### Promenade/station



Third street promenade, Santa Monica

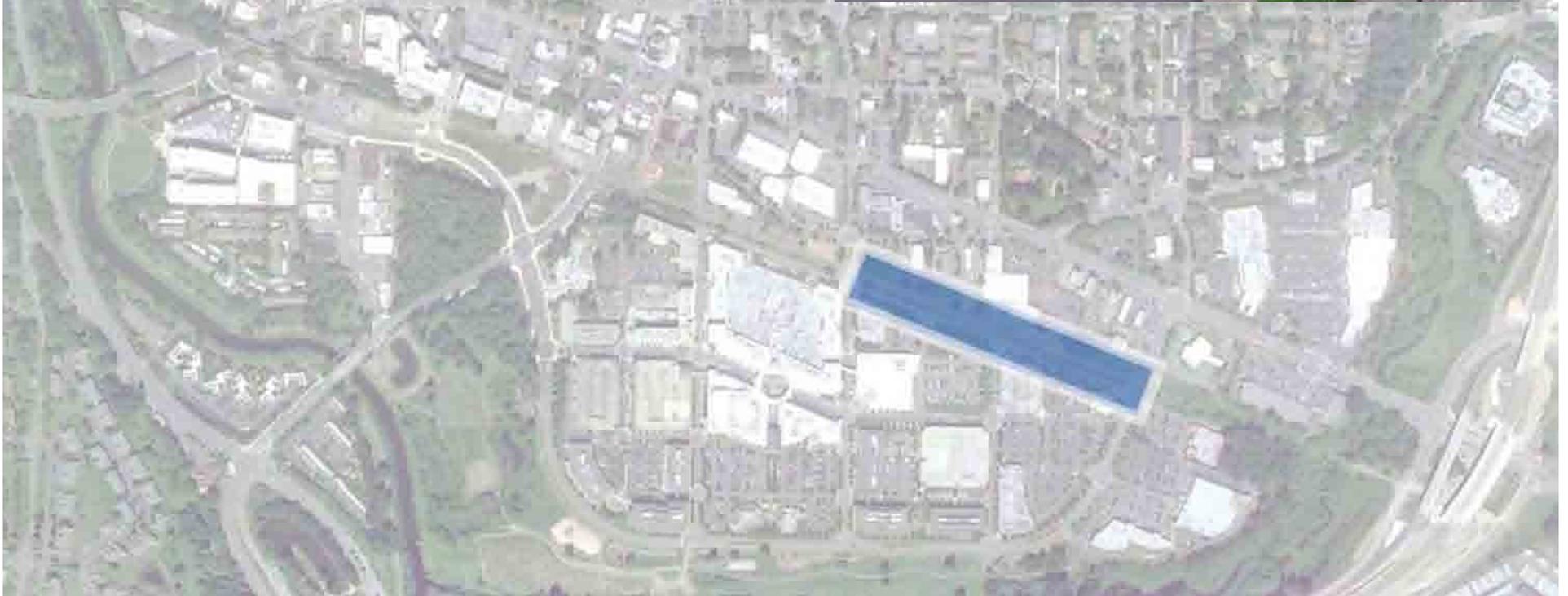
# Downtown Zones:

### Open Space

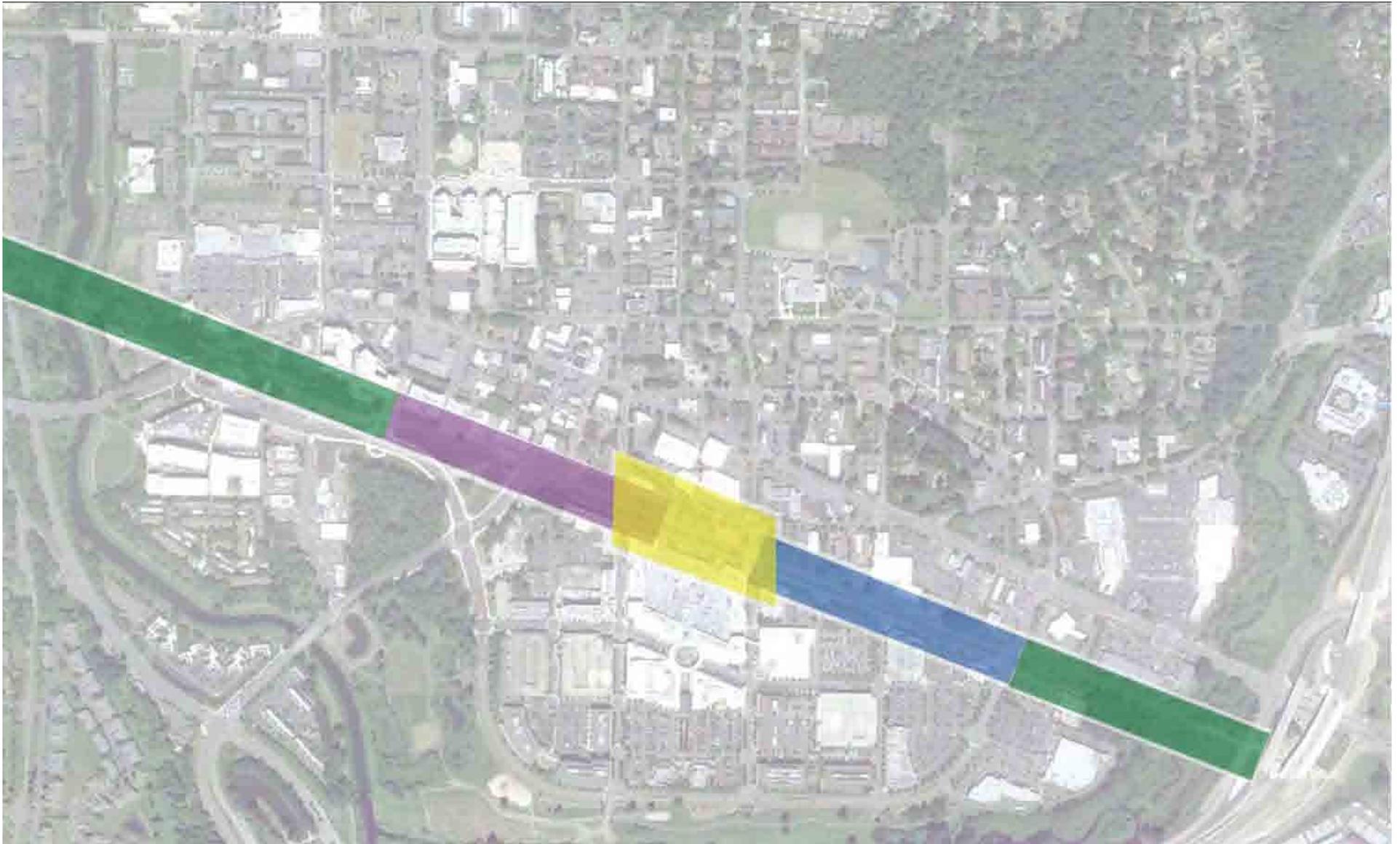


# Downtown Zones:

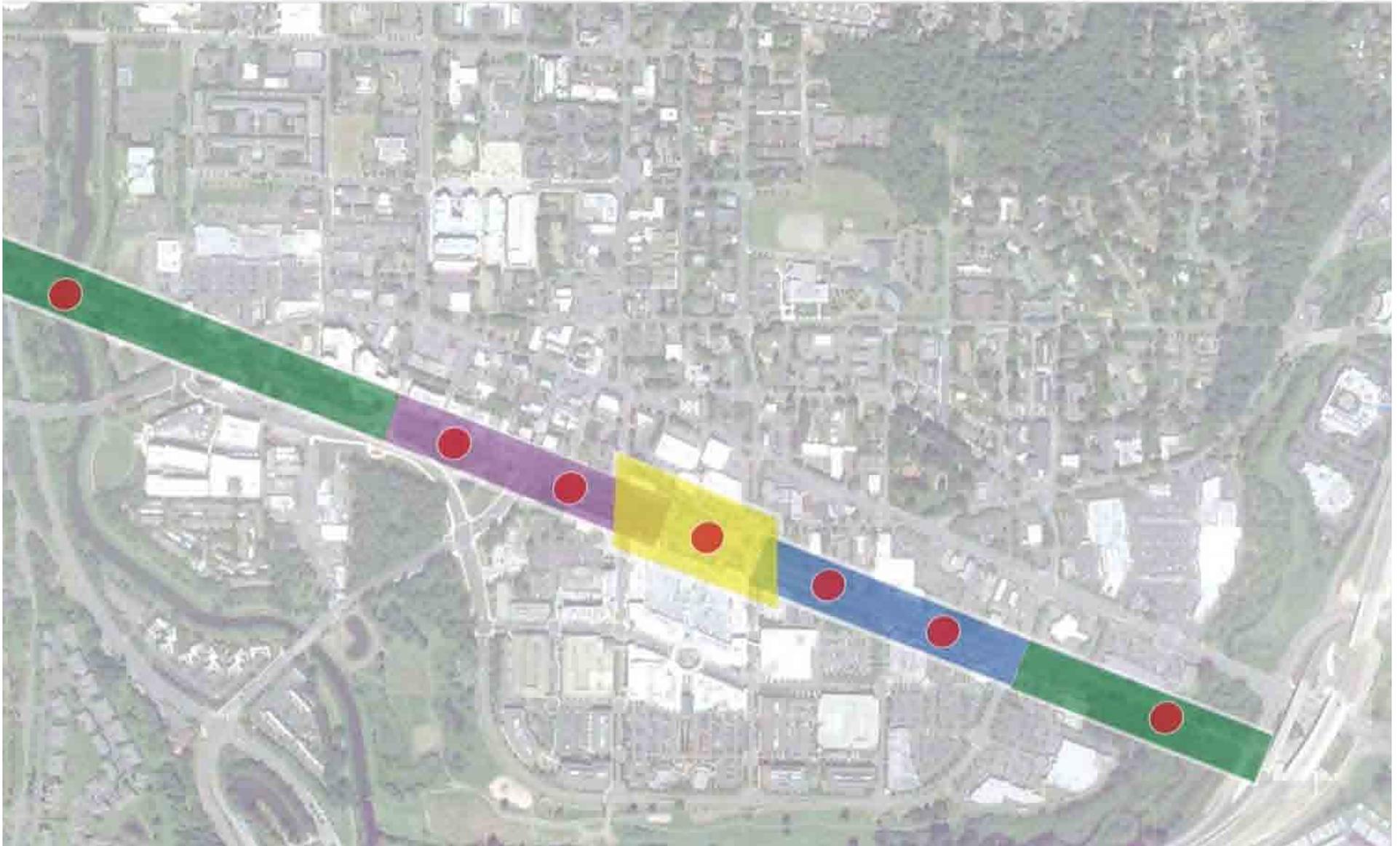
### Neighborhood



## The Zones



## The Landings



# Corridor Elements:

# Redmond Central Connector Master Plan

What gives the Connector soul? ...Flow



What gives the Connector soul? ...Islands, eddies & transitions



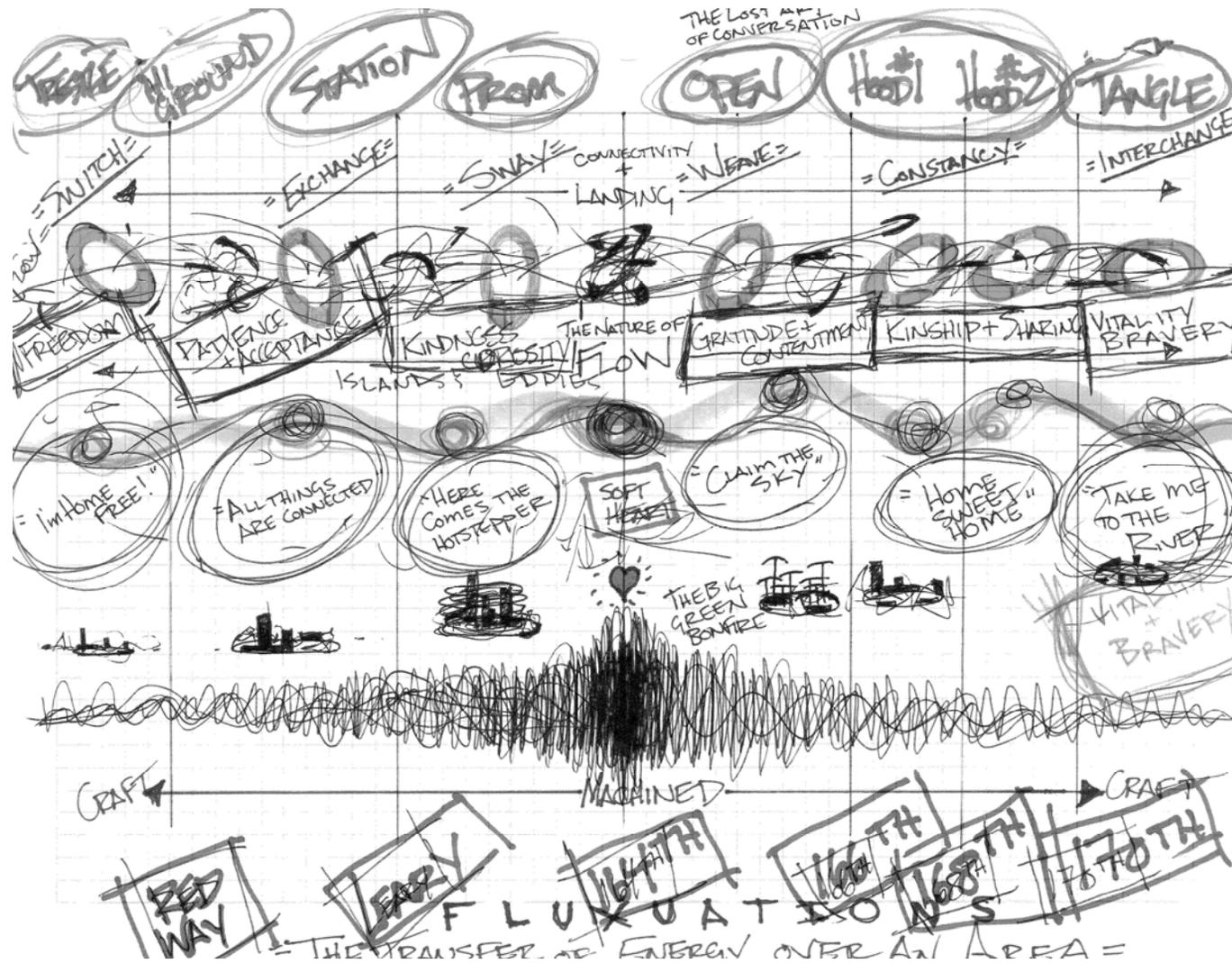
# Corridor Elements:

# Redmond Central Connector Master Plan

What gives the Connector soul? ...Landings



## What gives the Connector soul? ...Landings



## Fluxuations



Trestle



Station



Promenade



Open Space



Neighborhood



Bear Creek

# Corridor Elements:

# Redmond Central Connector Master Plan

## Rules of Engagement:



- **A place that is art, not just a place with art**
- **Honor the history**
- **Look to the future**
- **Connect the community**
- **Claim the sky**
- **Claim the weather**
- **Claim the night**
- **Make it magnetic**

# Walking Downtown:

# Redmond Central Connector Master Plan

## Bear Creek: Existing conditions



# Walking Downtown:

# Redmond Central Connector Master Plan

## Bear Creek: Proposed

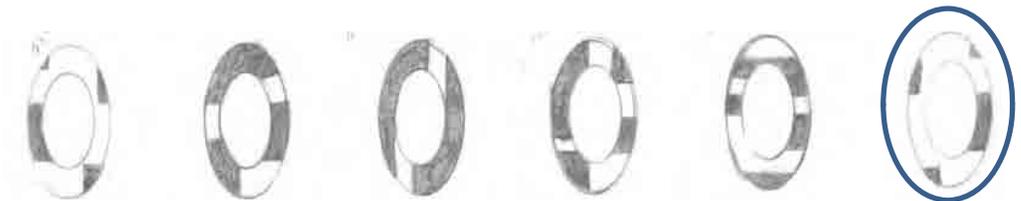


# Walking Downtown:

## Redmond Central Connector Master Plan

### Bear Creek: Landing

- interchange
- creekside tangle
- object juxtaposed on nature
- enveloped in green
- vitality and bravery



Trestle

Bear Creek



# Walking Downtown:

## Redmond Central Connector Master Plan

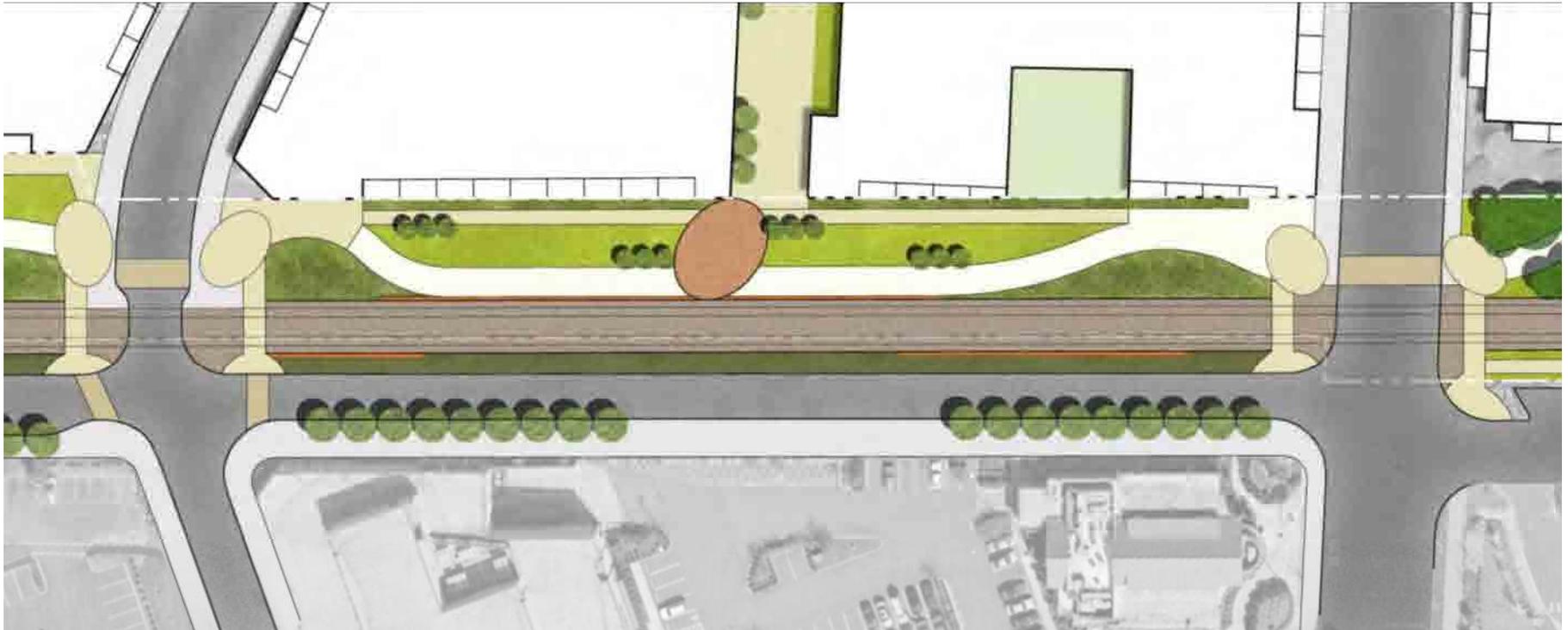
### Neighborhood (east): Existing conditions



# Walking Downtown:

# Redmond Central Connector Master Plan

## Neighborhood (east): Proposed

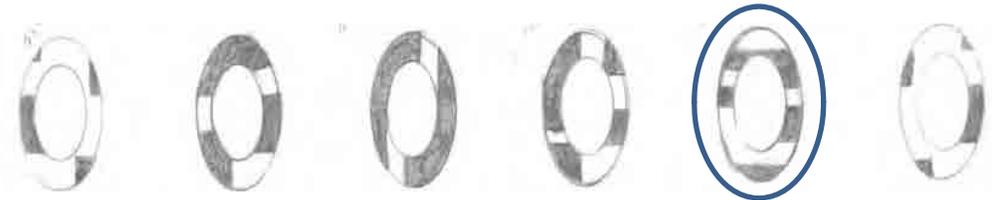


# Walking Downtown:

## Redmond Central Connector Master Plan

### Neighborhood (east): Landing

- constancy
- eventful
- hard/soft balance
- kinship and sharing



Trestle

Bear Creek



# Walking Downtown:

# Redmond Central Connector Master Plan

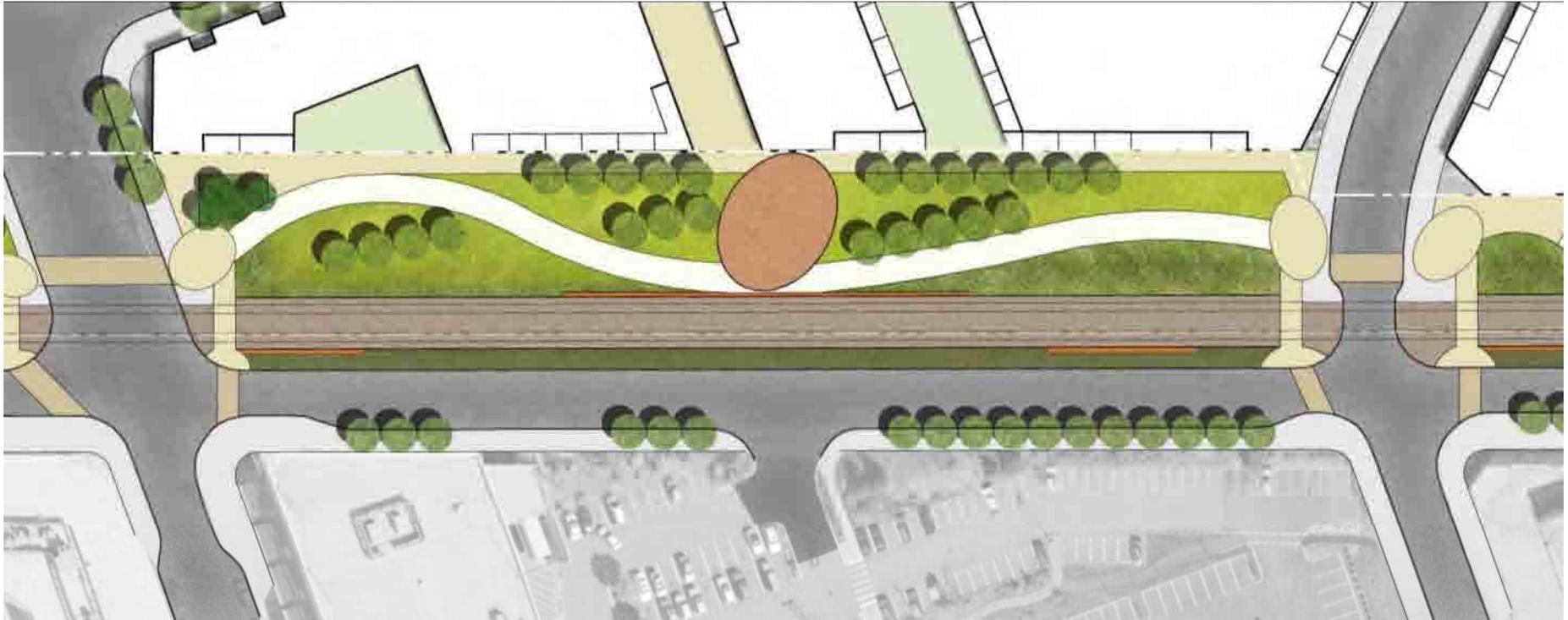
## Neighborhood (west): Existing conditions



# Walking Downtown:

# Redmond Central Connector Master Plan

## Neighborhood (west): Proposed



# Walking Downtown:

## Redmond Central Connector Master Plan

### Neighborhood (west): Landing

- constancy
- eventful
- hard/soft balance
- kinship and sharing



Trestle

Bear Creek



# Walking Downtown:

# Redmond Central Connector Master Plan

## Open space: Existing conditions



# Walking Downtown:

# Redmond Central Connector Master Plan

## Open Space: Proposed

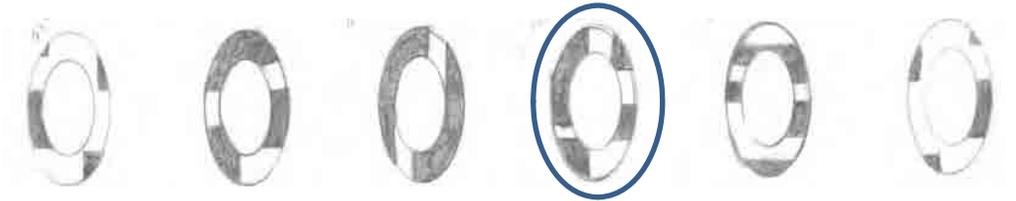


# Walking Downtown:

## Redmond Central Connector Master Plan

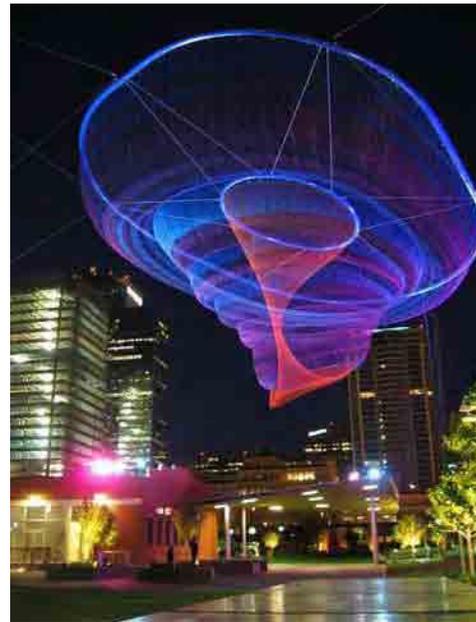
### Open Space: Landing

- **weave**
- **claim the sky**
- **gratitude & contentment**



Trestle

Bear Creek



# Walking Downtown:

## Redmond Central Connector Master Plan

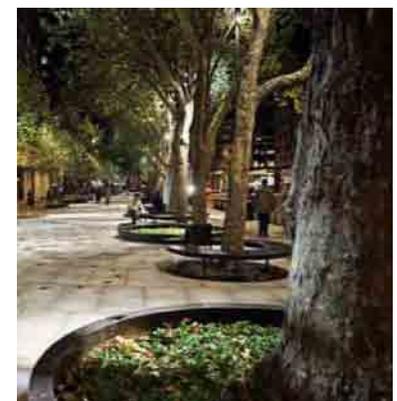
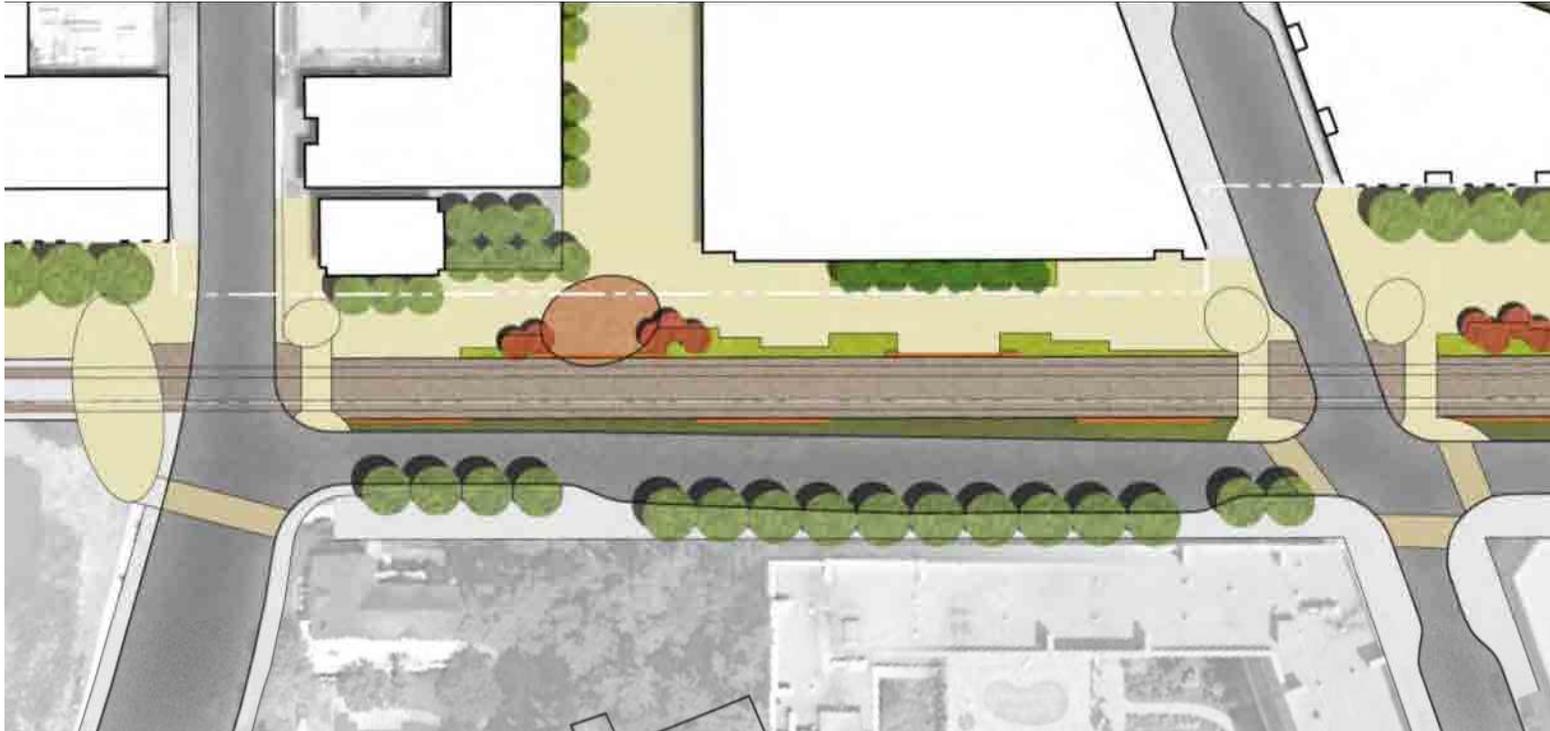
### Promenade: Existing conditions



# Walking Downtown:

## Redmond Central Connector Master Plan

### Promenade: Proposed

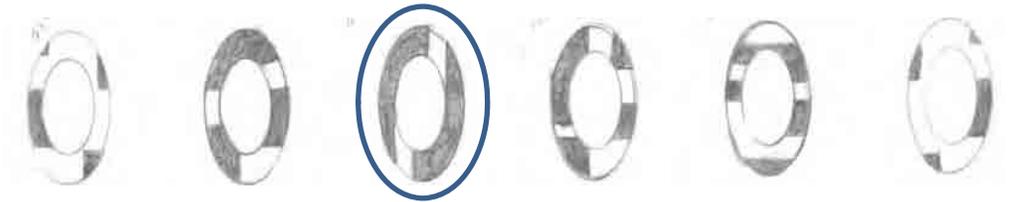


# Walking Downtown:

## Redmond Central Connector Master Plan

### Promenade: Landing

- sway
- bring in the softness
- beehive of activity
- curiosity and kindness



Trestle

Bear Creek



# Walking Downtown:

# Redmond Central Connector Master Plan

**Station: Existing conditions**



# Walking Downtown:

# Redmond Central Connector Master Plan

**Station: Proposed**



# Walking Downtown:

## Redmond Central Connector Master Plan

### Station: Landing

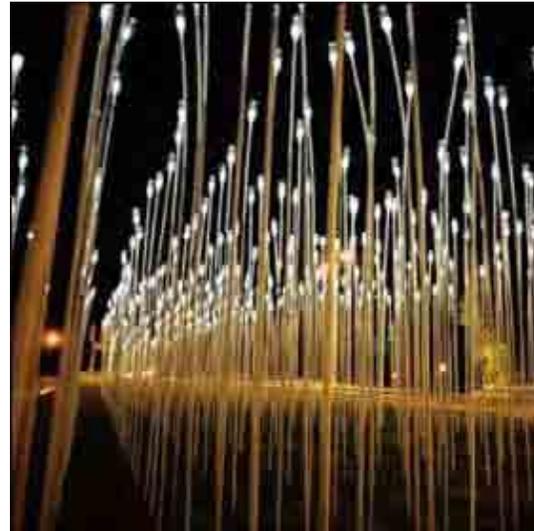
- exchange
- bring in the softness
- a platform for so much more...
- patience and acceptance



Trestle



Bear Creek



# Walking Downtown:

# Redmond Central Connector Master Plan

## The High Ground: Existing conditions



# Walking Downtown:

# Redmond Central Connector Master Plan

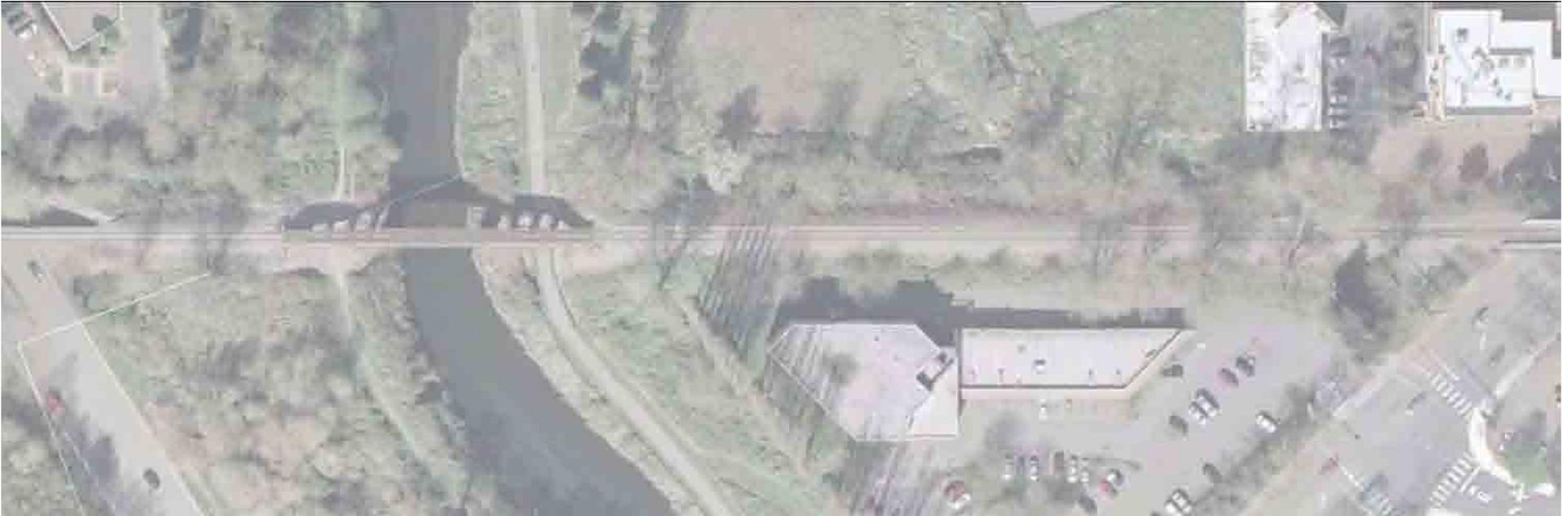
## The High Ground: Proposed



# Walking Downtown:

# Redmond Central Connector Master Plan

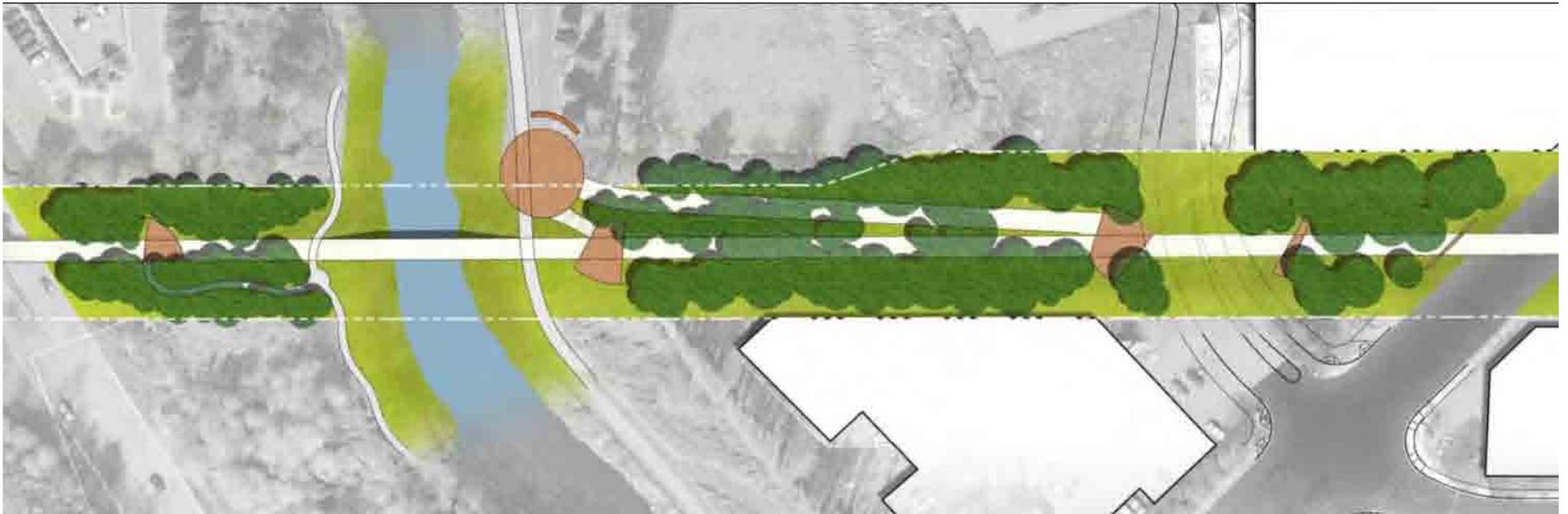
## The Sammamish River: Existing conditions



# Walking Downtown:

# Redmond Central Connector Master Plan

## Sammamish River: Proposed



# Walking Downtown:

# Redmond Central Connector Master Plan

## Sammamish River: Landing



Trestle

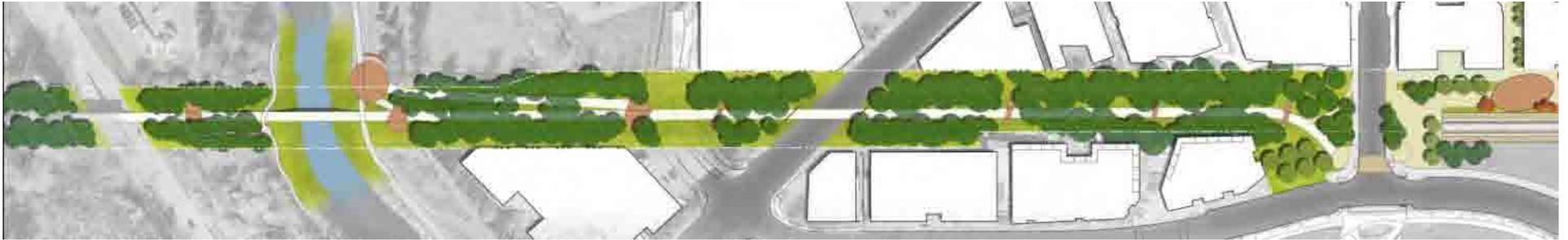


Bear Creek



# Trolley Study:

## Redmond Central Connector Master Plan



- **How can the design of the Connector accomplish these goals?**
- **What “Zone” of the Connector are you most excited about and why?**
- **How well do the design concepts capture the big ideas you told us about in September? How can these big ideas be further incorporated into the design?**

# Redmond Central Connector Master Plan



# APPENDIX B: POSTCARD

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# REDMOND CENTRAL CONNECTOR

## REVIEW DESIGN CONCEPTS



PHOTOS FROM THE SEPTEMBER 15TH, 2010 PUBLIC VISIONING EVENT

NOVEMBER 15, 2010

6:00 TO 8:30PM

REDMOND CITY HALL

The City has developed conceptual designs for the Redmond Central Connector based on the visioning feedback received from the public.

Please come review the concepts and provide feedback on your favorite ideas, which will be used to develop a preferred alternative.

**Monday, November 15, 2010, 6:00 pm to 8:30 pm**  
**Redmond City Hall, Council Chambers**  
**15670 NE 85th Street, Redmond, WA**

*The format of the meeting is as follows:*

**6:00 – 6:30 pm**

Open house to view & familiarize yourself with the design concepts

**6:30 – 7:00 pm**

Presentation of the concepts and brief question and answer period

**7:00 – 8:00 pm**

Break out in group discussions about the concepts

**8:00 – 8:30 pm**

Report out on the discussions and talk about next steps

If you are unable to attend the meeting, the design concepts will be posted to the document library on the project website

**[www.redmond.gov/rcc](http://www.redmond.gov/rcc)**

from Nov 15 to Nov 30 to allow for public written comment.

For more information, or to provide written comments, please contact the Project Manager, Carolyn Hope at 425.556.2313 or [cjhope@redmond.gov](mailto:cjhope@redmond.gov)



The City of Redmond  
Parks & Recreation  
PO Box 97010  
Redmond, WA 98073-9710

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Services Inc.

E C R W S S  
**Postal Customer**

## APPENDIX C: JOINT COMMISSION MEETING MINUTES

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City of Redmond  
PARKS & TRAILS COMMISSION  
Redmond City Hall – Trestle Room  
15670 NE 85<sup>th</sup> Street, Redmond Washington

Thursday, November 18, 2010  
8:00 p.m.

---

Meeting Convened: 8:17 p.m.

Adjourned 8:24 p.m.

Commissioners:

Cindy Jayne, Chair  
Mary Bourguignon, Vice Chair  
Peter McDonald  
Ray Smalling  
Tom Sanko  
Becky Reininger  
Colin Worsley

Staff:

Craig Larsen, Department Director  
B Sanders, Sr. Parks Planner  
Carolyn Hope, Sr. Parks Planner  
Sharon Sato, Dept. Coordinator

Youth Advocates Present

Mandy Lin  
Priya Ganesan

Commissioners Absent and Excused

Tina Sarin

Audience – 0

---

I. Call to order/Welcome to Citizen Guests

Chair Jayne called the meeting to order and welcomed Commissioners and staff.

The Parks and Trails Commission convened at 8:17 p.m. after the joint meeting with the Design Review Board regarding the Overlake Design District Master Plan.

II. Approval of September 2, 2010 Minutes

Co-Chair Bourguignon called for a motion to approve the October 7, 2010 meeting minutes:

Second by Commissioner McDonald

Motion to approve minutes carried: 8-0

Announcements:

- Saturday, November 13  
Cleaned out and weeded out shrubs  
@ 100<sup>th</sup> Street and 172<sup>nd</sup>

III. Items from the Audience

None.

IV. New Business

- A. Commissioner McDonald noted there was an article in the November 10<sup>th</sup>, Seattle Times regarding the PSE.

[http://seattletimes.nwsourc.com/html/outdoors/2013394964\\_nwwwalkabout11.html](http://seattletimes.nwsourc.com/html/outdoors/2013394964_nwwwalkabout11.html)

V. Old Business

A. Rules and Procedures

Postponed - Due to time constraints this item has been postponed until the December 2 meeting.

B. Pedestrian Bicycle Committee Liaison

Jayne requested a Commission volunteer to attend the once of month meeting of the Pedestrian Bicycle Committee. The meeting is held the second Monday of each month from 6:30 p.m. to 8:00 p.m. (Trestle Room). The representative would report back any findings that would pertain to, overlap or affect the Commission's parks and trails projects. Jayne had been the representative for some time and felt that a rotation of duty would be beneficial. Commissioner Reininger volunteered and will serve as Commission representative for one year.

C. Board Retreat Summary (handout) - Jayne

Chairperson Jayne drafted up the Mission, Goals, and Priorities from the Commission's retreat. Jayne asked for comments and input from Commission members on how to best proceed with any proposed changes. Commission members commented and the proposed changes will be discussed, finalized and voted on at the December meeting.

Each item was discussed and Commission members agreed that advocacy was a very important aspect of their mission, goals, and priorities; they also agreed that quarterly or bi-annual reports would be a good to keep focus on key issues (key critical items for 2011).

Jayne asked Commission members to review the document further and to email her with input and suggested change (Deadline is November 29.). Jayne will revise the document with any suggested changes and will hand out the document at the December meeting.

## VI. Project Updates/Reviews

### A. Mountains to Sound Greenways Heritage Program (handouts) – Carolyn Hope

Hope reported that the Mountain to Sound Greenway will be applying for a Federal grant to create a National Heritage Corridor. Hope reported that there were several aspects of the corridor including regional trails, historical cultural trails and other aspects (through the website). The City has been asked to participate in the regional trails aspects to assist as part of the grant application aspect. Hope noted that more information can be found at the Mountains to Sound Greenways website. [www.mtsgreenway.org/heritagestudy](http://www.mtsgreenway.org/heritagestudy)

### Bicycle Related Issues (handout) – Carolyn Hope

Hope is working with Lisa Rhodes (Events Coordinator) brainstorming ideas on how to make Redmond a more “Bike Capitol” city. Ideas included working with community organization (co-sponsoring events). Some ideas to engage people in bike events were:

- Bike Polo Tournaments
- “Trips for Kids” - Youth Bike Polo Tournaments
- Bike programs through recreation programs
- “Scrapper Bikes” – bikes for low income kids, Earn a Bike Program
- Participation in Derby Days Parade
- Assembly - bike skills and safety combined with trial and stunt riding
- Roller racing
- Film Festival
- National movement in High Schools – HS Mountain Bike League (incorporated in recreation program or bike park activities)
- Bike races

Commission ideas:

- Spokes People – middle age women casual biking twice a month in Seattle
- Geo-Caching
- Bike Swaps

### Redmond Bike Park (Handout)

Hope reminded Commissioners that she will be doing a sidewalk meeting at 10:00 a.m. Hope is currently working on the SEPA Checklist. Hope invited the Commission to attend. If interested and available, please meet in the parking lot off of 172<sup>nd</sup>

C. Sammamish Valley – Carolyn Hope

Approved and adopted by City Council on November 16, 2010.

D. Slough Park

When the park was turned over to the City in 2005 the City did not receive a contract from the State in regards to the 1995 state funded grant. Staff will go before Council sometime next year regarding the contract.

E. Heal Grant (Health - (Healthy Eating Active Living Grant)

The City has received a grant which will help fund the Pedestrian Bicycle Non-Motorized Plan (part of the Transportation Master Plan Updates). Includes some review of policies that improve access to healthy foods – pea patches, community gardens, foods served at City functions related to recreation programs (Are we meeting healthy guidelines).

VII. **Adjourn**

Motion by Sanko to adjourn

Second: Reininger

Motion carried: 8-0

Next Commission Meeting

Joint Parks & Trails, Arts, and Planning Commissions  
& Pedestrian Bicycle Committee

December 2, 2010

7:00 p.m.

Redmond City Hall - Council Chambers

## **Commissioner Comments on RCC**

### **Joint Commission Meeting – December 2, 2010**

The following commissions met together: Planning Commission, Arts, PBAC, Parks and Trails and three community members. Comments:

- Like a green buffer between Willows and the trail
- Planning commissioner concerns included:
  - Concerns about bikes being pushed off the RCC, need a good direct east-west bike route, potentially a separated bike lane (cycle track)
  - Don't take bike lanes off of Willows when trail is built, they are two distinctly different types of facilities
  - Trail needs to follow universal design and AASHTO standards
  - New cross streets shouldn't have to be so auto-oriented. Use curb bulbs and tabled intersections, etc...
  - Want a chance to comment on trolley study
- Parks and Trails Commissioners comments:
  - Like pedestrian emphasis on RCC, we already have a lot of trails nearby where bikes dominate
  - How can art be integrated into the Samm Valley?
  - Want light integrated into the RCC in a creative way
  - Design it for everyone, excited about the concept
  - Considered covered areas for landings
  - Consider landings as gateways at the ends of the corridor

### **Council – January 11, 2011**

- How will we evaluate economic value of the trolley in the study?
- Concerned about ped crossings at road intersections (signals, raised cross walks, traffic calming techniques are requested)
- We need a zoom out map showing how the RCC connects to other major City features and civic places
- One member doesn't think RCC is bike friendly.

## APPENDIX D: VERBATIM COMMENTS

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## The Redmond Central Connector

### Comment Forms Received at November 15 Public Meeting

A total of three forms were received. Where the comments are numbered they follow the three questions on the comment form.

#### Comment Form #1

1. Minimal introduction of excessively modern architectural elements.
2. Possibility of re-introducing light rail/rail infrastructure from Woodinville down to Issaquah.
3. Can't comment, wasn't at the Sept. Meeting.

#### Comment Form #2

- I'm very supportive of attractive ped/bike-friendly development, but the level of BS being slung here is truly impressive. Redmond is not a major metropolitan center and cannot realistically achieve this level of development.

It would be nice to have the Sidney Opera House on one end of the corridor and the Taj Mahal at the other – connected by a mag-lev people mover, but that's no less realistic than the kind of vague but grandiose suggestions being made here.

#### Comment Form #3

- If this form, indeed the project itself, were introduced in court, they would be characterized as "leading the witness". The City has rushed the purported, nearly complete master plan into a very limited public review, which has drawn scant public involvement. The whole effort looks more like a master's thesis project at some college's planning school.
- The railroad ROW in question, between its crossing of Bear Creek and the Sammamish River, was created and is still best used as a transportation corridor. It is a connector alright – of Redmond to the rest of the County and the State. Town Center was grafted onto downtown at the railroad, not cut off by it. Adding a couple street crossings will connect up the two sections of town. While pedestrian paths in the RR corridor are possible, the grandiose "Central Connector" is a bad joke being played on the citizens of Redmond.

# Redmond Central Connector Master Plan

## Downtown Study Area



*Trails/connector will make sense if connected to downtown and downtown. (Make even better) No*

*A trail is a long pipe dream - let's stay focused on the transit system.*



*UNIVERSAL DESIGN?*

*Lots of trees to hide backdrops! muralize backs of buildings w/ local artists / school children projects renew every several years*

*Where is parking?*

*ADDITIONAL APPROACHES REQUIRED FOR TRAIL VIALS*

*Light rail and station options to align with city plan*

*Eng / support downtown market*

*Can trail go over roadways in one or two places to keep the flow?*



## Redmond Central Connector Master Plan

### Downtown Study Area

Trolley between Woodinville + Redmond!



Walk to be maintained (some adaptation)

Downtown Park needs to be a connection!

Like to see restaurants, cafe, etc!

Use the simple image of "connect" with the green space



Small green spaces along the connector

How to connect to downtown park?

Trolley ends when station ends! Woodinville visitors will Redmond's branding! Bring people into Redmond!



Right of way needs to expand.



Make lanes on NE 76th

Easy access to Business! Don't want to be Backs of buildings!

TAKES ELEVATED?

Feature the Bear Creek!

Station viewing platform Co-living outside



# Redmond Central Connector Master Plan

## Downtown Study Area



I really liked the idea of "water sculpture" and using rain water in a decorative way.

Incorporate the trail from North-South. Make the trestle bigger + a feature!

like connecting down to S.P. Trail

but journey in this fashion is great!

This street like a car, great space for an "open space"

lets get started ASAP!! like the whole pathway + parker with handings. Leave room for Light Rail but get pathway going now.

Just Do It! This is a little of a different on small projects that will be released.

Yes, great project & direction for Redmond.

High Ground  
Like incorporating the high ground into the station area.

Station  
Found outside space with some plants in this area. We appreciate the way you have the station building.

Open Space  
An outdoor feature in this area?

Neighborhood (West)  
I like the way you have the neighborhood to the west.

Neighborhood (East)  
Really like the landscaping concept for the neighborhood to the east. Yes, simple and correct. Something to show it's outdoor. They are part of the same story. Precedent like a little bit of a guide.

Bear Creek  
I like the way you have the Bear Creek area. It's a great project & direction for Redmond.



## APPENDIX E: COMMENTS RECEIVED VIA EMAIL

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Megan Sweeters comment

Dear Ms. Hope:

The purpose of this email is to provide the City of Redmond, along with Sound Transit, with an idea that I had presented to the Puget Sound Regional Council (PSRC) during the feasibility study of the Eastside Rail Corridor in 2008. The idea provided a vision for the Eastside Rail Corridor along with suggestions of potential funding sources for building the infrastructure for commuter rail service. As I stated in

my original presentation, with the need more evident now, the plan would create jobs,

provide low income housing opportunities in rural communities (through Transit Oriented Developments) and easy access to jobs in urban areas of our region.

Redmond is positioned to take a leadership role in building our communities closer together through Redmond Central Connector Master Plan and its commitment to the Eastside Rail Corridor through the partnership with Sound Transit.

My idea centers around the train station and proposed commuter rail service on the East Link Light Rail and the Eastside Rail Corridor. The following is a portion of my original 2008 proposal to PSRC addressing train stations and whistle stops along with rail line.

#### Train Stations

Historically train depots, located in the central town areas, were the heart and soul of the city or town representing an important civic mission and gathering place. The American train station served as a community's front door. The plan would recreate this symbol. Each town would work with the local Historical Society to design a replica of the town's original train depot. Both the train depots and whistle stops would locate within the 100 foot right-of-way, with the traditional train depots typically no more than 30 feet deep. Each depot would be occupied by tenants offering various retail services (i.e. Diner, Mercantile Store, etc.) along with rail line ticketing services.

Funding would be obtained through a joint partnership between Sound Transit and community leaders within communities along the Eastside Rail Corridor. The partnership would be created through a Limited Liability Company (LLC) with fifty percent (50%) interest held by Sound Transit and fifty percent (50%) interest held by community leaders identified through a Private Subscription process. The newly formed LLC would obtain a ground leases from the Port of Seattle for the Train Depot and Whistle Stop property locations. The cost of building the respective structures, parking and platforms would be the responsibility of the LLC, with coordination of the Historical Society, which also may provide investors historical tax credits for their investment.

With a proposed Redmond station site on the Eastside Rail Corridor and 161st Avenue NE, and close proximity to Redmond's Historical district, implementation of the plan for Redmond would be natural and represents an important opportunity for Redmond to provide a needed template to rebuild and reconnect communities throughout the region.

I would welcome the opportunity to meet with the various city departments,

Megan Sweeters comment

advisory  
committees and other stakeholders to discuss the idea in more detail.

Best regards,  
Megan Sweeters  
12006 154th Place N.E.  
Redmond, Washington 98052  
(425) 883-0373  
(425) 478-1313

Valdene Claux comment

Carolyn,

I was unable to attend Monday's meeting on the proposed Central Connector.

I would like to know where the corridor for the light rail will be, as well as the intersections designated for stops.

Regards,

Valdene Claux

Valdene@snuttig.com

Mike Burbri dge comment

Carol yn

It was a pleasure to meet you last night. All of you were doing a good job of explaining the project. I thought it would be easier to send my comments this way. It is clear that some of my prior comments have been noted.

1. Keep the old rails in place from Woodinville to a point west of 161st Ave NE, NOT crossing that road. Resume service to the two clients near NE 90th ST to bring in some money from the railroad. Let the short line operator pay for any needed track improvements. Build a parallel bike/walking trail.

2. Encourage a trolley or short people train from Redmond to Woodinville with the existing rails, improved as needed. High speed is not required. Redmond terminus to be west of 161st Ave NE, to keep the road unencumbered and separate from Sound Transit. An independent party could operate it, to minimize City cost involvement.

3. Replace the now demolished Redmond train station, either in the original location or further west along the tracks, as a rail focal point. Shorten the new building for cost purposes or use the long freight room for rental income. Rent the entire building for any interested parties to help defray the cost. Or, encourage a private builder to do so with some form of public access to the "railroad" portion of the building.

4. The biggest problem with dual use is the bridge problem. In response, I say that the trolley type of use would be weekends only and would not be a regular conflict with people. If properly decked, the rails could remain in place on the bridges. Or, the trolley kind of use could terminate west of the bridges. Lights and whistles would alert people to the need to give way to the trolley/train on the bridges.

5. Keeping some rail theme in the upper Redmond area, with its old brick buildings would be attractive, especially with the heavy tree planting shown in the plans.

No matter what choices are made, the plans all look great.

Thank you,

Mike Burbri dge

Robert Wai nger comment

To: Carolyn J. Hope

Subject: Feedback-Redmond Central Connector

The extension of additional streets (Brown, Avondale Way, etc.) thru the Promenade to Bear Creek Parkway interferes with the ambiance of the Promenade and traffic flow around downtown on the Parkway.

The justification for light rail coming to Redmond is not just to serve the people who live in downtown Redmond, but all people who live in the greater Redmond Metro Area. For us people who live in the Redmond Metro Area and who will consider using light rail, there must be adequate parking in the immediate vicinity of the Central Connector station. If I have to drive downtown and use the existing Bus Terminal Park & Ride then walk (in the sun, in the rain, in the snow) to the light rail station I won't use light rail.

Robert Wai nger

23204 NE Union Hill Road

Redmond, WA 98053

robertwai nger@comcast.net

Tom Hinman comment

Hi Carolyn -

Thanks for the opportunity to share ideas with the good folks at Parks and Trails last week. Per my commitment to do so, please see the attached concept paper as a point of departure. There are many regulatory, financial and logistic matters to resolve within the Trolley Study. My intent is to provide one community vision of where this effort could take us.

I look forward to continued collaboration with City officials, staff and consultants so that the Redmond Central Connector embodies its full potential for our community as a fully sustainable project meeting economic, environmental and social objectives.

Regards,  
Tom Hinman  
425-216-3723

## **The Sammamish Valley Connector: A Concept to Enhance Redmond Tourism**

Imagine a summer weekend on the Eastside with the Cirque du Soleil or a concert in Marymoore Park, a jazz series at Chateau Ste Michelle Winery, a soccer tournament at Sixty Acres, or even Derby Days in Downtown Redmond celebrating our cycling heritage. Imagine the happy throngs enjoying the best in accommodations, restaurants, cultural attractions and shopping that Redmond has to offer visitors. Imagine the increase in jobs and revenue that could accompany a revitalized Downtown. Imagine the traffic that would accompany this weekend adventure for at least 15 more years while we await the arrival of light rail.

A Sammamish Valley Connector, with Redmond as its southern terminus, can bring those tourist dollars to our city. With a joint-use station at the location being planned for Sound Transit light rail and anchoring the western “landing” of Redmond’s central trail and civic promenade, the rail-based Connector would share existing tracks and trestles with a regional trail as it brings excursion passengers to town. It would also enhance the “bike friendly” attributes of the Sammamish Valley for those who would bike to their destination and return using the comfort of rail.

There are regulatory and logistic challenges to make this dream a reality. There are also economic development benefits to be gained; not the least of them being a return on the \$9 million investment the City of Redmond has made in acquiring the former BNSF right-of way. Enhancing tourism is one of the City’s economic development strategies; a strategy this concept directly addresses.

The Master Plan for the Redmond Central Connector has legitimately focused on defining an infrastructure envelope (including Sound Transit light rail requirements) and on concepts for park design, public art and similar amenities. In contrast, comparatively little attention was noted during the Master Plan public outreach process to the potential benefits of a concept like the Sammamish Valley Connector. Rather, an opaque series of legal conversations and a variety of undefined and fear-inducing terms were bandied about by several parties. Hopefully, the supplemental “Trolley Study” will help define a vision which the community can better grasp and respond to before the Master Plan is finalized.

From a practical standpoint, developing the western end of the Redmond Central Connector is not likely to be a near-term priority. The stormwater trunk and 161<sup>st</sup> connections are lead projects in the Station and Highground segments. However, an interim “landing” placeholder of some sort has been mentioned to anchor the Station site until Sound Transit arrives. At minimum, a Sammamish Valley Connector could be that interim placeholder while improving the economic vitality of Redmond’s Downtown by enhancing tourism. We have the time to capitalize on this opportunity. Let’s work together to make it a reality worthy of Redmond.

The next page contains some specific considerations in addressing this concept.

## The Sammamish Valley Connector: Some Planning Considerations

### Semantics –

“Freight,” “Commuter,” “Excursion,” “Light Rail,” and “Trolley” are not interchangeable terms. More precision would be useful to reduce ambiguity in the outreach process. This concept speaks to function only and intentionally avoids use of any of those terms.

“Downtown Redmond,” “North of Redmond,” etc are similarly imprecise now that more specific locations are being defined in the Master Plan. This concept envisions use of the Station location on an interim basis and jointly with Sound Transit once service is extended to Downtown Redmond.

“Diesel” - Because this concept speaks to function only, equipment selection is not specified. The prospect of a big, smoky diesel-powered locomotive disconnecting our community by idling for extended periods with cars across multiple intersections in Downtown Redmond is what scares people. Obviously, that is not what this concept entails. Air quality, noise and similar standards would be essential.

### Interlocal Partnership –

Operation of a Sammamish Valley Connector should have appeal to economic development and tourism officials north of Redmond. Conversations with those jurisdictions would be necessary to further develop this concept and should be accomplished in the context of a Trolley Study. Agreement from King County and Sound Transit is also needed.

### Ridership –

Potential tourism ridership numbers, event schedules, and frequency should be available in City files that justify tourism program budgets. The Redmond Chamber likely has additional information and comments on the value of a service such as this that attracts more visitors.

### Station Considerations –

To avoid impacting the street grid, total equipment length cannot exceed the distance between Leary Way and 161<sup>st</sup>.

Sound Transit would likely incorporate shuttle bus, “Kiss & Ride” access or parking considerations in their station planning. A Sammamish Valley Connector could use such infrastructure with shuttle busses between the Station and associated event venues.

Celebrating Redmond’s historical ties to the railroad was a design feature. A traditional station design may conflict with thematic flow of the Central Connector.

To keep the Station area clear, the below-grade track segment just west of the trestle could be used as a holding point for brief periods to accommodate scheduling.

### Critical or Sensitive Areas –

Construction on or retrofits to the existing trestle over the Sammamish River must consider shoreline guidelines.

RECEIVED

OCT 22 2010

MAYOR'S OFFICE  
CITY OF REDMOND

17509 NE 38<sup>th</sup> Court  
Redmond, WA 98052  
425-869-8899  
[ewilson@spiretech.com](mailto:ewilson@spiretech.com)

20 October 2010

U.S. Surface Transportation Board  
Office of Proceedings  
395 E Street, S.W.  
Washington, DC 20423-0001

Attn: Cynthia Brown, Chief, Section of Administration

Re: GNP Rly, Inc. Petition to vacate NITU or Abandonment  
STB Docket AB-6 (Sub 463X and 465X; BNSF Railway Abandonment Exemption in King Co., WA)

To The Board:

As a citizen of Redmond, Washington, I am writing to express my unequivocal support of the referenced GNP Rly, Inc. "Petition to Vacate Notice of Interim Trail Use or Abandonment". I am very much in favor of immediate reactivation of the so-called 'Redmond Spur' rail line, along with the related and connected portion of the "Woodinville Subdivision" rail line, all as described in the referenced petition. I urge the Board to approve the GNP Rly Petition. My comments are presented below. I am leaving the intricacies and application of relevant federal law to GNP and STB to work out.

At present, the former BNSF Issaquah Branch (aka Redmond Spur) line is inactive. However, the roadbed and rail are still intact all the way from Woodinville south through downtown Redmond to its intersection with Washington highway SR 520 on the easterly side of Redmond. This remaining rail line provides the opportunity for Redmond and the adjacent unincorporated area to once again be connected to the national rail system. The potential economic and environmental benefit from this connection is nearly incalculable. On the other hand, the value of the alternative use, i.e., additional trails within Redmond, is minimal. Nonetheless, shared use of some of the right-of-way may be feasible. I see three major potential benefits to reactivation of this rail line.

First, GNP Rly has already secured shipping commitments from several businesses along the subject rail line, as documented in the referenced docket file. There are numerous other businesses, e.g., lumber yards, roofing supply house, manufacturers, food processors, etc., in this corridor that are potential freight shippers over a reactivated rail line. It is significant that the industrial subdivisions in the northwesterly quadrant of Redmond, through which the 'Redmond Spur' passes, were designed with rail access as an integral feature. There are two east-west 'rail easements' in the recorded plats; each easement branches off of the main spur line. The southerly easement was already partially developed to serve "Building Specialties", which is one of the businesses that has requested the resumption of rail service to this area. The local power company, Puget Sound Energy, has a substation along the spur, also. They stand to benefit from the possibility of having over-sized equipment, e.g., transformers, delivered to them by rail. These are merely a few of the possible freight benefits of restoring rail service along this spur line.

The second category of business that this reactivated rail line would make possible is tourist excursions, which would be a new economic activity for Redmond. It is well known that the corridor served by the Redmond Spur is home to over 40 wineries, one craft brewery and at least one distillery, along with other attractions. These businesses are enormously popular with area visitors, and could be very well served by specialty passenger trains running between Redmond and Snohomish, not to mention dinner trains. The fact that the subject rail line terminates right in

downtown Redmond and Snohomish, and passes through downtown Woodinville makes it ideally suited to such a tourist operation, which GNP Rly has indicated it would eventually like to operate or facilitate.

Finally, reactivating and rehabilitating the Redmond Spur opens the possibility of easily establishing commuter rail service between Redmond and Snohomish (and beyond). The large employment base in Redmond could benefit from such a service running in and out of downtown, which is also the chosen future terminus of Sound Transit's 'East Link' light rail line. In the meantime, Microsoft's 'Connector' bus service could take commuters from downtown to the various Microsoft offices in the city. This would greatly expand the practical housing area for local business employees, while reducing individual car trips. Self-propelled rail cars could be used on this spur line for relatively low start-up cost. Likewise, the immediate cost and impact of additional infrastructure, e.g., loading platforms and parking, to support such a commuter service would be minimal.

In spite of these potential benefits, the City of Redmond, joined by other cities and government entities along the former 'Woodinville Subdivision', wrote to the Board on 13 September 2010 to express certain concerns they had with the subject petitions, and requesting that the STB provide more notice and a more formal review process. While they stated that this letter was not "a substantive response to GNP's petitions", they do not yet appear to have submitted such a formal response. Therefore, I can only address some of the initial concerns stated in their letter.

First, I find it absurd that the City of Redmond has chosen to include the Cities of Bellevue and Renton in their letter requesting a more deliberative process and "full review" of the petitions. Their statement that these two cities "...would be directly and indirectly impacted by the granting of the subject petitions" is simply not true. The only portion of the Woodinville Subdivision (which does pass through Bellevue and Renton) involved in the current petition is a short section south of Woodinville. This 1.8 mile section of the old line does not even enter Kirkland, let alone the other two cities. The only government entities affected by these petitions are Redmond, King County and Woodinville.

Second, Redmond's interest in addressing "potential environmental impacts" is spurious at best. The branch rail line in question has been in existence for well over 100 years! While the track itself is in need of maintenance and repair, it is my understanding that there is a categorical exemption from environmental review for this sort of work. This makes sense, as maintenance-of-way work was conducted by the railroads throughout the period of the line's active use. If anything, there will be a positive environmental impact from reactivating rail service due to reduced truck traffic and emissions.

Third, Redmond argues that there are "significant and valuable public uses" being planned for the Woodinville Subdivision corridor (Woodinville to Renton), and implies that this is also the case for the Redmond Spur. There is no evidence that this is true. Redmond already enjoys a nearby regional trail along the Sammamish River, which roughly parallels the Redmond spur. So it is hard to see how there could be much "...monetary value of lost benefit to the public of precluding a regional trail along this alignment..." To date, neither Redmond nor King County have done anything but talk about possible uses of the rail corridors they acquired from BNSF Railway. GNP Rly, on the other hand, now appears ready to reactivate rail service as soon as all of the necessary approvals have been secured. GNP should be permitted, in fact *encouraged*, to do so. Their new business will be a welcome addition to the regional economy in the current downturn.

Wilson letter to STB, P.3  
Docket AB-6, Sub 463X & 465X  
20 Oct. 2010

While there are other points that I could make at this time, I close with the observation that the final paragraph of the referenced Cities letter seems to best show their true intent. They seek to complicate and delay GNP's proposed rail service reactivation for no apparent reason other than to impose their own notions of convoluted public process. GNP Rly's petition and proposal is straight-forward and positive. It does not involve significant construction nor any other impact to public interests in the vicinity. The City of Redmond and their co-signers fail to make a case why these petitions are deserving of "a full review", including "environmental review, consideration of local and regional impacts..." nor do they adequately explain why there should be any *extraordinary* opportunity for comment by the public or governmental entities. It is just this sort of endless public process and consensus building exercise that has put the Puget Sound region 25 years behind the Portland, Oregon Metro area in implementing light rail. I urge the Board to simply proceed with its evaluation of GNP Rly's petitions and proposal using your normal review procedures and time lines. I am confident that Redmond, Woodinville and King County will ultimately benefit from having their national rail system connection restored by GNP.

By this letter of comments, I also respectfully notify STB that I would like to be a party of record for the purpose of tracking and further commenting on the subject proceedings. Please keep me informed of the progress of your review, and of any local hearings that may be scheduled.

Thank you for the opportunity to comment on these petitions now before the Board.

Sincerely,



Ernest F. Wilson, PLS

copy: John Marchione, Mayor of Redmond  
Redmond City Council  
Chuck Price, Mayor of Woodinville  
Hon. Dow Constantine, King County Executive  
Hon. Jay Inslee, US Congressional Representative

# The Redmond Central Connector



Summary of Public  
Input on the Draft  
Design  
January 2011  
Final Report

February 7, 2011

Prepared by:  
Norton-Arnold & Company



#

## Table of Contents

PROJECT OVERVIEW .....	1
PUBLIC MEETING OVERVIEW .....	2
WRITTEN COMMENTS .....	3
APPENDIX A – DRAFT DESIGN PRESENTATION	
APPENDIX B – POSTCARD	
APPENDIX C – VERBATIM COMMENTS	
APPENDIX D – POST-MEETING COMMENTS	

## PROJECT OVERVIEW

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In June 2010, the City of Redmond acquired the Redmond section of the former Burlington Northern Santa Fe (BNSF) Corridor. The Redmond corridor is 3.89 miles long and runs from the end of King County's East Lake Sammamish Trail, just west of the SR 520/SR 202 Interchange and east of Bear Creek, to Northeast 124th Street. The City has planned for the acquisition of the corridor for nearly a decade. During the 2002 Transportation Master Planning process, the acquisition of the corridor was ranked highly by community members. In 2004, the City adopted comprehensive planning policies to support the many possible uses of the corridor, including:

- Developing a regional trail
- Improving the corridor's aesthetic appeal through park and art amenities
- Celebrating the history of the railroad
- Accommodating Sound Transit's planned light rail
- Providing better transportation connections
- Providing for utility needs (a downtown Stormwater Trunk Line will be constructed in 2011), and accommodating other regional utility needs like King County and PSE, etc.

The City is in the middle of a planning process to convert the corridor to a regional trail. The project will be planned and coordinated to achieve all of these policies and to take advantage of the extremely unique opportunity to convert miles of unused space into a corridor that integrates a trail, open space, and art into the community as a whole and creates a new and exciting entry to downtown. The City expects the trail will be highly used, similar to the downtown section of the Sammamish River Trail. The City's goals for this project are to:

- Create an award winning park/trail corridor and successful community gathering places
- Achieve iconic, interactive art
- Establish downtown Redmond as a destination
- Enhance the economic vitality of Downtown
- Link the corridor to Central Park and other downtown attractions

The City has held three public meetings to provide information and to obtain public input on the master plan and design. This report summarizes the results of the third public meeting. The report from the first public meeting can be found on the City's website, at [www.redmond.gov/rcc](http://www.redmond.gov/rcc).

## PUBLIC MEETING OVERVIEW

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The draft design public meeting was held on Thursday, January 27, 2011 from 6:00 to 8:30 p.m. at the Redmond City Hall. Approximately 80 people attended the meeting, which was staffed by representatives of the City of Redmond and the Berger Partnership consultant team.

The meeting consisted of the following elements:

1. A **sign-in table** where participants signed in and picked up comment forms; sign-in table staff informed attendees about the format of the meeting and how they could participate.
2. A **presentation** where participants heard about the draft design and how it was developed. The presentation is provided in Appendix A of this report.
3. An **open house** where participants viewed and commented on a large roll plot of the draft design and on information provided by the separate but related Trolley Feasibility Study.

The input gathered at this event will be used by the consultant team to finalize the design for the Redmond Central Connector. The team will present the refined design to the City Council, which is anticipated to occur in May 2011.

### Outreach and Advertising

The City of Redmond conducted a number of outreach activities to inform the public about the public meeting. These consisted of:

1. Mailing a postcard to all residential and business addresses within the City (approximately 26,200 postcards were mailed); the postcard is included in Appendix B of this report.
2. Posting event information on the project web site.
3. Sending an email to Commissioners, Council Members, BNSF Interested Parties Email List, and Parks and Receptions Interested Parties.
4. Distributing a press release to the 425 Magazine, Associated Press, Redmond Reporter, Redmond Neighborhood Blog, Seattle Times, Daily Journal of Commerce, Municipal Resource Service Center (MSRC), Redmond News Daily (blog), KOMO News Blog, SeattlePI.com, and the Redmond Blog.
5. Conducting outreach to groups and organizations, including the Chamber of Commerce and Cascade Bicycle Club.
6. Utilizing social media, including blogs, forums, and Facebook pages.

## WRITTEN COMMENTS

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Participants provided written comments in three different ways: on the large roll plots of the design concepts; on comment forms; and in emails written after the public meeting. Public comments were accepted between January 27, 2011 and March 10, 2011.

One comment was made on the roll plot, seven comment forms were received at the public meeting, one comment form was received after the meeting, and four emails were received after the meeting. The verbatim comments from the public meeting are provided in Appendix C of this report. The comments received via email after the public meeting are in Appendix D.

In general, meeting participants were very pleased with the design and with the plan to focus on final design and construction of the downtown section in the short term. Specifically, participants supported the vision for downtown: mixed use, two-way streets, the Central Connector trail, and light rail.



While there were very few comments, they echoed previous comments which supported making the trail fit with Redmond's character, generous green space, and celebrating Redmond's heritage.

Comments received after the meeting tended to focus on specific elements of the project, and the trolley study. These comments included:

- Using the trail to actively interpret the area's heritage and to display heritage resources.
- Concern about light rail integration with the trail, specifically with light rail being at grade.
- Concern about the City's ability to support a tourist trolley

## COMMISSION AND COMMITTEE COMMENTS

---

The Parks and Trails Commission provided the following comments:

- We should collaborate with the historical society on the plan.
- We are not interested in the trolley, and definitely don't want the trolley subsidized by taxpayers. We are concerned about people visiting wineries and then returning to Redmond on the trolley, and then driving home. We believe this project should be headed up by the Chamber of Commerce, not the City.
- We are concerned about how the station area looks in the interim, and don't really like the idea of a real looking platform with no train.

The Pedestrian Bicycle Advisory Committee provided the following comments:

- Need to have clear vision of where the trail goes at intersections and in plaza areas, especially when Sound Transit comes to Downtown.
- Design features need to control pedestrian/bicycle flow rather than paint and signs.
- Like Santa Monica 3<sup>rd</sup> Ave Promenade, and Lynden in the Netherlands, Spokane Riverfront Park trail, Vancouver, WA trail.
- Consider separating sections of trail with a hedge
- Can we add bicycle lanes or facilities on 76<sup>th</sup>?
- Need signage along trail showing pedestrians where to go for food, entertainment off the trail
- Clear street names, signs or embedded in pavement
- Kiosk somewhere at trail junctions in conjunction with the Chamber to show map of local businesses and encourage people to wander off the trail.
- Add Wifi along the trail to encourage people to hang out on the trail, create place
- Smart tag technology on signs – app for wayfinding
- Sound garden
- Ramp to river needs to be ADA accessible
- Need bike parking throughout corridor.

# APPENDIX A: DRAFT DESIGN PRESENTATION

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**Community Meeting #3**

**Master Plan Development  
January 27, 2011**

**By Carolyn Hope, Senior Planner**

**Guy Michaelsen  
Dave Knight  
The Berger Partnership**

**Brad Tong  
SOJ**

### What we've been doing...

#### Master Plan 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 master plan detail

## Sammamish Valley Study Area

- Long-term development
- Less master plan 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

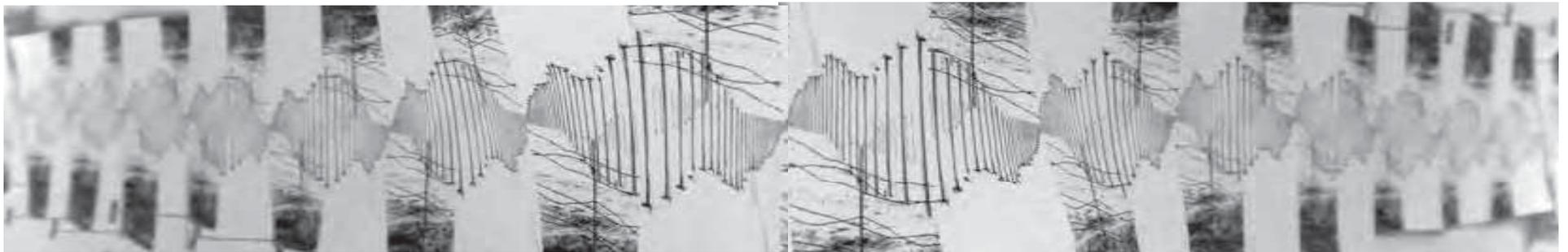
...fluctuations

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

**Downtown:**

**Redmond Central Connector Master Plan**

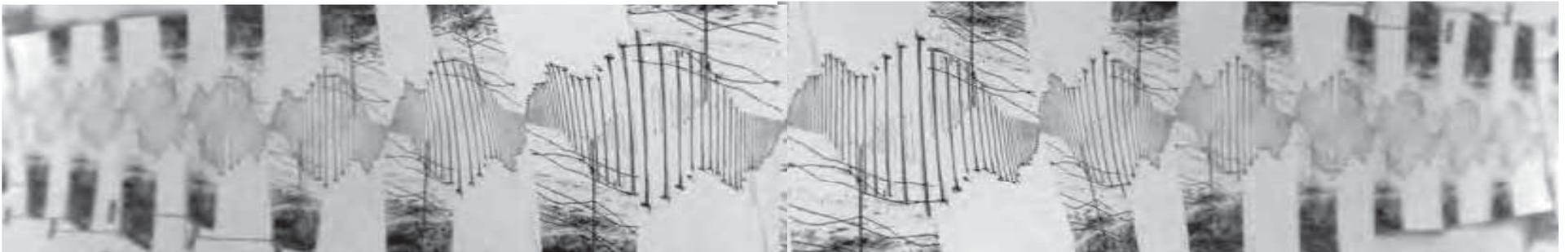
**Fluctuations**



## Fluctuations

### Strengthening Redmond as...

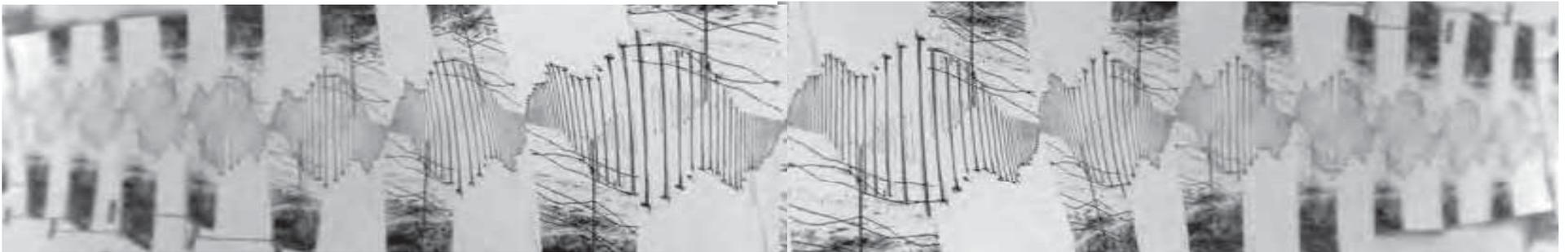
- **An increasingly urban community / A city strongly connected to nature**



## Fluctuations

### Strengthening Redmond as...

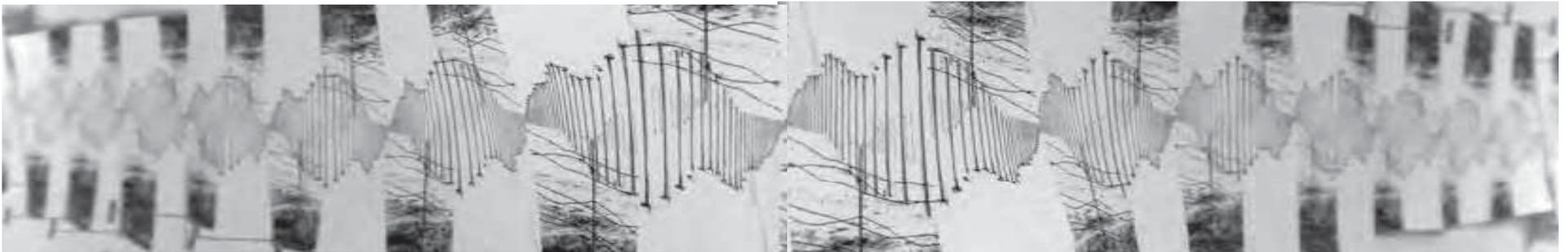
- **An increasingly urban community / A city strongly connected to nature**
- **A small town rooted in history / A forward looking city shaping the world**



## Fluctuations

### Strengthening Redmond as...

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

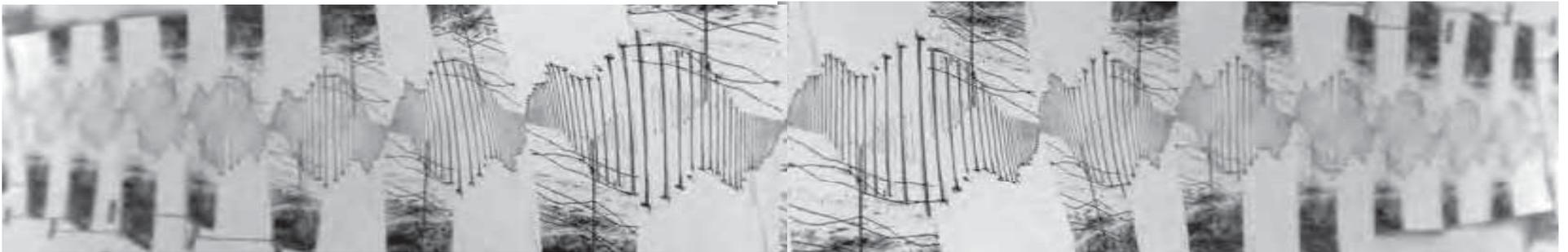


Creating an experience that balances....

## 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?



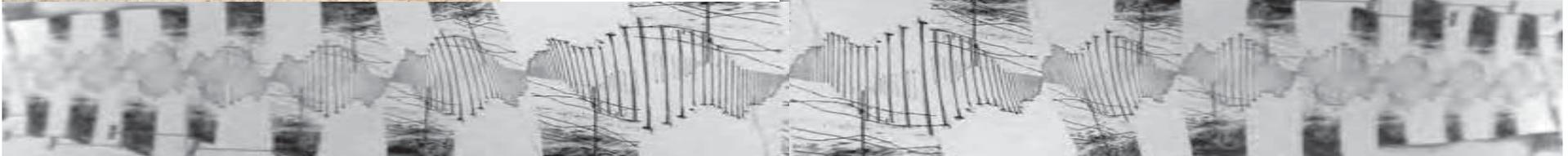
# Corridor Elements:

## Redmond Central Connector Master Plan

Fluctuations...a series of repeating spaces and elements



Ties



Landings

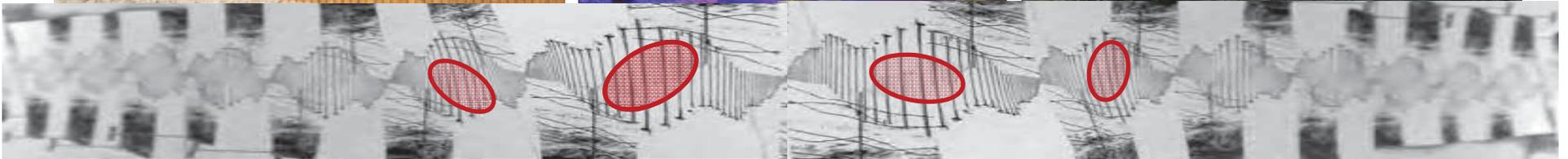


Islands & Eddies

# Corridor Elements:

# Redmond Central Connector Master Plan

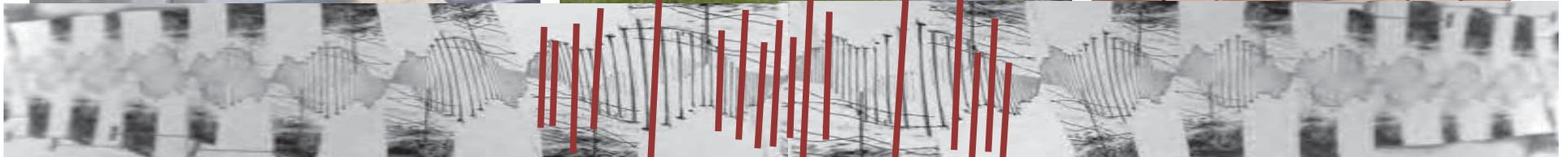
## Fluctuations...Landings



# Corridor Elements:

# Redmond Central Connector Master Plan

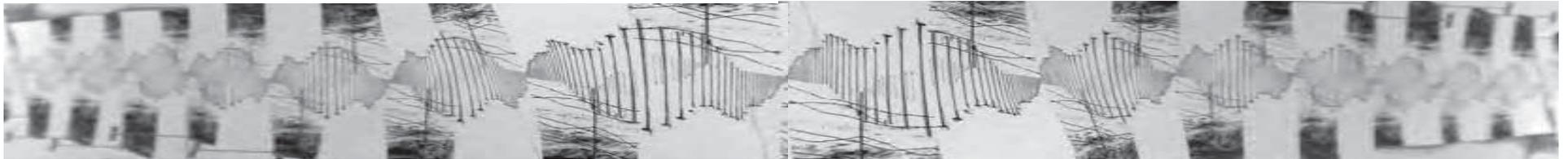
## Fluctuations...Ties



## Fluctuations...Islands & Eddies



## Fluctuations



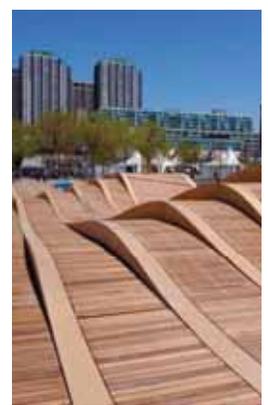
## Downtown Study Area



- **Near-term development**
  - **161<sup>st</sup>, 164<sup>th</sup> (DEWCS)**
- **Stormwater trunkline (and site restoration)**
- **Adjacent developments**

## Downtown Study Area

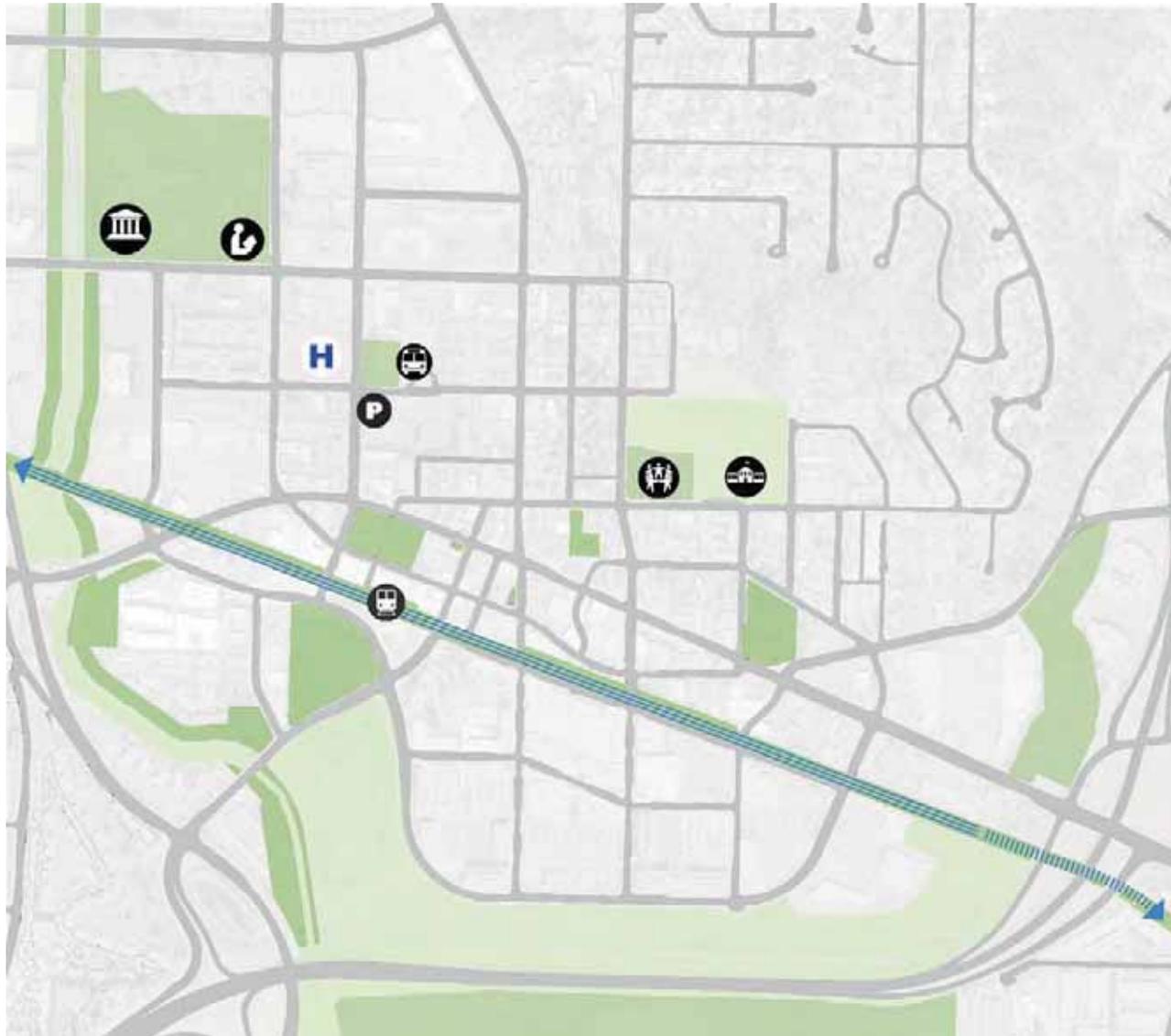
- A trail to downtown, through downtown, and a destination for downtown...an urban trail
- A trail that is as much about culture, experience, and art as it is about physical connections



# Downtown:

# Redmond Central Connector Master Plan

A catalyst for connections:



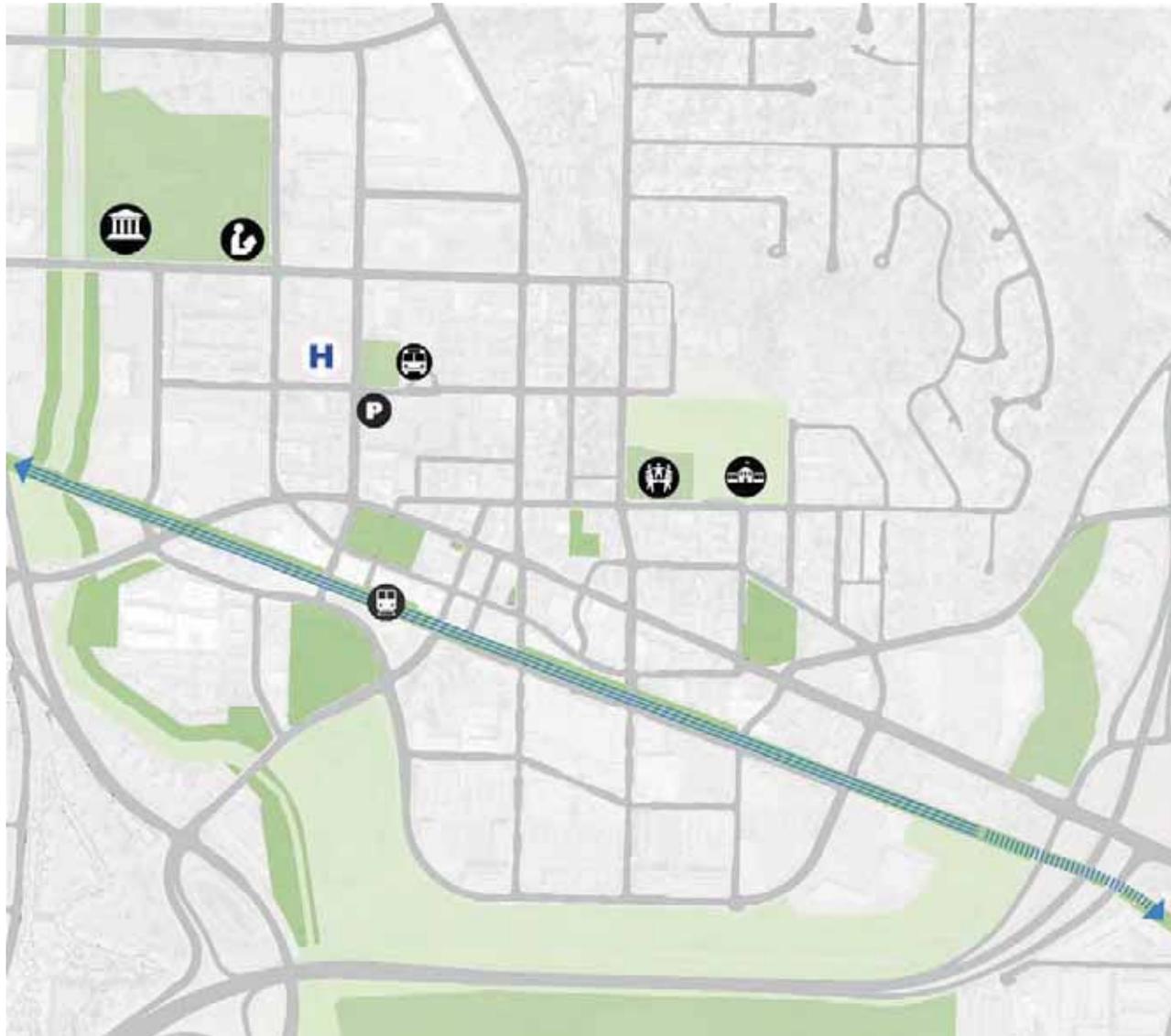
## A catalyst for connections: Shared Streets & Mid-block Connectors



# Downtown:

# Redmond Central Connector Master Plan

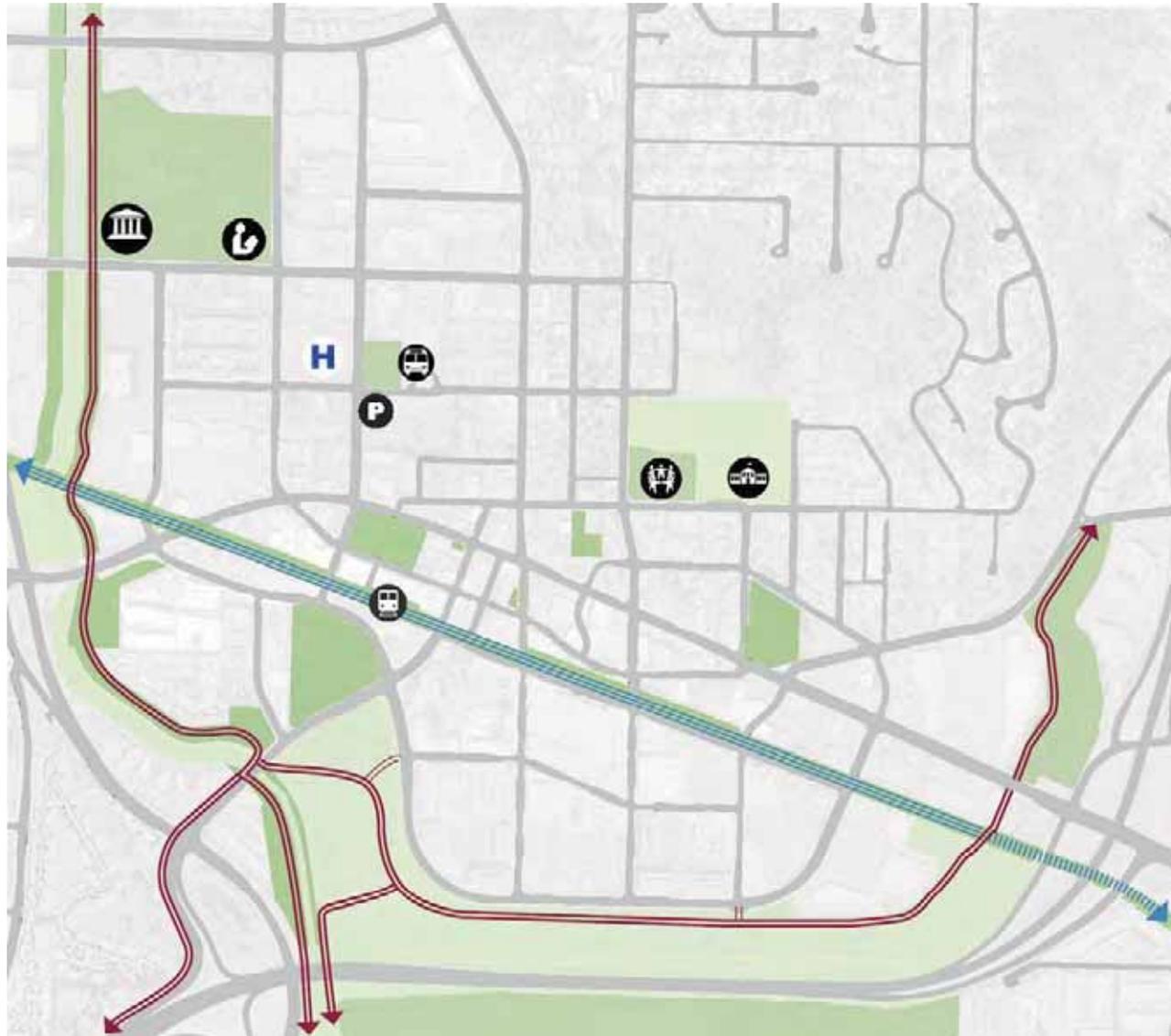
Supplemented by other connections:



# Downtown:

# Redmond Central Connector Master Plan

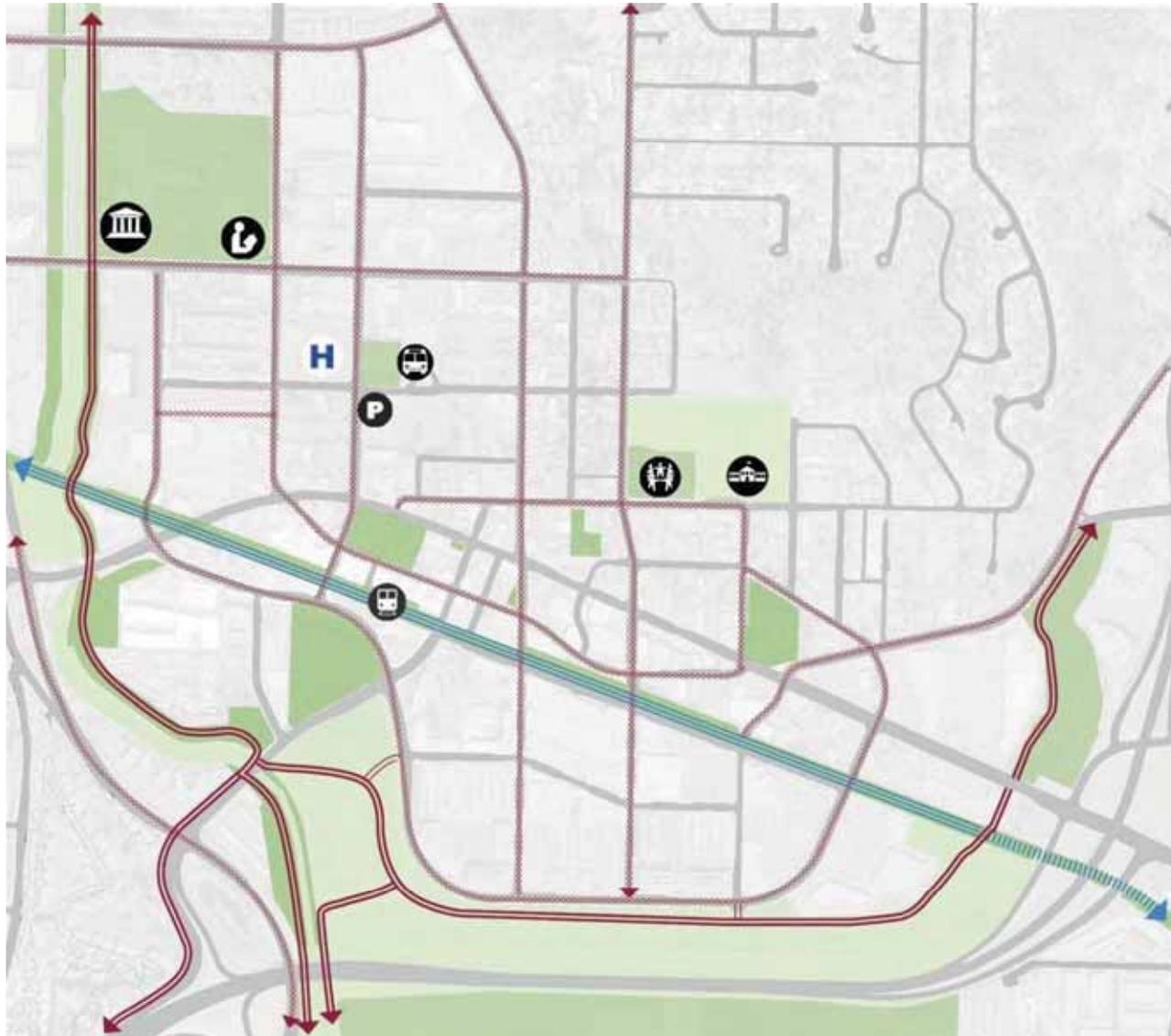
Supplemented by other connections: **Sammamish and Bear Creek Trails**



# Downtown:

# Redmond Central Connector Master Plan

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



# Downtown:

# Redmond Central Connector Master Plan

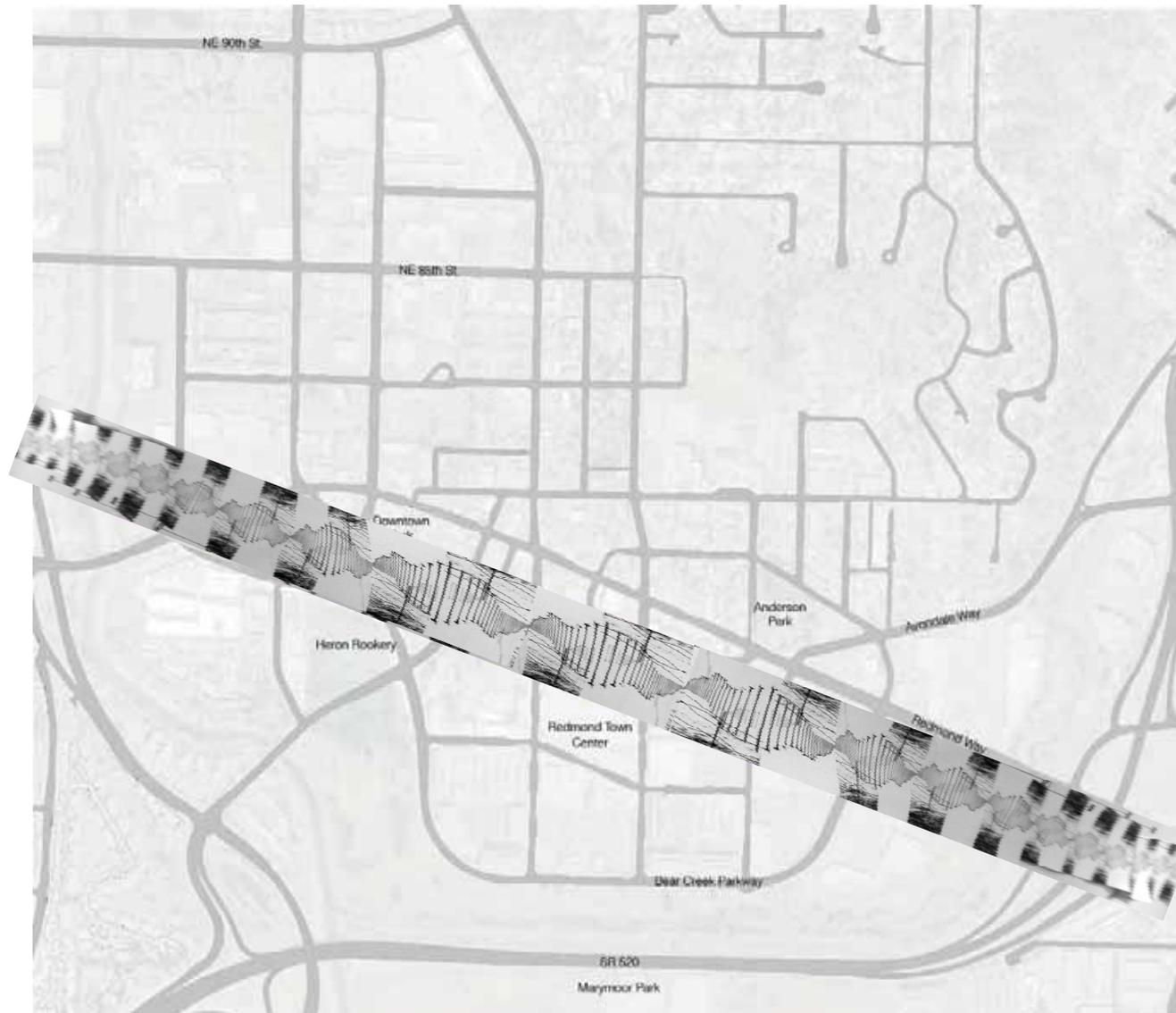
**A series of different zones...multiple blocks and landings**



# Downtown:

# Redmond Central Connector Master Plan

**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 76<sup>th</sup> (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



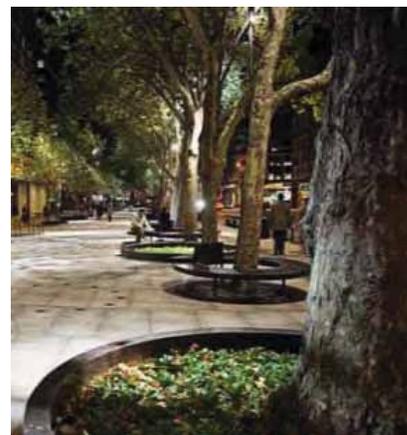
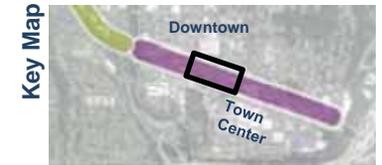
Key Map



# Walking Downtown:

# Redmond Central Connector Master Plan

## Station & Promenade



# Walking Downtown:

# Redmond Central Connector Master Plan

## Station: Design Elements



Eddies

Landing

Ties

Islands

Mid-Block



# Walking Downtown:

# Redmond Central Connector Master Plan

## Station: Trail Zone



# Walking Downtown:

## Redmond Central Connector Master Plan

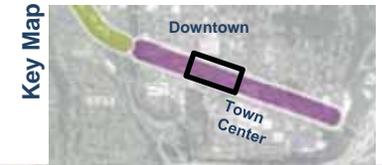
Mid-Block Connections...it's a plaza with vehicles, not a street...



# Walking Downtown:

# Redmond Central Connector Master Plan

## Station & Promenade – Long Term

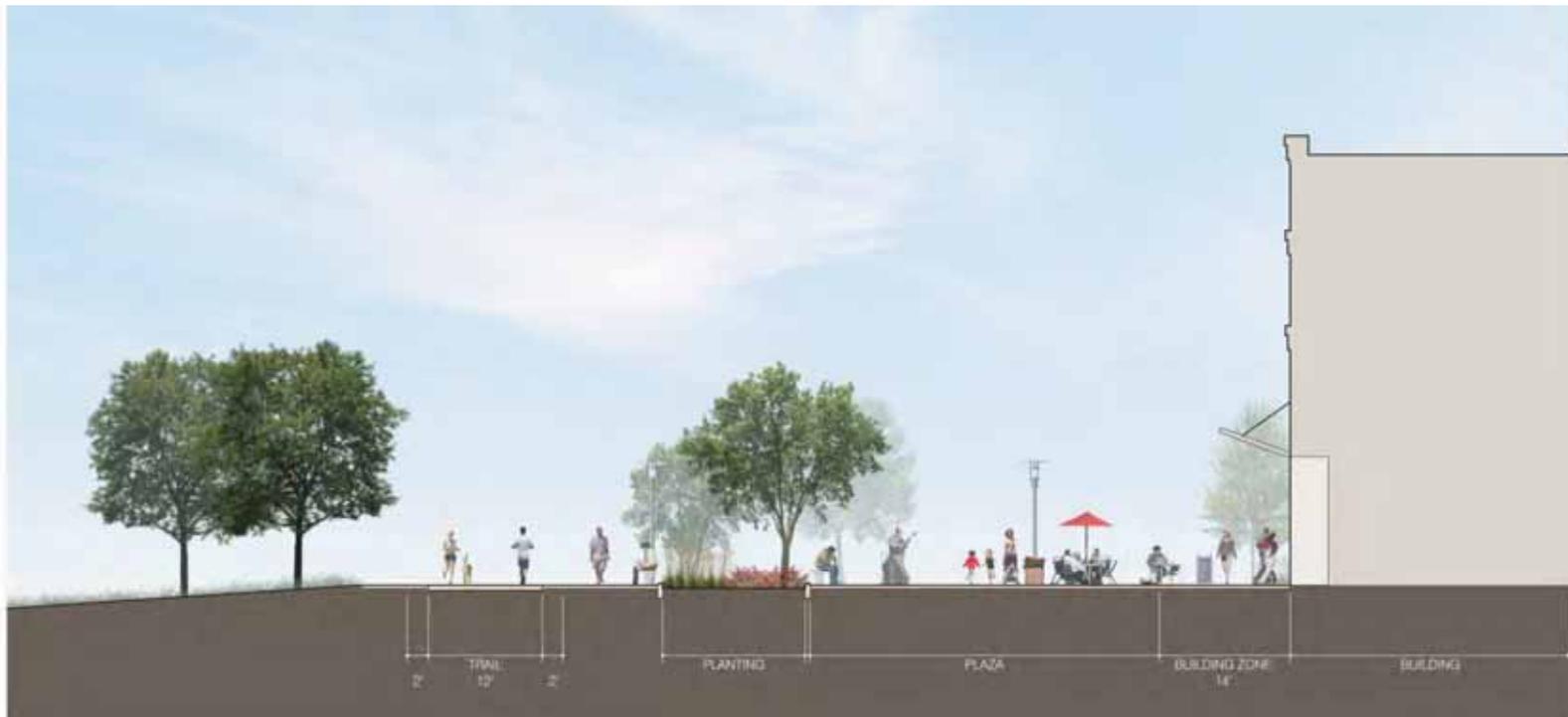


# Walking Downtown:

# Redmond Central Connector Master Plan

## Station & Promenade: Near Term Section

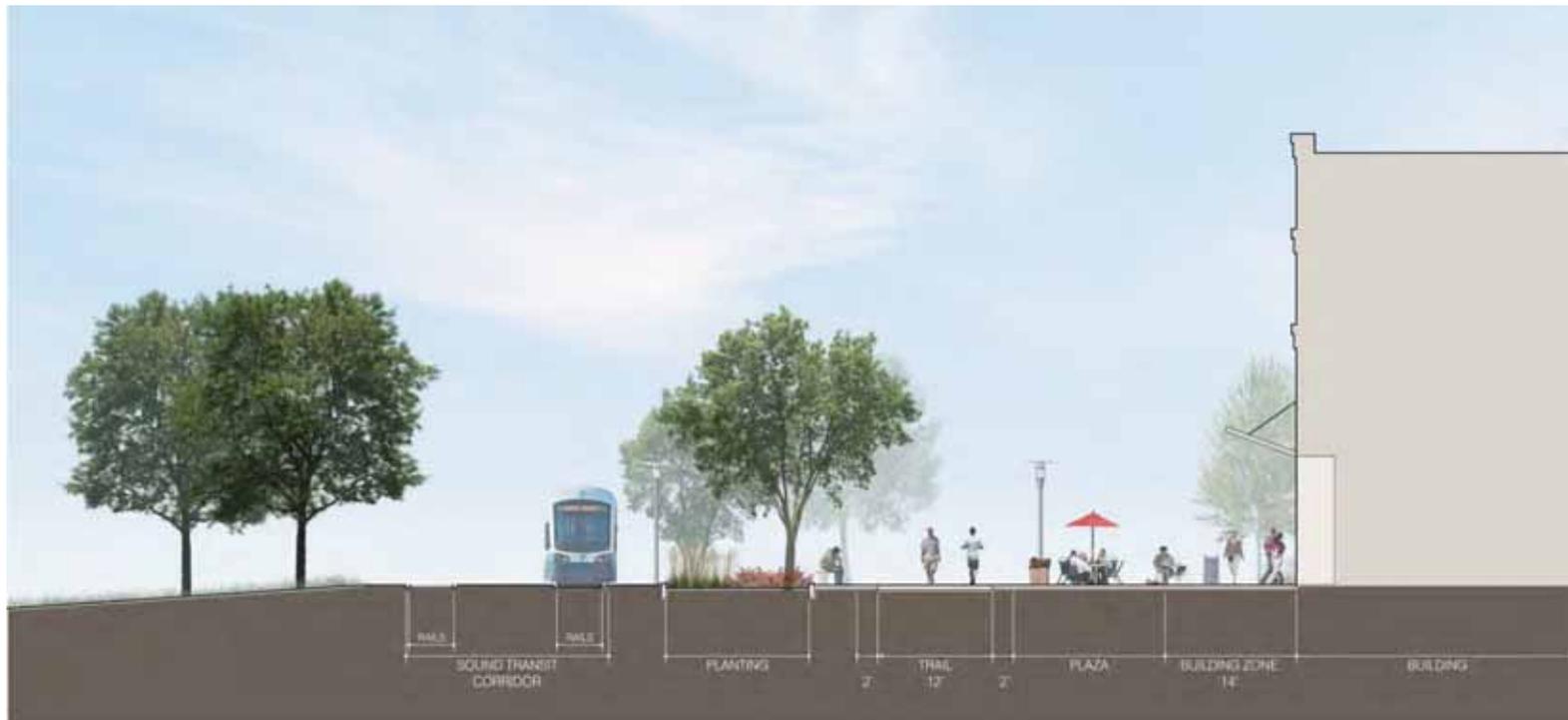
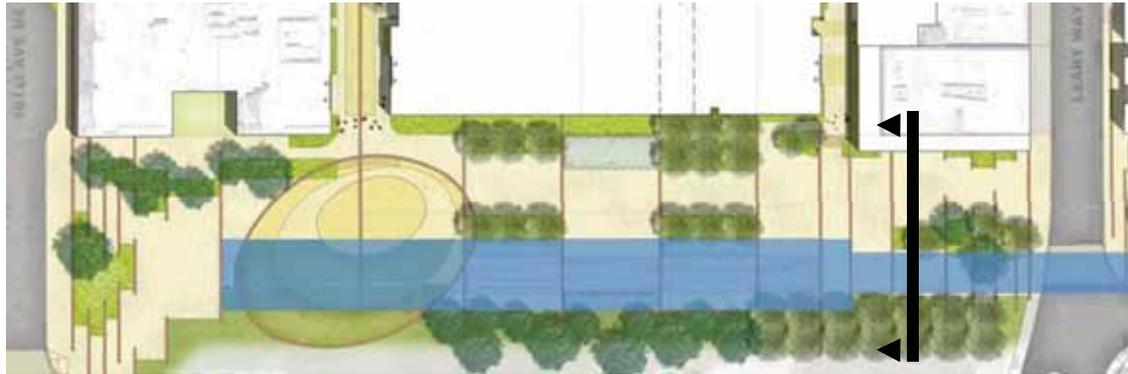
Key Map



# Walking Downtown:

# Redmond Central Connector Master Plan

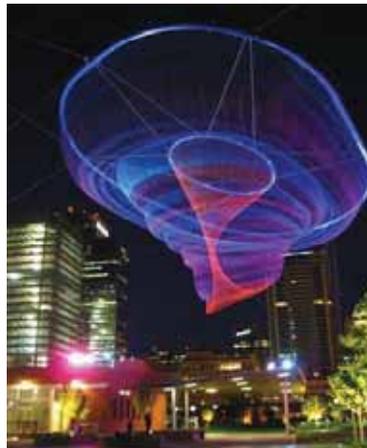
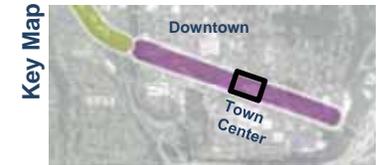
## Station & Promenade: Near Term Section



# Walking Downtown:

# Redmond Central Connector Master Plan

## Open Space – Near Term



# Walking Downtown:

## Redmond Central Connector Master Plan

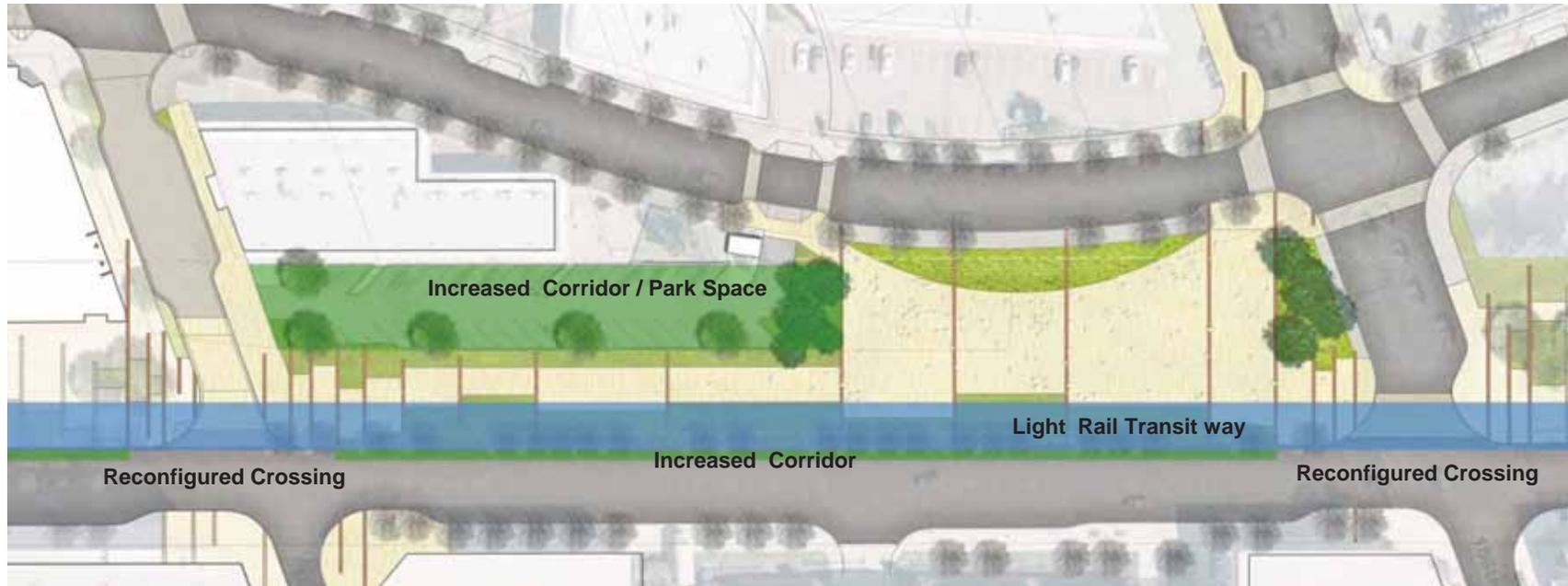
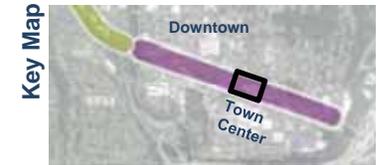
Secondary Through Streets...a “slow zone” with people, bikes and cars



# 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:

# Redmond Central Connector Master Plan

## Bear Creek – Near Term



# Walking Downtown:

# Redmond Central Connector Master Plan

## Bear Creek – Long Term



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



### Sammamish Valley Study Area



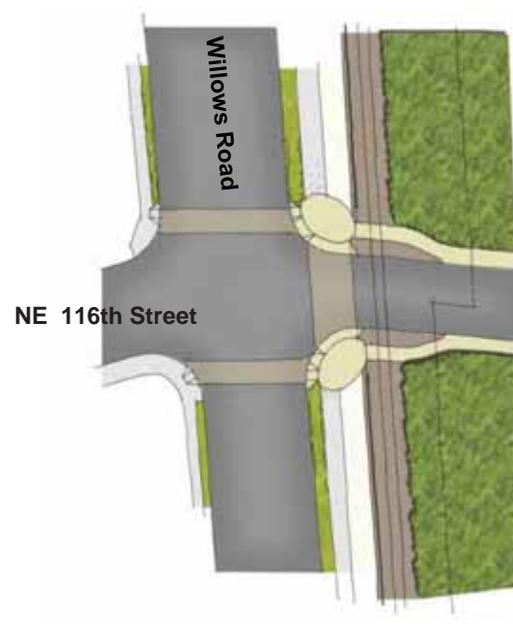
- More typical trail (compared to Downtown Study Area)
- Longer term development
- Currently developing studies with and without retaining tracks

## Sammamish Valley Study Area (at NE 116<sup>th</sup> Pinch Point)



### Trail w/o Railroad Tracks

- 12' Paved Trail with adjacent Soft Trail
- 12' Paved Trail with separated Soft Trail



### Trail with Railroad Tracks

- Westside Alignment
- 12' Paved Trail with adjacent Soft Trail
- Vegetation buffer
- Reconfigured (Reduced) Willows Road



### Trail with Railroad Tracks

- Eastside Alignment
- 12' Paved Trail with adjacent Soft Trail
- Vegetation buffer
- Reconfigured (Reduced) Willows Road



# The Full Corridor:

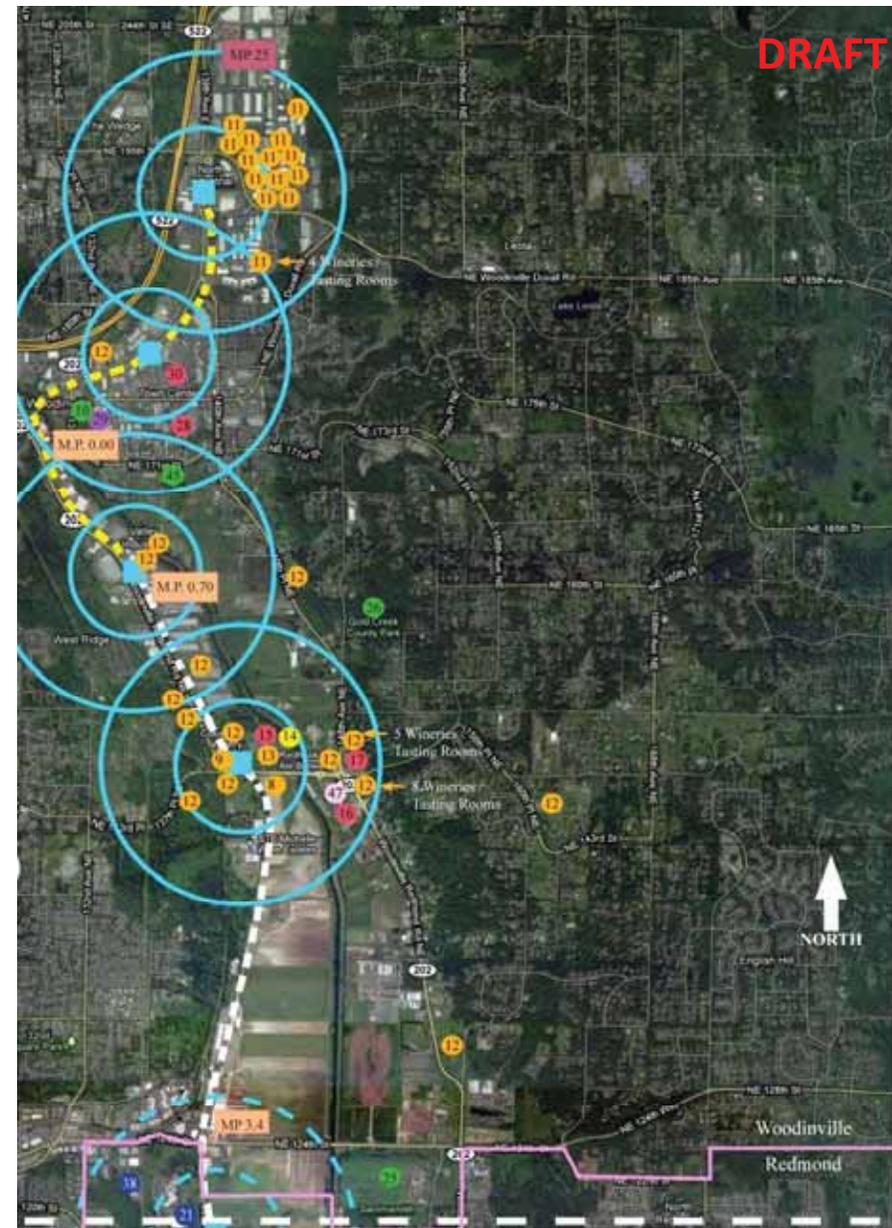
# Redmond Central Connector Master Plan

## Trolley Feasibility Study

### Objectives

- Route
- Safety & Regulatory
- Demand & Demographics

#### Woodinville - Redmond Trolley Map Key



**WOODINVILLE**

# Redmond Central Connector Master Plan



**EXISTING CONDITIONS**



**Vintage (or Replica)**



**Modern**

**Vehicle types**



**WILLAMETTE SHORE, OR**



**ASTORIA, OR**



**Sample Tourist Trolley Systems**

## Questions

**Of the more detailed design presented for Downtown, which area do you think is priority of implementation?**

**Of the ideas or spaces presented, which do you feel is most “Redmond” in character?**

**What additional ideas or details would you like to see incorporated into the Connector Masterplan**

Redmond Central Connector Master Plan

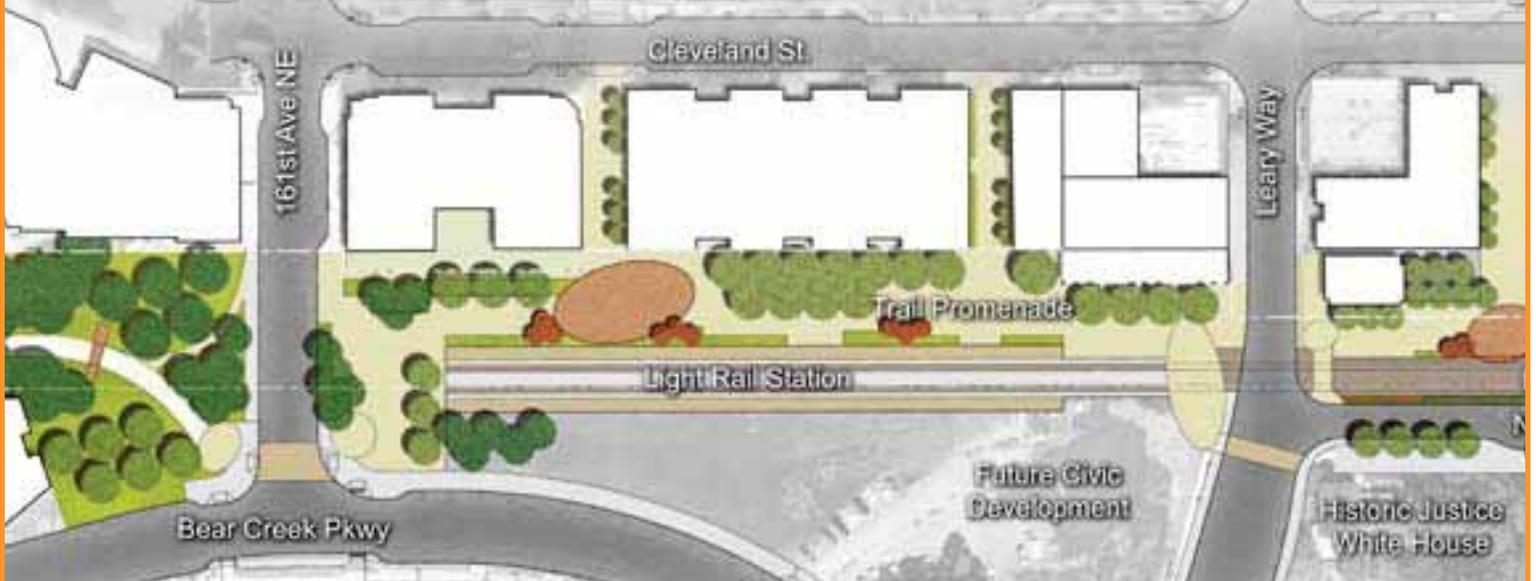


# APPENDIX B: POSTCARD

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# REDMOND CENTRAL CONNECTOR

## REVIEW DRAFT DESIGN



JANUARY 27, 2011

6:30 TO 8:30PM

REDMOND CITY HALL

# REDMOND CENTRAL CONNECTOR

## REVIEW DRAFT DESIGN



JANUARY 27, 2011

6:30 TO 8:30PM

REDMOND CITY HALL

THE CITY HAS INCORPORATED COMMENTS FROM CITIZENS AND STAKEHOLDERS INTO A DRAFT DESIGN FOR THE REDMOND CENTRAL CONNECTOR. PLEASE COME REVIEW THE DRAFT DESIGN AND PROVIDE FEEDBACK ON THIS 4 MILE CORRIDOR THAT INTEGRATES PARK • TRAIL • ART • RAIL AND MORE.

**JANUARY 27, 2011**

**6:30PM TO 8:30PM**

**REDMOND CITY HALL**  
*15670 NE 85TH ST., REDMOND*

If you are unable to attend the meeting, the design concepts will be posted to the document library on the project website [www.redmond.gov/rcc](http://www.redmond.gov/rcc) from Jan 27 to Feb 9 to allow for public written comment.

For more information, or to provide written comments, please contact the Project Manager, Carolyn Hope at 425.556.2313 or [cjhope@redmond.gov](mailto:cjhope@redmond.gov)



The City of Redmond  
Parks & Recreation  
PO Box 97010  
Redmond, WA 98073-9710

PRSR STD  
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Services Inc.

E C R W S S  
**Postal Customer**

THE CITY HAS INCORPORATED COMMENTS FROM CITIZENS AND STAKEHOLDERS INTO A DRAFT DESIGN FOR THE REDMOND CENTRAL CONNECTOR. PLEASE COME REVIEW THE DRAFT DESIGN AND PROVIDE FEEDBACK ON THIS 4 MILE CORRIDOR THAT INTEGRATES PARK • TRAIL • ART • RAIL AND MORE.

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US Postage  
**PAID**  
JR Mailing  
Services Inc.

E C R W S S  
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## APPENDIX C: VERBATIM COMMENTS

---

## The Redmond Central Connector

### Comment Forms Received at January 27 Draft Design Event

A total of seven forms were received. Where the comments are numbered they follow the three questions on the comment form.

#### **Comment Form #1**

- Photographer was very distracting!

#### **Comment Form #2**

1. Future light rail station
2. Areas closest to Leary, Sammamish River, and Bear Creek
3. Signage/art that celebrates Redmond's heritage, especially rail. 2012 is the City's centennial so first mile of corridor, if done in 2012, should incorporate the 100<sup>th</sup> anniversary.

#### **Comment Form #3**

1. Short-term priority is the trail from Bear Creek to the Sammamish River.
2. River trail with enhancements is homegrown "Redmond."
3. Observation platform would be nice at the east end of the trail where people could observe riparian life and salmon.

#### **Comment Form #4**

1. I live in the Red 160 Apartment building and find myself walking around Redmond a ton. I've noticed a lot of lavender and pink-flowered strawberry plants used around the area- I hope this trail continues the trend!
2. The Antique Trolley looks way better than the modern trolley.
3. Are there going to be any public mailboxes in this plan? I don't need one but I did at my last apartment so it's best not to assume. Small thing though.

#### **Comment Form #5**

3. I'd like to see more information regarding the parking that will be removed at ½ Price Books, Matador, Cleveland Mall (south) to accommodate more green space. Are there some downtown parking garages planned but weren't talked about in tonight's presentation?

### **Comment Form #6**

- I do not like the colored net floating in the sky. I do not want to see it all of the time. I could see it from my house and there are enough lights. I wonder if this would become a bird catcher.

### **Comment Form #7**

1. This is a really good project.
2. Beautiful town city of Redmond that looks like West and East making for a Renaissance culture.
3. Thank you for planning effort.

### **Roll Plot Comment #1**

- Include a salmon viewing platform at Bear Creek.

## APPENDIX D: POST-MEETING COMMENTS

---

# The Redmond Central Connector

## Draft Design Comment Form

Please share your feedback on the draft design for the Central Connector.

All comments are welcome, but we are particularly interested in your responses to the following questions:

1. Of the more detailed design presented for Downtown, which area do you think is priority of implementation?
2. Of the ideas or spaces presented, which do you feel is most "Redmond" in character?
3. What additional ideas or details would you like to see incorporated into the Connector Masterplan.

1) Areas adjacent to Redmond Town Center, where there are the most pedestrians

3) • Plan for parking near (within 1-2 blocks) of the light rail station  
• Include covered areas - like the pavilion at the downtown Kirkland beach - that can be used during inclement weather & as a focal point  
• Is separating bike traffic from pedestrians a concern?  
• Links to the Sammamish River Trail were not addressed

For more information please go to:

<http://www.redmond.gov/rcc>

Please put completed comment forms in our "Comment Box", mail them to the address on the back of the comment form, or email your comments to [cjhope@redmond.gov](mailto:cjhope@redmond.gov)



Fold here



Ms. Sheri Sanders  
17739 NE 101st Ct.  
Redmond, WA 98052-3290

SEATTLE WA 980

29 JAN 2011 PM 3 L



RECEIVED

JAN 31 2011

CITY OF REDMOND  
PARKS PLANNING

Carolyn Hope  
Senior Park Planner  
City of Redmond - MS 4NPK  
PO Box 97010  
Redmond, Washington 98073-9710

98073-9710



Fold here

Tape closed

APP D email Richard Anderson

From: R Anderson [mailto:barneyandsmith@gmail.com]  
Sent: Thursday, January 27, 2011 9:36 PM  
To: Carolyn J. Hope  
Subject: Redmond Central Connector comments

Dear Carolyn:

Thanks for taking the time to talk with me earlier this evening. Here are my comments:

Heritage Interpretation -

I offered comments at the kickoff meeting last summer that heritage interpretation is an important and desirable element. I think this should be real historical interpretation using real artifacts and/or photos as opposed to an artistic impression of history. Redmond's early history was shaped by the railroad, logging and agriculture, and this project is an excellent opportunity to bring them into the public's consciousness. Possible partners could include Culture, the Northwest Railway Museum, Eastside Heritage Center, and the Redmond Historical Society. Please consider the idea of a large object exhibit - such as an early 20th Century wood boxcar - housed in a shelter. I've attached a photo as an example. Cars like this were used to ship everything imaginable in and out of Redmond: manufactured goods, grain, finished lumber, and even automobiles were shipped in boxcars.

Heritage resources -

Much of the track and rail in the corridor has been replaced within the last 50 years. However there are several sections of track where some of the original rail appears to be in place. This is easily identifiable as it is typically much smaller than the other rail (about 4 inches tall) and should have roll dates visible on the web of the rail of 1887 or so.

Grading concern -

I note that the Brown Street extension across the BNSF right of way has removed the track and lowered the grade. So the new roadway grade looks like it will be about 16 inches lower than the existing top of rail. I realize that light rail may be 10 or more years away but I think the grade requirements should be considered now so that major roadway reconstruction isn't required to add light rail. In short, there should be a consistent grade from Bear creek to the railroad bridge over Redmond Way. Railroad track - even light rail - can't change elevation quickly so if you plan your grades now, there will not be any expensive regrading later!

Trolley study -

I hope you will consider a trolley system using historic cars or reproductions; 20 MPH should be realistic and easily achievable. If Redmond chooses rails & trails, it will add a unique and functional connection between Woodinville's tremendously successful wineries and downtown Redmond.

Regards,  
Richard R. Anderson

APP E\_RE Feedback regarding RCC

From: Harvinder Singh [mailto:hsingh2000@hotmail.com]  
Sent: Wed 2/2/2011 3:38 AM  
To: Carolyn J. Hope  
Subject: Feedback regarding RCC

Hello

I was looking at the .pdf of the RCC Public meeting 01/27/2011. I have concerns regarding your plan addition of the trolley. I do not feel that population of Redmond is large enough to make it worthwhile to put a trolley. I am afraid that it will end up becoming a continuous drain on public finances? Why is trolley better than having a bus service? How far along is the plan for the trolley?

Thanks  
Harvinder  
7906 150th CT NE  
Redmond, WA 98052

App E\_RE Redmond Central Connector - Comments

From: Gundersen, Hans [mailto:hans.gundersen@rhmr.com]  
Sent: Wednesday, February 02, 2011 4:30 PM  
To: Carolyn J. Hope  
Cc: MayorCouncil  
Subject: Redmond Central Connector - Comments

I attended the open house at Redmond City Hall on 1/27/11 on the draft design of Redmond Central Connector. Thank you for a very nice and informative displays and presentation. I am very pleased with the outcome as far as space utilization goes, and how the space both integrates and connects existing and future development. However, I believe the approach taken to incorporate future Light Rail was less appealing, and the idea of a future "wine district trolley" to be a folly.

Let me explain:

Light Rail should not be confused with "street car" – a completely different purpose and objective in terms of frequency of stops, speed of travel and total distance from end to end station. Light Rail competes with cars for longer distance travel. If we lay the tracks in the street – like in Rainier Valley – we make Light Rail subject to the same traffic congestion challenges other surface transportation options face. If we lay the tracks at grade along streets, we face similar challenges from all cross streets. In both cases Light Rail will lose its inherent competitive advantage – get people out of cars and onto rails, and move them significantly faster than congested surface traffic.

Light Rail will use much of the Connector's open space. Therefore, the tracks should be laid either below grade – in a trench with a lid at grade that allows for green space and trails above, or elevated above grade with green space and trails below at grade. This will alleviate most traffic congestion problems. Only in more rural or suburban areas with very few streets crossing the tracks – and those are projected to maintain very low traffic volumes – should Light Rail tracks be laid at grade along streets. The planned storm water project along the Connection corridor should be incorporated into a future below grade Light Rail solution. Any "End Station" of Light Rail is only a temporary term. Whether currently in any Sound Transit plan or not, the Downtown Redmond Station will likely become the starting point for an extension along the existing tracks to Woodinville – and could one day end in Monroe.

Allowing a "wine district" trolley to use existing tracks temporarily to serve a tourist market is in my view the equivalent of issuing a building permit for a temporary, six-story office building right in the future tracks' path. Permitting construction of such an obstacle to future expansion of Light Rail is unwise – to put it mildly. Rather than investing in existing track upgrades, stops, signals, safety equipment and the trolleys themselves, why not start a King County Metro bus service that could cover a scheduled winery loop on weekends. This would require a minimum of investments and operating costs probably comparable to trolley service. The wineries would likely contribute to defray the bus' operating costs to increase their business volume and keep fare rates low for tourists. This option could become operational much faster than any trolley could.

A bus solution is clearly not as quaint as an old style trolley, but the long term stakes are high. This region desperately needs one regional rail based transportation system. Let us keep a clear vision of what that might look like, and not clutter its progress with "temporary" obstacles.

There is nothing as permanent as the temporary – if there is no supporting constituency at the outset; one most surely will evolve, who will fight tooth and nail to preserve the "temporary".

Kind regards  
Hans M. Gundersen  
Redmond, WA

APP D email Tatiana Zabokritski

From: Tatiana Zabokritski [mailto:tatiana\_z3@hotmail.com]  
Sent: Wednesday, February 09, 2011 6:08 PM  
To: Carolyn J. Hope  
Subject: Redmond Central Connector comments

Hi Carolyn,

I'm pretty impressed with your design. I wanted to comment on the art aspect.

I have two ideas:

1. If we can get some permanent glass installation by Dale Chihuly it will make Redmond a destination for glass art lovers and tourists. And I'm sure it'll look beautiful.
2. Microsoft and high-tech industry is a big part of Redmond. I think we need some sculpture of a geek in the city to emphasize this.

If you could incorporate any of these ideas into your design it would be great.

Thank you,  
Tatiana

APP D email Karen Nagata

From: Karen Nagata [mailto:kk\_nagata@hotmail.com]  
Sent: Sunday, February 06, 2011 10:32 PM  
To: Carolyn J. Hope  
Subject: Redmond Central Connector

Thank you for your efforts in bringing the Light Rail to Redmond.

I may have already e-mailed you--sorry if this is a repeat. One major concern: the lack of parking near the terminus of the light rail station (there is a spot for Future Civic Development which could also incorporate parking). The parking lot at the Redmond bus terminal is pretty well-full at peak times and once tolls go into effect, I'm sure that will be at overflow levels. Hopefully, something is being planned to add additional spaces and long-range, other parking structures.

Thank you.

Karen Nagata

APP D email K Bae

From: K Bae [bkyrok71@yahoo.com]  
Sent: Sunday, January 23, 2011 5:29 PM  
To: Carolyn J. Hope  
Subject: Comment: Draft Design of Redmond Central Connector Light Rail Station

To whom it may concern:  
I live at 16141 Cleveland Street.

As I have voiced my concern through an email a few months ago, I support this mass transit initiative in principle but am opposed to the suggested location.

I am concerned about the noise and safety issues related to having a light rail station at this location. There is currently at least one condominium complex housing 80+ units right to the north of the proposed location, and according to the proposed land use signs along Cleveland Street, there appear to be at least two additional residential buildings yet to be built right along the track.

I would like to suggest that the city move the proposed light rail station between 161st Ave NE and Leary Way NE, to somewhere between Leary Way NE and 168th Ave NE, between Cleveland St and NE 76th St, which will put the station right across the street from the main Redmond Town Center parking garage.

This location next to the Town Center seems to make better sense. It will encourage people to use the light rail more for shopping and entertainment since all the stores will be just a few yards away from the station as opposed to a couple of blocks. At the same time, it is close enough to the residential area for commuters to use the rail without disrupting the daily lives of residents who would otherwise have to live right next to a light rail station.

Sincerely,  
-K

APP D email Charles Moore

From: Charles Moore [CharlesMoore@MyFrontierMail.com]  
Sent: Friday, January 28, 2011 4:47 PM  
To: Carolyn J. Hope  
Subject: Comments on the Redmond Central Connector

Dear Ms. Hope,

First off, I'd like to say that I very much enjoyed the presentation on the Redmond Central Connector at City Hall yesterday evening. It was very informative and gave me a much clearer picture of the goals for the Redmond Central Connector and a deep appreciation for the thought and planning work that has gone into it so far.

I do, however, have concerns about the arrival of Sound Transit in 2025. I very much fear that rail transit through downtown Redmond to the currently-planned downtown station is incompatible with the basic goals of the Connector. In particular, train tracks divide the spaces on one side of the tracks from those on the other and no number of crossings can fully alleviate that. Thus, having trains running through downtown will likely make Redmond much less connected (at least, from the perspective of pedestrians and cyclists) rather than more. Furthermore, trains are loud and potentially dangerous; their regular transit through downtown will likely make Redmond a less pedestrian-friendly city.

Perhaps the disadvantages of having a train station in downtown Redmond would be worthwhile if it added significant value for a large percentage of the citizens of Redmond. But I don't believe that it does. Since we will not want to erect parking garages near the downtown station (which would be even more incompatible with the vision for the Connector), the downtown station will serve only those few citizens who live within walking distance of the station. This small amount of value seems insufficient to outweigh the significant negatives that I fear.

My question to you is this: is the City of Redmond committed to having a downtown station? Can we re-evaluate this plan? The planned Southeast Redmond station seems to me to provide almost all the value of light-rail service to our community without the disruption to downtown and to the Connector that a downtown station would cause.

Sincerely yours,

Charles Moore  
10834 179th Ct. NE  
Redmond

APP D email BPAC and Jim Albers

To: Carolyn J. Hope  
Subject: RE: 2/7/11 PBAC Meeting

Comments from PBAC meeting last night (also see commented emailed in below)

Members are not advocating for a separate bikeway per say in the plaza areas, but definitely want to know where to go to stay on the trail – this can be done with nice paving elements, landscaping or other artistic ways. Some examples that people liked are attached as photos (in order - Jefferson, PlazaDelSol, Vegas, Ferndale). Other places people like include Santa Monica 3rd Ave promenade, Leiden Netherlands, Spokane River Trail goes through plazas and over bridges. People do not think signs and yellow paint will work to control cyclists. When station comes, there is concern about how cyclists will navigate through the plaza.

Need some signs, not over signed, indicating where Downtown Redmond is from either end of the trail, maybe a kiosk near the Samm River Trail/ RCC junction and Bear Creek/RCC junction with chamber maps showing where to eat, etc...

Would like wifi access, this will bring people to gather in corridor, esp under covered areas or on nice days

Smart technology tags on signs for use with phones, etc.. to tell you which restaurants are nearby, etc...

Is the ramp to the river meeting ADA grades?

Provide for bike parking in areas where there are significant features.

Thanks,

Carolyn Hope  
Senior Park Planner  
City of Redmond – MS 4NPK  
PO Box 97010  
Redmond, Washington 98073-9710  
425.556.2313 - direct  
425.556.2700 - fax  
From: Joel Pfundt

From: Jim Albers [mailto:jalbers@fastpilot.com]  
Sent: Thursday, February 03, 2011 19:50  
To: Joel Pfundt  
Subject: RE: 2/7/11 PBAC Meeting

Thanks, Joel. Will try to attend.

One thing I think we discussed that may already be well-planned, is a clearly marked bypass for cyclists who are passing through Redmond.

Keep the fast cyclists on Bear Creek trail around Redmond Town center and give them a clear re-connect to merge with trails/roads on the east side of town by Blockbuster video.

Signage would make it clear that the through route followed the bypass, and the route along the connector was for calm, local pedestrian and cyclist traffic.

Not sure if there are those who actively want to keep cyclists off the through streets on Redmond / Cleveland (where traffic flows are perfectly suitable for vehicular cyclists), but the Bear Creek trail is a perfect bypass to route cyclists around the more heavily congested parts of Redmond.

Again, I'm sure this is all well-trod terrain.

APP D email BPAC and Jim Albers

Any idea if the long closure of Burke Gilman in Lake Forest Park this year is going to restrict the number of visiting cyclists we see? Redmond is a very nice destination for rides from Seattle.

See you soon.

Jim

P.S Haven't seen the results from the bike/ped census yet for 2010, and may try to follow up via my contacts. Would be interesting to see if we've noticed any major shifts in bike/ped traffic.

March 4, 2011

Dear Carolyn,

The enclosed article may help the rail corridor study. The mayor's "trolley" idea can have many shapes. One of the units in the article can pull an additional full-size passenger car, if the idea gets to be popular enough.

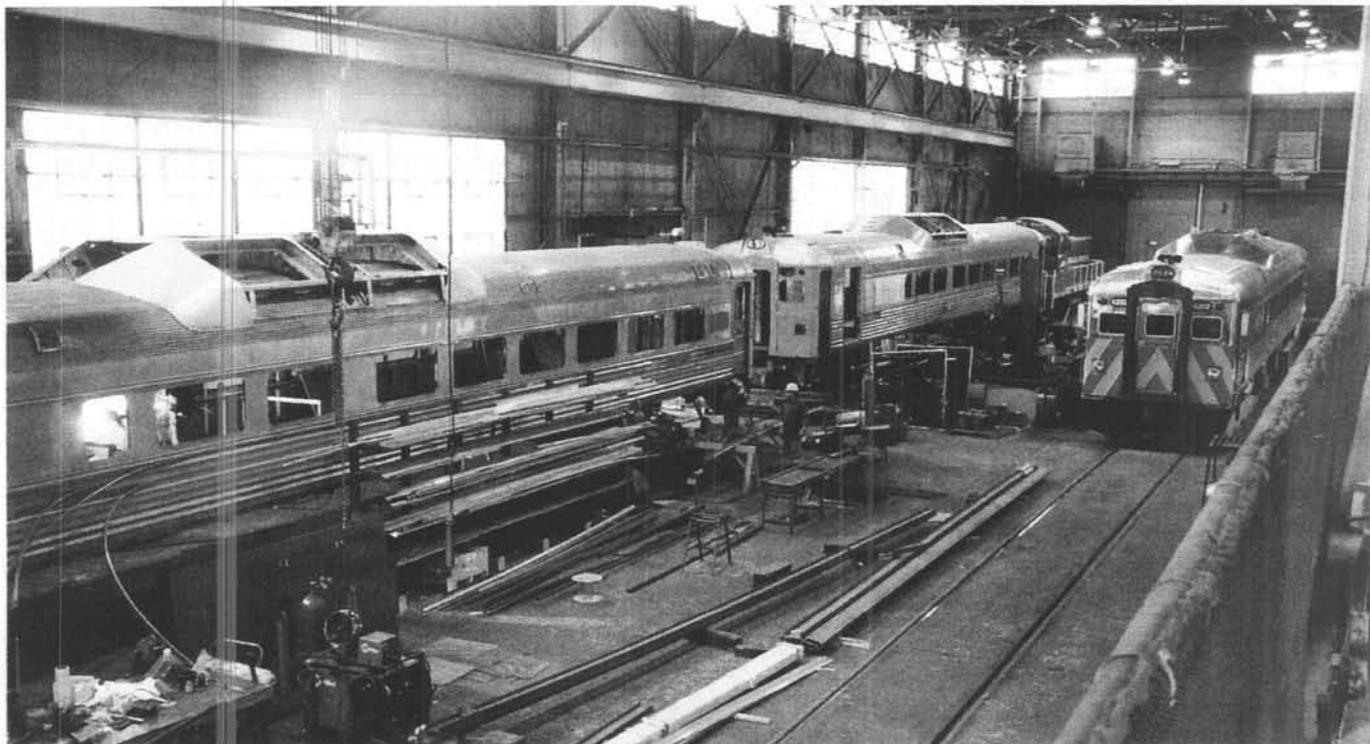
Thank you for all of your work and for keeping the lines open.

Sincerely,

Mike Burbidge  
Redmond

# Modernizing a legend: the RDC

A VIA Rail Canada stimulus project could become the catalyst for orders by other operators



RDC2s undergo renovation at Industrial Rail Services on June 28, 2010, across from prototype car 6202. Three photos: Bob Johnston

**Some people restore antiques.** Richard Carpenter restores passenger cars. This Canadian real estate developer owns 27 vintage self-propelled Rail Diesel Cars that have languished for more than a decade behind his Moncton, N.B.-based rebuilding company, Industrial Rail Services. Now, for some of these stainless steel icons, the wait is over.

A year ago, Carpenter's ex-Canadian National shop employed about 20 workers to handle occasional wreck repairs for VIA Rail Canada. Then the company parlayed its expertise into winning bids to rebuild VIA's 98 LRC coaches and modify 59 Renaissance cars [see November "Passenger"]. But many of the 175 engineers and skilled tradesmen at Industrial Rail today are also helping to rehabilitate six of Carpenter's Rail Diesel Cars for use on VIA's Sudbury-White River, Ont., and Vancouver Island, B.C., runs.

The Budd Co. produced 398 RDCs between 1949 and 1962 as a cost-effective way to slash passenger train operating costs. From Boston & Maine's commuter fleet to Western Pacific's *Zephyrettes* providing service to lonely outposts along the *California Zephyr's* route, RDCs enjoyed an initial burst of acceptance, but a deadly 1956 wreck on Santa Fe's San Diego line put a damper on sales. Most migrated to

Canada and U.S. tourist lines during the Amtrak era (although the Illinois-supported Chicago-Dubuque, Iowa, *Black Hawk* did employ some castoffs before it was discontinued).

Carpenter had become successful turning inexpensive old buildings into attractive commercial properties in Moncton, so he figured picking up 18 Alco-built LRC streamlined locomotives, a number of carbon steel passenger cars, and two dozen RDCs VIA was disposing of had upside potential. He also bought a few ex-BC Rail units when that company dropped its *Cariboo Prospector* in 2002.

Though there were no takers for the Alcos (he cut them up for scrap), eight years ago he decided to rebuild VIA RDC2 No. 6202 "on pure speculation," Carpenter recalls during an interview last summer at the plant, "because you can't make people believers until they actually see the end product." This was particularly important for the used RDCs, which had developed a notorious reputation.

"We went through the list of all the negatives — engine and transmission breakdowns, uneven air conditioning and heat,

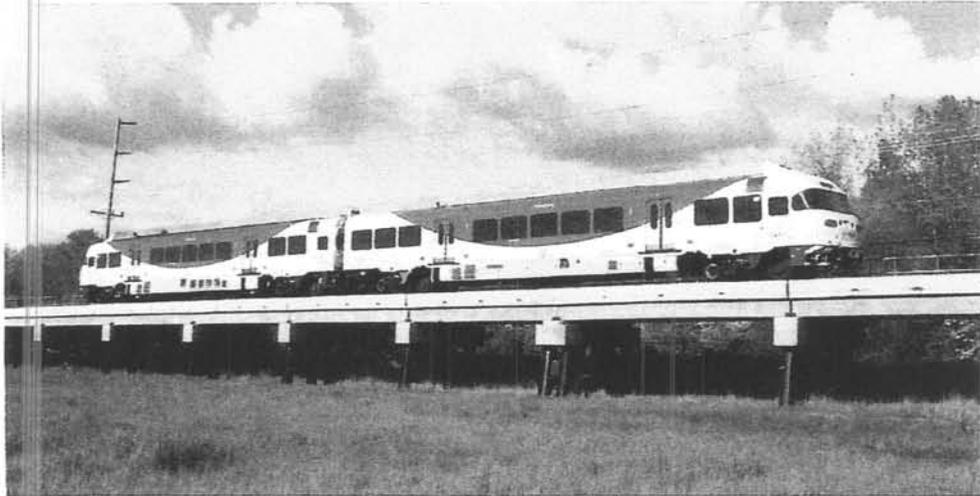


Richard Carpenter, with stored RDCs.

no toilet retention tanks, unavailability of parts, outmoded control systems, non-compliant emissions standards, no handicapped accessibility — you name it, and we managed to fix everything," says Carpenter, who credits the strength of his real estate business success with providing the necessary financial security that enabled him to take on the risk of rehabbing the

6202 without any firm orders.

So what's different? Two Cummins 855 diesel engines upgraded into rail-rated N14 turbocharged power plants with fuel efficient, programmable logic-controlled hydraulic transmissions that would make the unit compliant with Canada's Tier 2 emissions standards. Coolant from the radiator passing through the engine and transmission was re-piped and a booster added. Air ducts were reconfigured into four climate-controlled zones supported by two seven-ton air conditioners. Cab heat upgrades, new seat fabrics, flooring, water and retention tanks, and a handicapped-accessible modular bathroom were also installed. Carpenter even made provision to use the baggage door for a wheelchair



**New DMUs roll near Tualatin, Ore., on Portland's Westside Express Service. The assets of the cars' defunct builder, Colorado Railcar, were purchased by Ohio-based US Railcar.**

lift. "We developed a vehicle with components that could be serviced by the local truck dealer, not an expensive supply chain of obsolete parts," he says.

Several winters ago, VIA tried out the 6202 on its Sudbury-White River remote service and it passed muster with flying colors, paving the way for the stimulus project order. To provide a seamless service transition, Industrial Rail acquired an all-baggage compartment RDC4 and will swap three of its own coach-baggage RDC2s and one RDC1 (no baggage compartment) from the "backyard" for the ones VIA is currently running. The RDC4 for Sudbury-White River and the RDC1 for Vancouver Island's *Malahat* will each run married to one RDC2 as needed. The extra RDC2 is a protect car.

Sure, these relics from the 1950s are odd ducks compared with modern versions of the Diesel Multiple Unit car, like the ones built by Colorado Railcar (above). But new equipment is expensive and carbuilding is risky — both Budd and Colorado Railcar went out of business with their final orders. The RDCs VIA ordered, similar to the 6202, cost from \$1.9 million to \$2.2 million, but Industrial Rail has engineered an upgraded conversion in the \$2.7 million to \$3 million range.

With operating costs under the microscope after the November elections, a small fleet of reliable RDCs could provide an alternative for states wishing to sidestep charges for operating Amtrak's equipment. Who knows? Once Industrial Rail finishes its VIA order, perhaps a few more of those RDCs out back may be summoned inside.