

GILMAN STREET CONCEPT DESIGN

REDMOND, WASHINGTON

DRAFT



KPG

December 2014

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PROJECT PURPOSE

The purpose of this project is to identify a conceptual design for Gilman Street that sets the basis for a set of standards, concurrent with the city's vision, for the future redevelopment street.

Gilman Street, located within Redmond's Historic Downtown Core, provides pedestrian and local access to adjacent storefronts, the Redmond Central Connector, Cleveland Street, and Redmond Way. There is great potential for the street to become a unique, shared use space in the downtown neighborhood that emphasizes pedestrian priority while providing vehicular access and parking.

Through an extensive process that included inventory and analysis, concept development, and meetings with city staff, this document illustrates a preferred concept for Gilman Street with intentions for further refinement to develop design standards that can be used for capital improvements and/or private development frontage improvements.



Historical image of Bill Brown Garage at Gilman Street and Redmond Way



Existing image of Bill Brown building

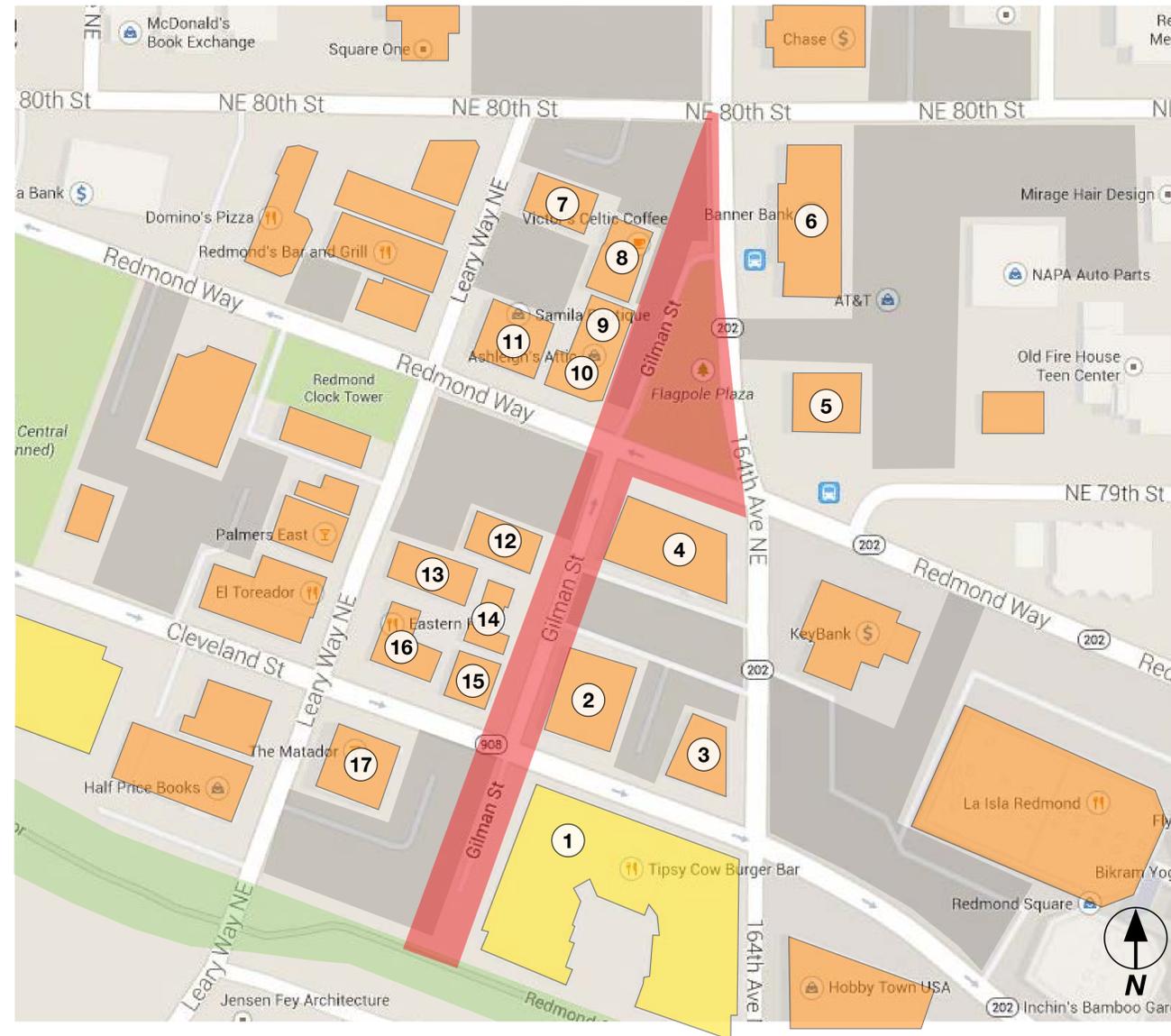
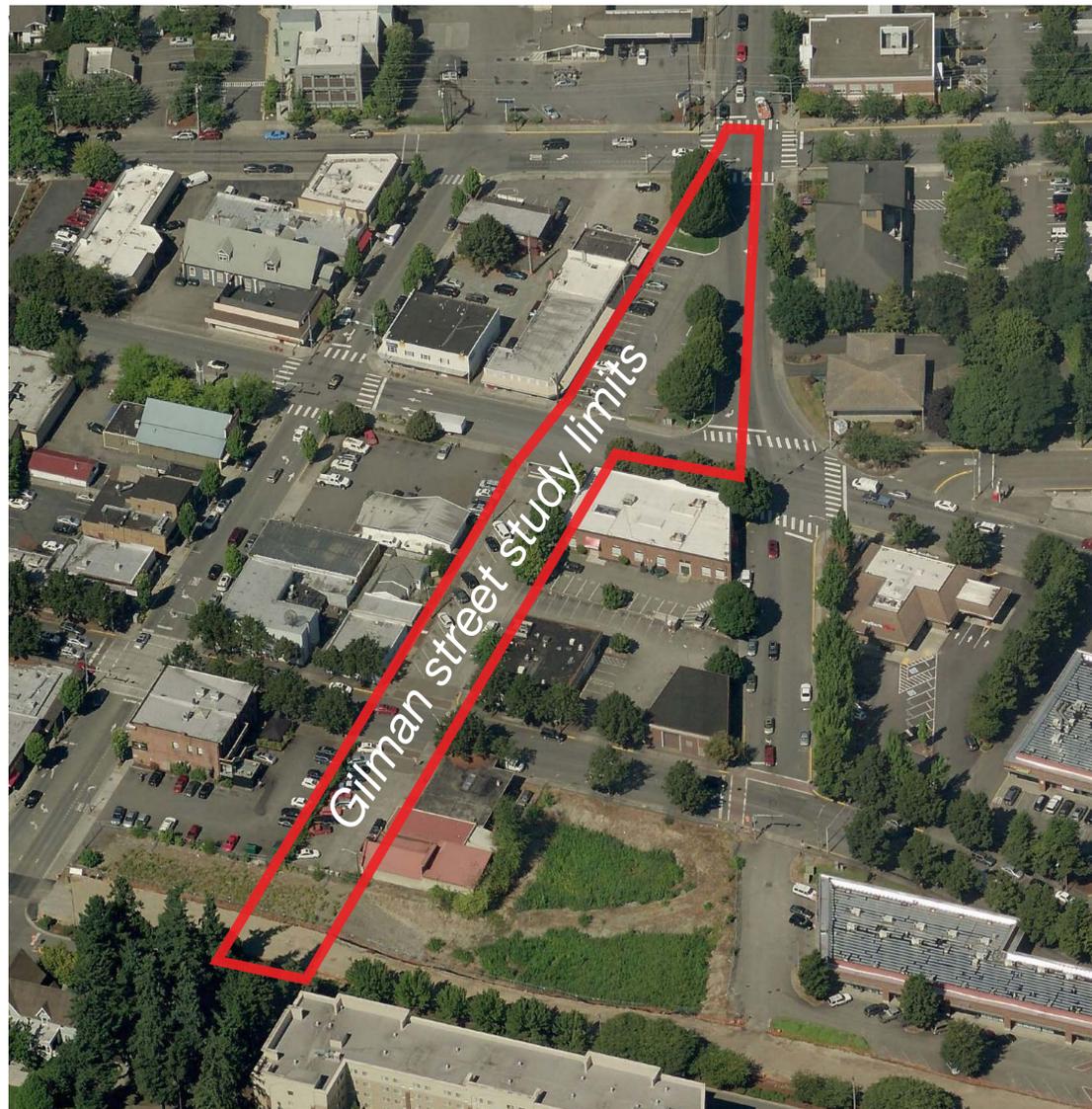


Potential streetscape enhancements along Bill Brown building frontage



GILMAN STREET STUDY AREA

The study area included the Gilman right-of-way from the Redmond Central Connector to NE 80th Street.



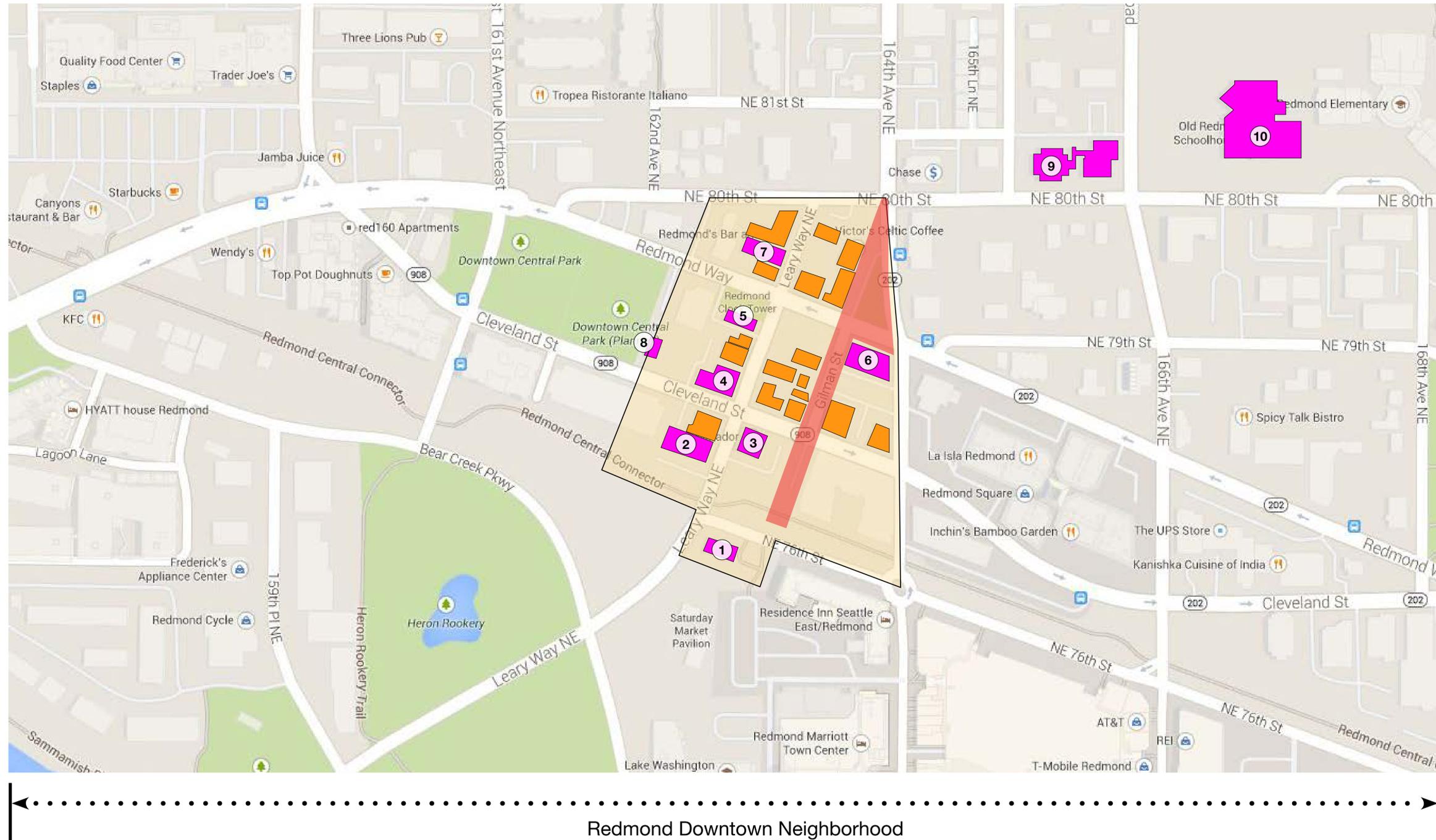
KEY

- Gilman Street Study Limits
- Commercial Properties
- Mixed-Use Properties
- Parks / Open Space
- Parking
- 1 Elan / BECU / Tippy Cow
- 2 Prime
- 3 Vacant
- 4 Liquor & Wine
- 5 Bank of Washington
- 6 Banner Bank / AAA
- 7 Bill the Butcher
- 8 Victor's Celtic Coffee
- 9 Redmond Vacuum / Hideaway Boutique
- 10 Ashleigh's Attic / A Custom Stitch
- 11 Automated Home Solutions
- 12 AA All Pro Auto Care
- 13 Oom Yung Doe
- 14 Mastery Health & Learning / Salon
- 15 Vacant
- 16 Eastern Pearl / Pho Than Bros.
- 17 Matador



HISTORICAL DISTRICT CONTEXT

Gilman Street is located within the downtown historic district.



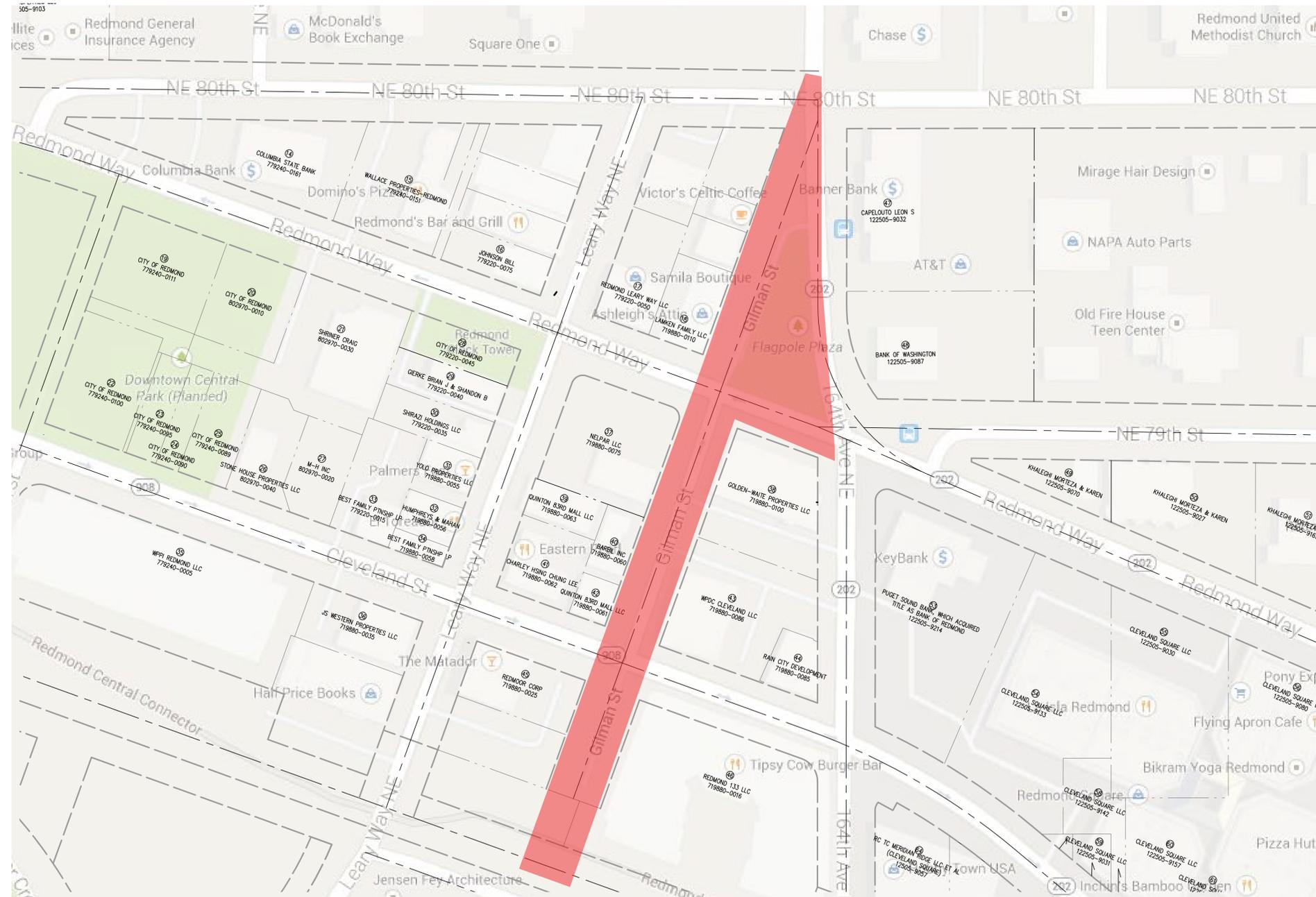
KEY

- Gilman Street Project Limits
- City Landmark Buildings
- City Historic Buildings
- Historic Downtown Core
- ① Justice White House
- ② Redmond Trading Company
- ③ Bill Brown Saloon
- ④ Redmond State Bank
- ⑤ Lodge Hall
- ⑥ Brown's Garage
- ⑦ Odd Fellows Hall
- ⑧ O.A. Wiley Home
- ⑨ Redmond Methodist Episcopal Church
- ⑩ Redmond School



R.O.W. PARCEL OWNERSHIP

The right-of-way for Gilman Street includes the area of the Flagpole Plaza to 164th Avenue NE.

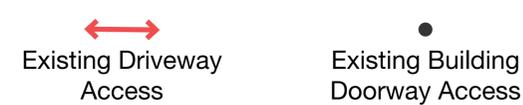
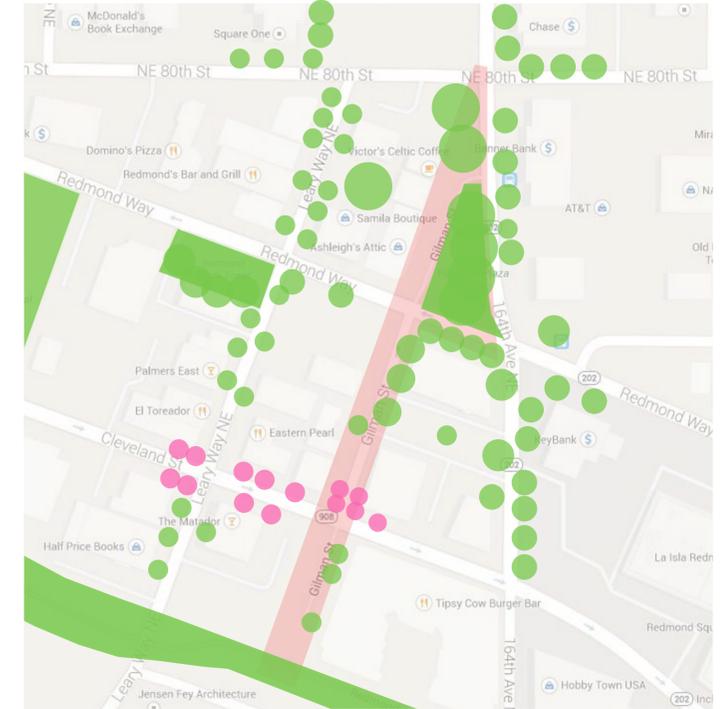
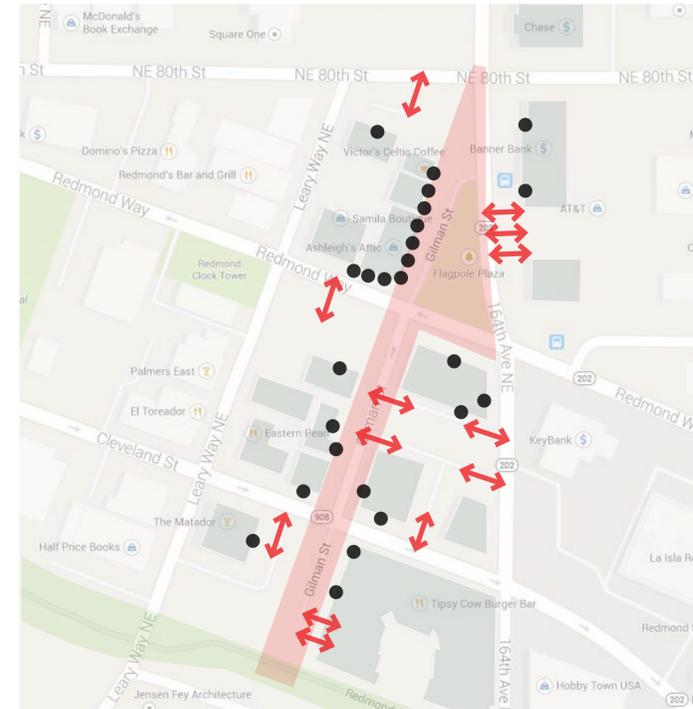
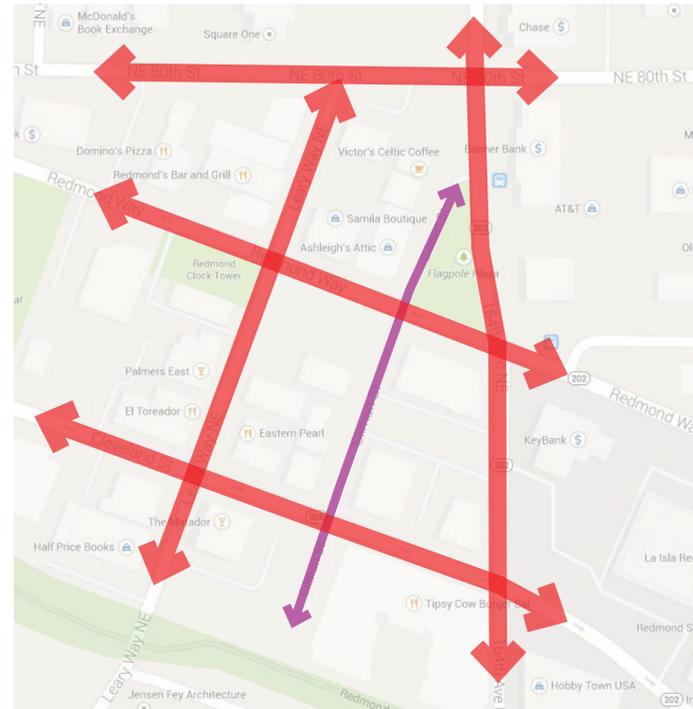
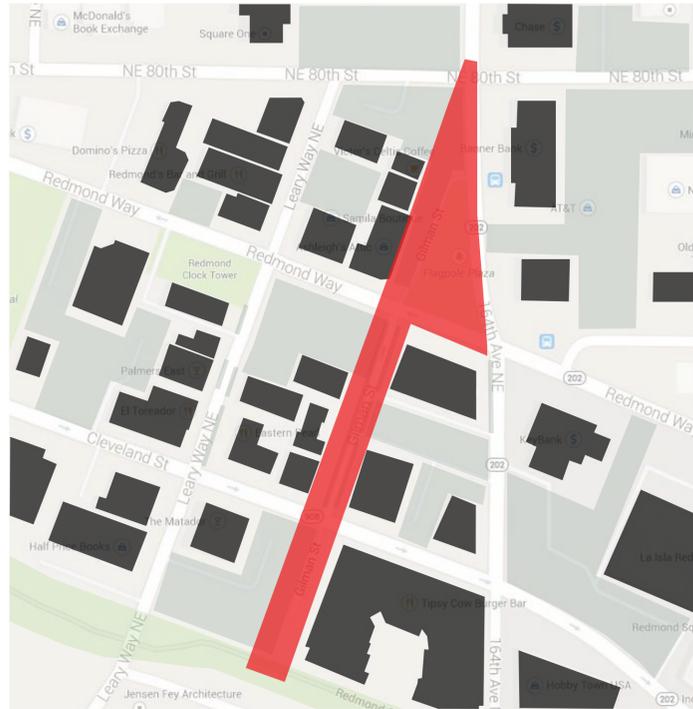


- KEY**
- Gilman Street Study Limits (60' ROW)
 - Roadway Center Line
 - Right of Way Limits
 - Parcel Limits



SITE INVENTORY

Gilman Street is a minor local access street in downtown connecting Redmond Way and Cleveland Street. The land use is a mixture of buildings and storefronts, parking lots and park space.



Street // Structures // Parking

- The Gilman Street corridor is approximately 820 feet (just over two football fields)
- Existing buildings and storefronts, with exception of Elan, having relatively small footprints
- On-street parking currently available along Gilman Street; surrounding parking lots are large but only serve appropriate business
- Currently two way travel lanes

Travel Corridors

- Gilman Street is surrounded by arterial roadways, including Leary Way, 164th Avenue, Cleveland Street, Redmond Way and 80th Street
- Gilman Street currently serves as a local street

Pedestrian and Vehicular Access

- Driveways and parking lots accessible along Gilman Street, and access to the Elan mixed-use development is only available via Gilman Street
- Minimal building access for pedestrians along Gilman Street, except north of Redmond Way

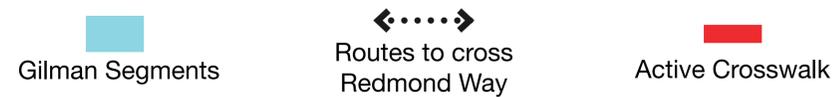
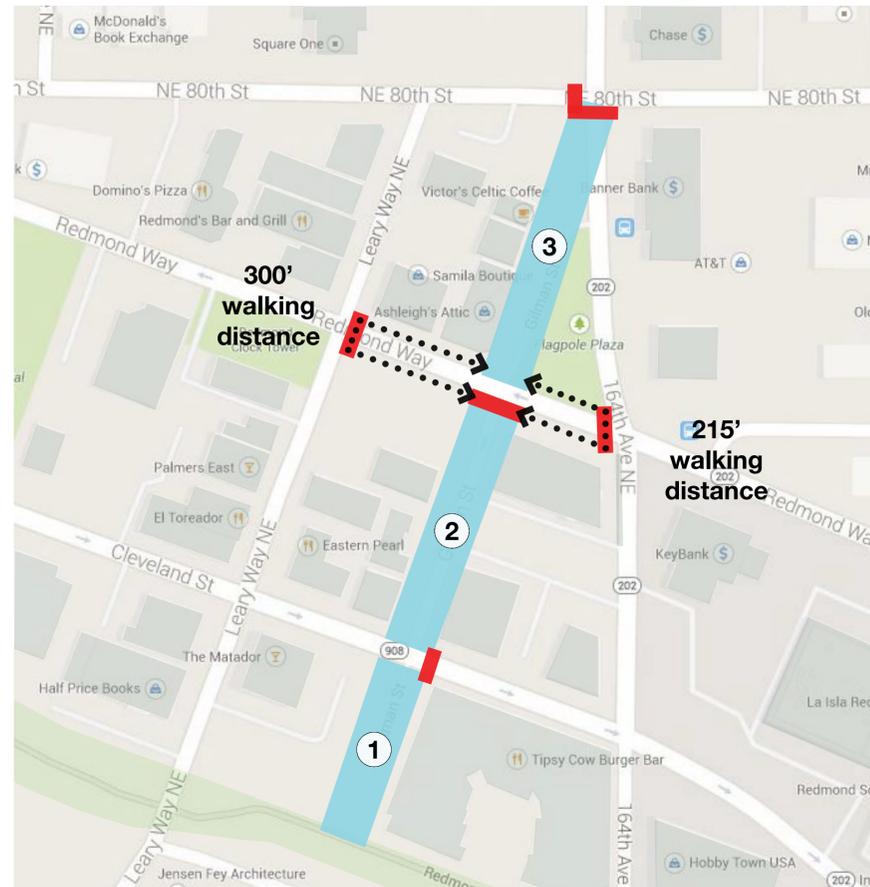
Park and Green Space // Tree Canopy

- Minimal street tree canopy cover along Gilman Street. Mature trees located in Flagpole Plaza, but they do not offer extensive shade to pedestrians.
- Although there are currently no trees along Cleveland Street (at Gilman Street), there will be trees planted with construction of the Cleveland Streetscape Project

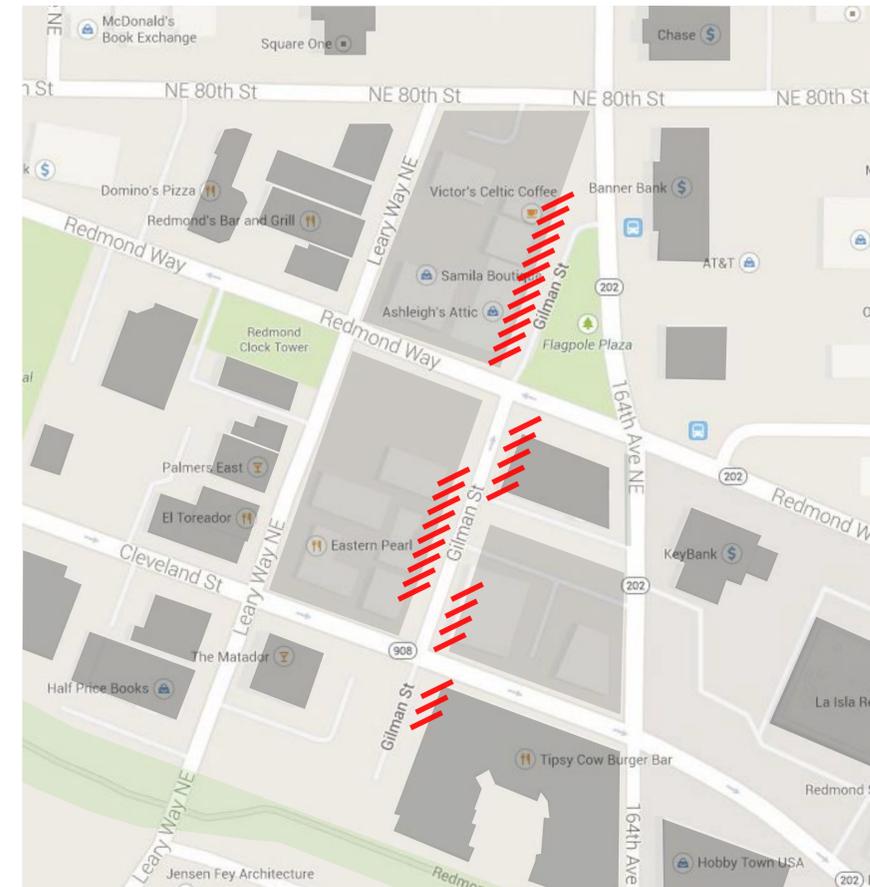


SITE ANALYSIS

Gilman Street is not a directly accessible pedestrian corridor, which results in three segmented blocks, minimal crosswalks, no direct connection across Redmond Way, and a minimal amount of activated storefronts.



- Segment 1: 200 feet; recently redeveloped with Elan
- Segment 2: 300 feet; single crosswalk to south
- Segment 3: 320 feet; cannot directly cross Redmond Way to the south
- Segment 1 is disconnected from segments 2 and 3
- Not possible to signalize the Gilman St/Redmond Way intersection because of its close proximity to the Redmond Way/164th Ave intersection



- Most frontages exist north of Redmond Way; there is a need for more pedestrian building access and activated storefronts along entire street
- Opportunities exist, based on zoning and ROW limits, for new developments along Gilman Street to establish a higher density, encourage pedestrian activity, and create destinations



PROJECT GOALS

The following project goals were identified for Gilman Street:

- Create a vision for a shared-use street/space using the entire 60' right-of-way.
- Preserve, enhance, and add to the context of Redmond's downtown historic core.
- Emphasize pedestrian friendliness.
- Enhance connectivity between Flagpole Plaza and Redmond Central Connector.
- Create a unique ambience to Gilman Street.
- Provide for auto access, emergency access, and delivery access including on-street parking while minimizing overall loss of parking.
- Create a conceptual plan for developer frontage improvements and level of quality.



WHAT IS A SHARED USE STREET?

“A shared use street is a street that is planned, designed, and operated to enable all users to share the roadway safely. This is achieved by calming traffic speeds and minimizing demarcations between vehicles and pedestrians, to emphasize pedestrian priority.”

Characteristics of a shared use street:

- Enhance pedestrian access, friendliness, and safety along the entire street
- Create a vibrant pedestrian environment of adjacent land uses as destinations
- Encourage comfortable sociable interaction
- Reduce vehicular traffic speeds and incorporate traffic calming measures
- Provide opportunities for green infrastructure, tree canopy and vegetation
- Unify the corridor with a variety of paving materials
- Designate operational on-street parking “pockets”



SHARED USE STREET EXAMPLES



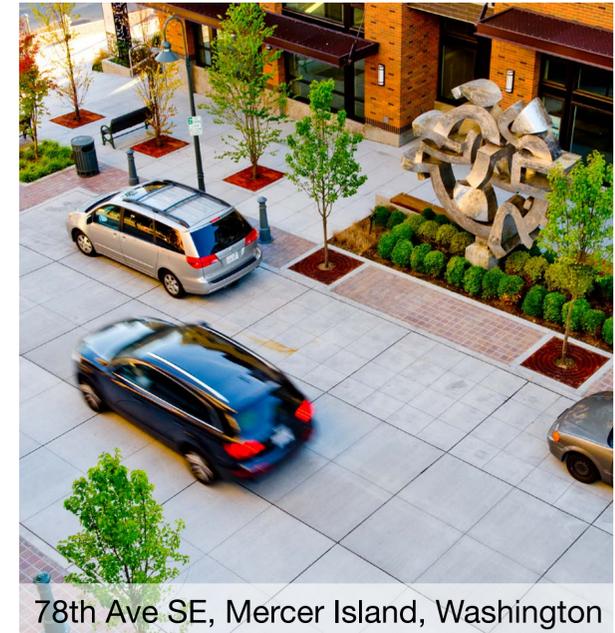
Church St, Burlington, Vermont



Multiple Streets, West Don Lands, Toronto, Canada



Ballard Ave, Seattle, Washington



78th Ave SE, Mercer Island, Washington



Division St, Auburn, Washington



2nd St, Langley, Washington



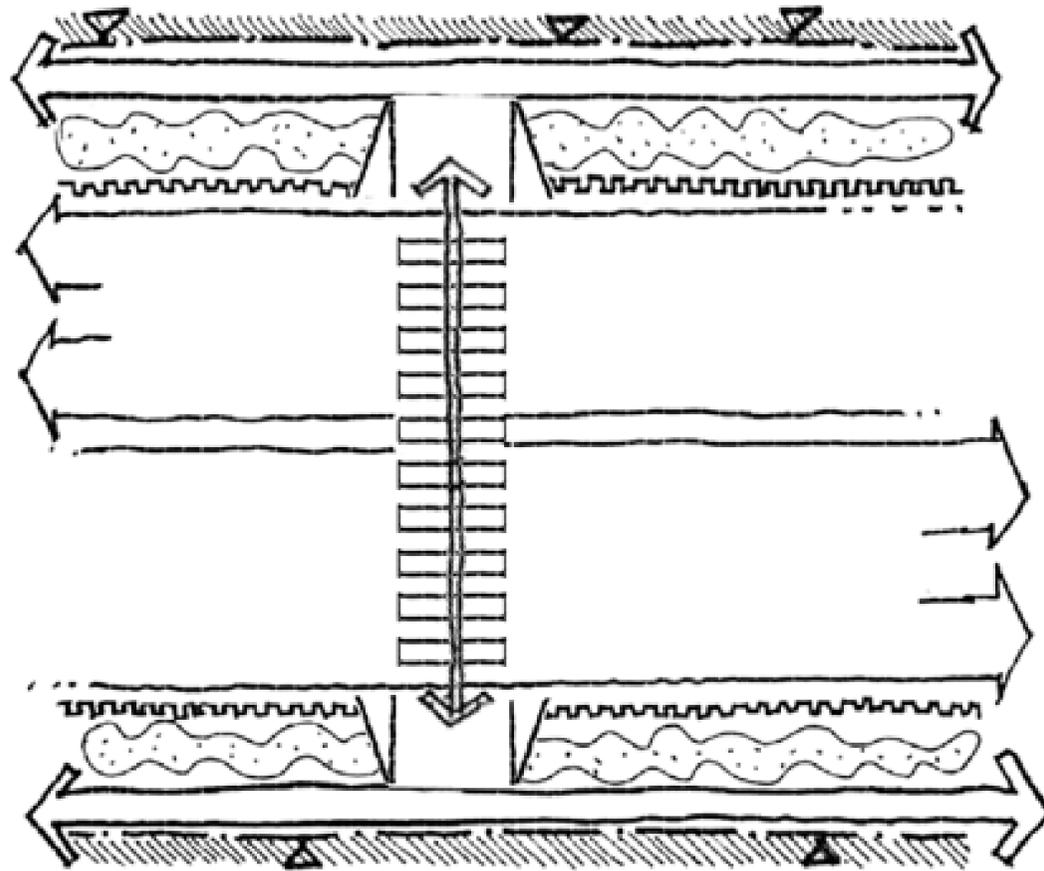
Bell St, Seattle, Washington



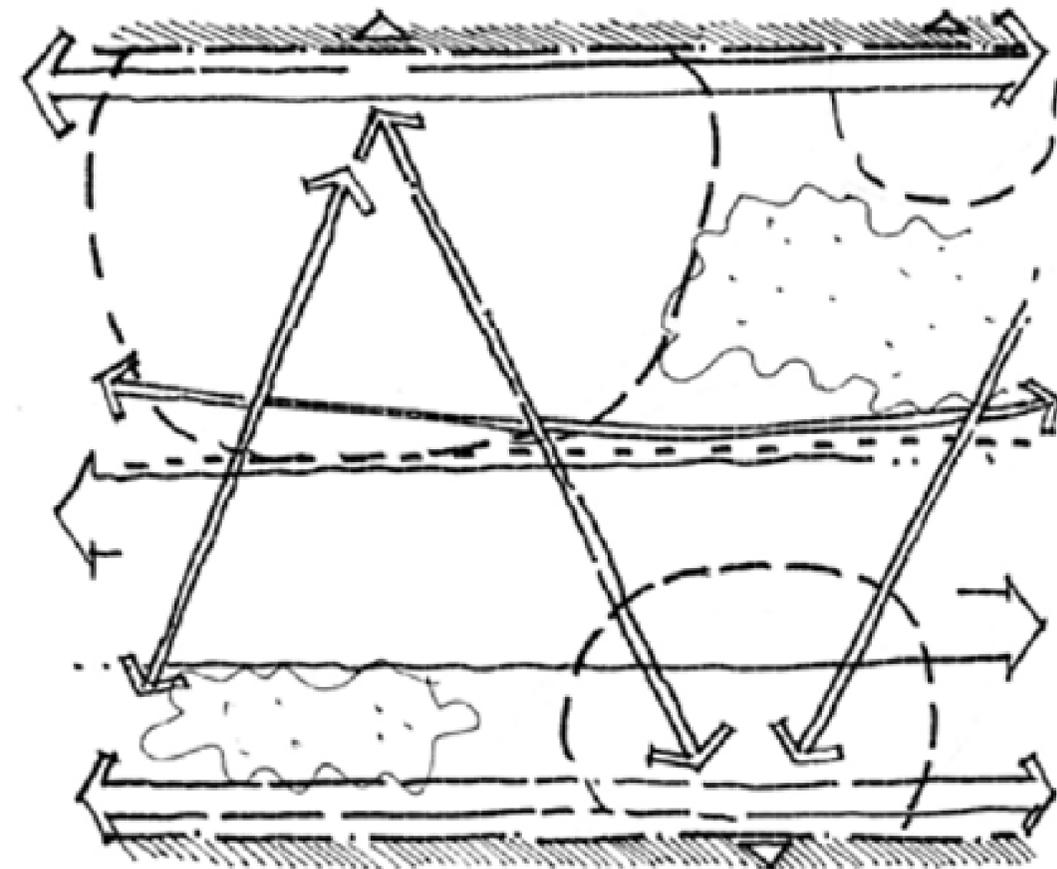
Gibbs St, Rockville, Maryland

SHARED USE ZONE

Unlike a conventional street design, a shared use street encourages pedestrian movement throughout the entire zone.



Conventional Pedestrian Crossing



Shared Use Pedestrian Crossing (Zone)

“Make it comfortable and safe to cross anywhere.”

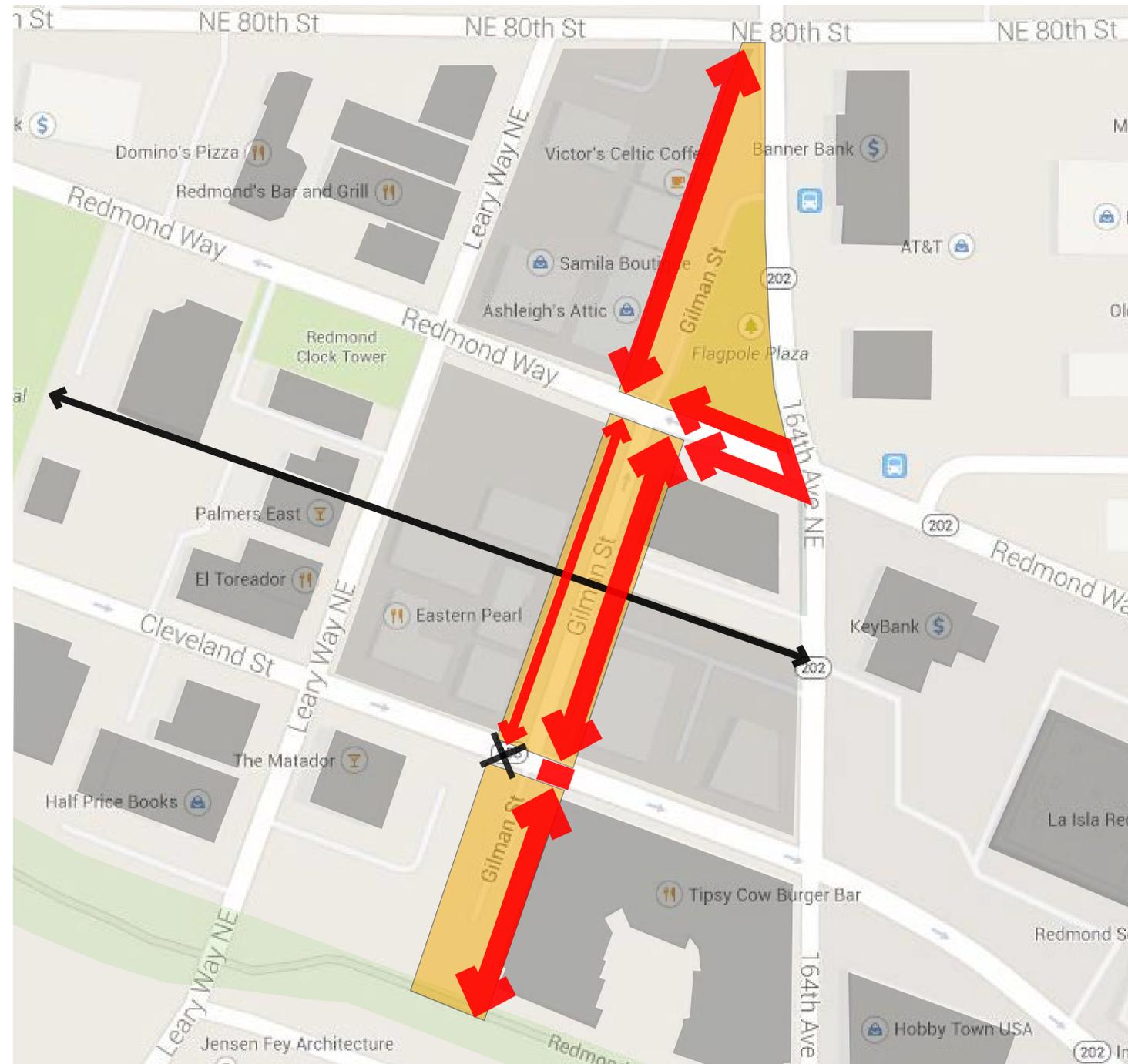


CONCEPTUAL DIAGRAM

The conceptual diagram recognizes the existing walkway on the west side (north of Redmond Way) and the existing walkway on the east side (south of Redmond Way). It addresses the lack of a safe pedestrian crossing on Redmond Way. It also recognizes a potential midblock walkway connection to Downtown Park between Redmond Way and Cleveland Street.

Three keys to the concept:

- North / South Pedestrian Connection
 - Wide sidewalks north of Redmond Way and south of Cleveland Street
 - Wide promenade sidewalk between Redmond Way and Cleveland Street
- Local Circulation
 - Segmented corridor
- Limited Destinations
 - 30' storefronts north of Redmond Way
 - Corner destinations

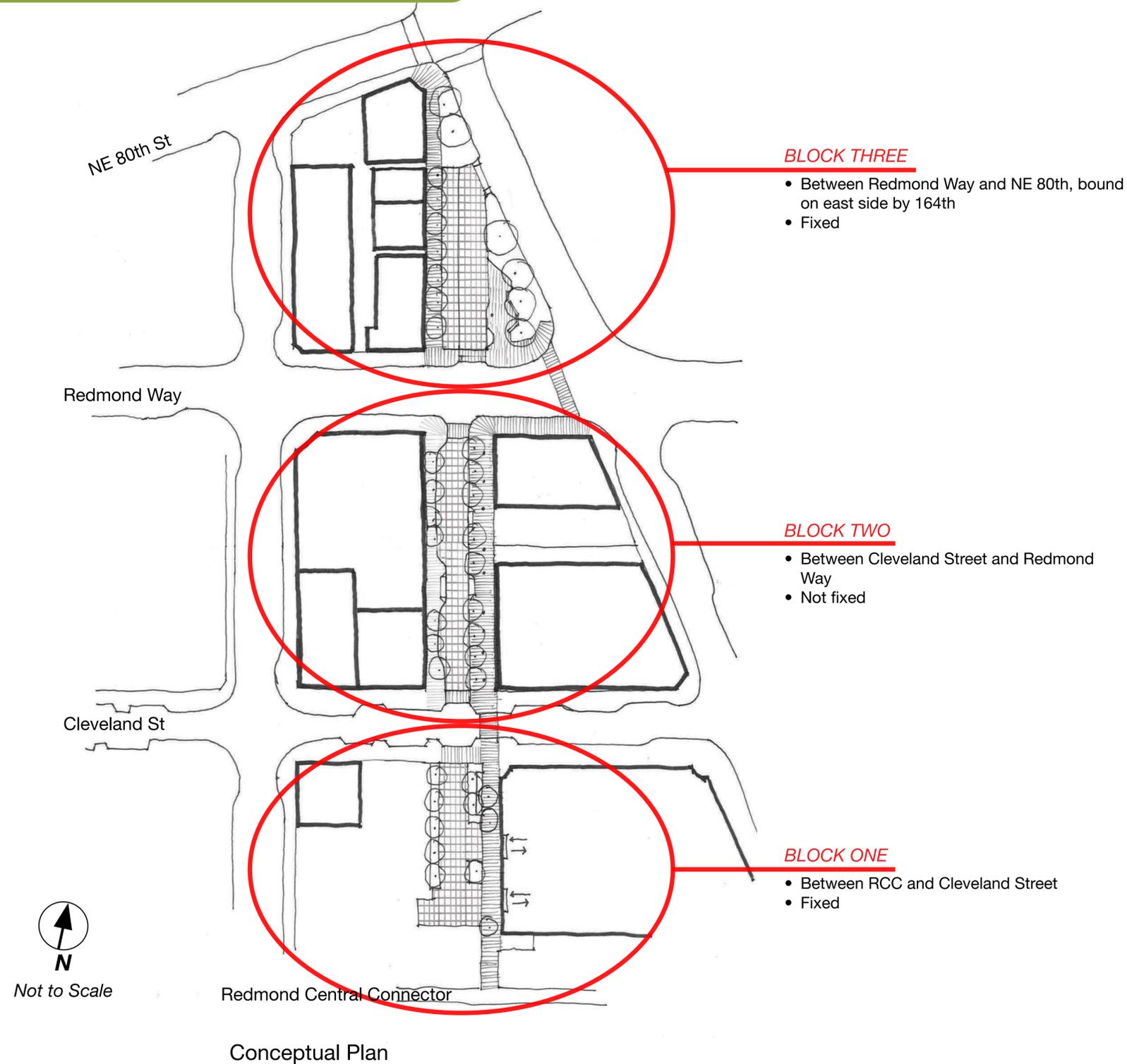


-  Segments of Gilman Corridor
-  Walkways
-  Potential Future Buildings
-  Existing Buildings
-  Prohibited street crossing access (planter strip, no ADA ramp, and no crosswalk)
-  Potential Future East / West Pedestrian Connection

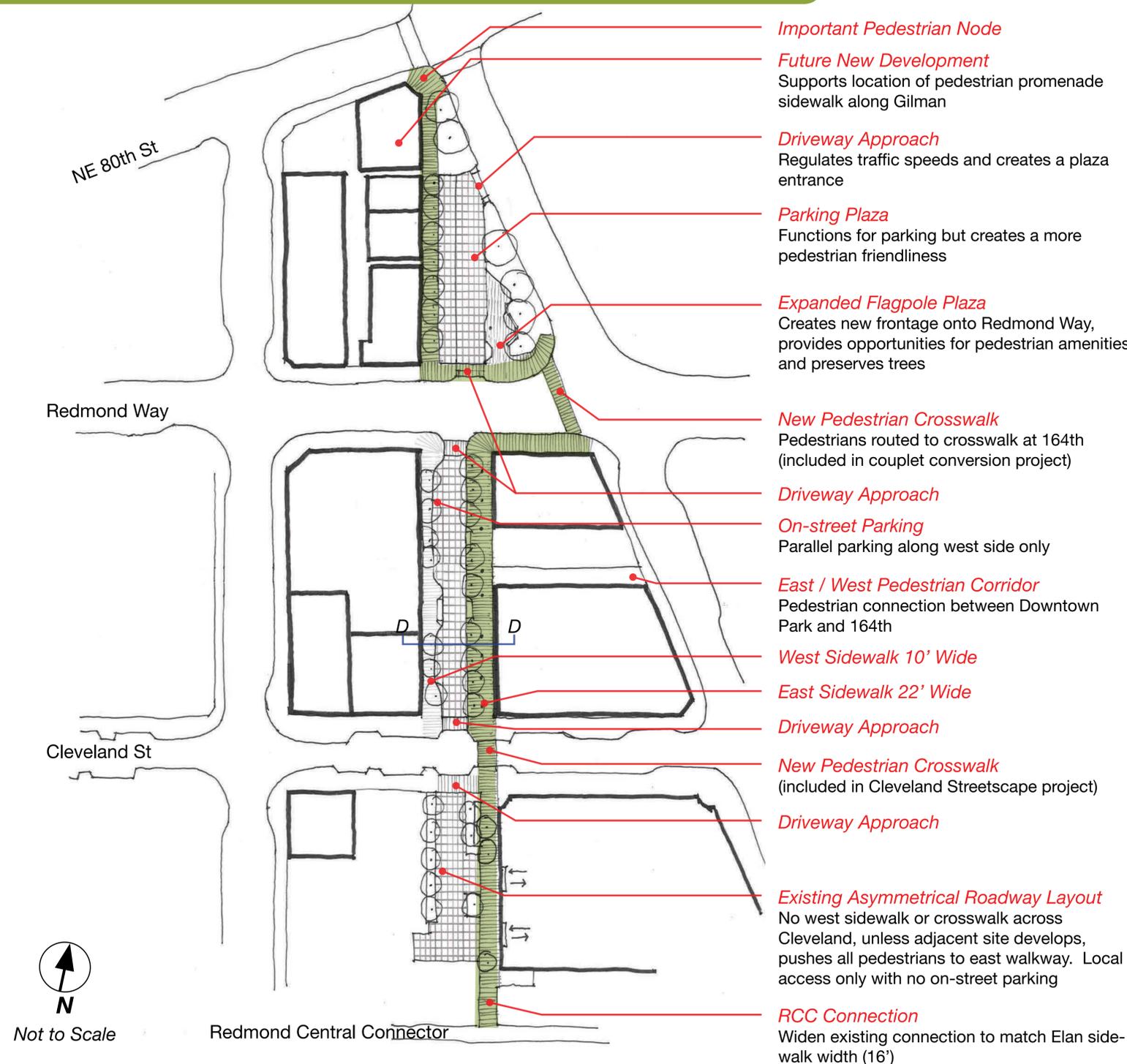


GILMAN BLOCKS CONCEPT

After review of the previous three concepts, it was recognized that Gilman Street is best looked as three separate blocks and that enhancements should respond to the needs of each block.



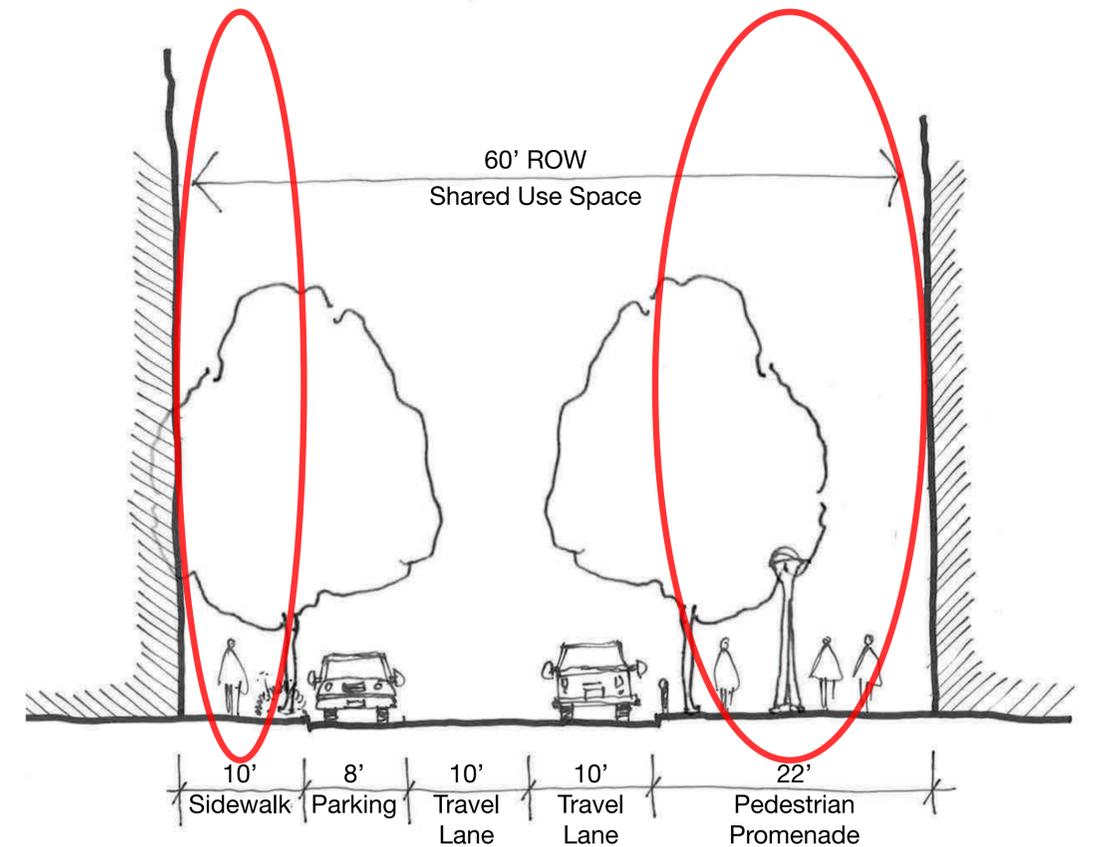
GILMAN BLOCKS CONCEPTUAL PLAN



Conceptual Plan

The final conceptual plan incorporates a north / south pedestrian connection with wide pedestrian promenade sidewalks. With an inability to establish a safe mid-block crossing on Redmond Way (without creating a multitude of vehicular implications), the promenade sidewalk will turn east at Redmond Way to utilize the new crosswalk to Flagpole Plaza.

A demarcated, scored concrete roadway will emphasize a pedestrian space and reduce the roadway feel. Strengthened connections at the bookends of the project will draw pedestrians to the promenade sidewalk. The elimination of all eastern stalls along the corridor allow for the promenade sidewalk and an expanded Flagpole Plaza.

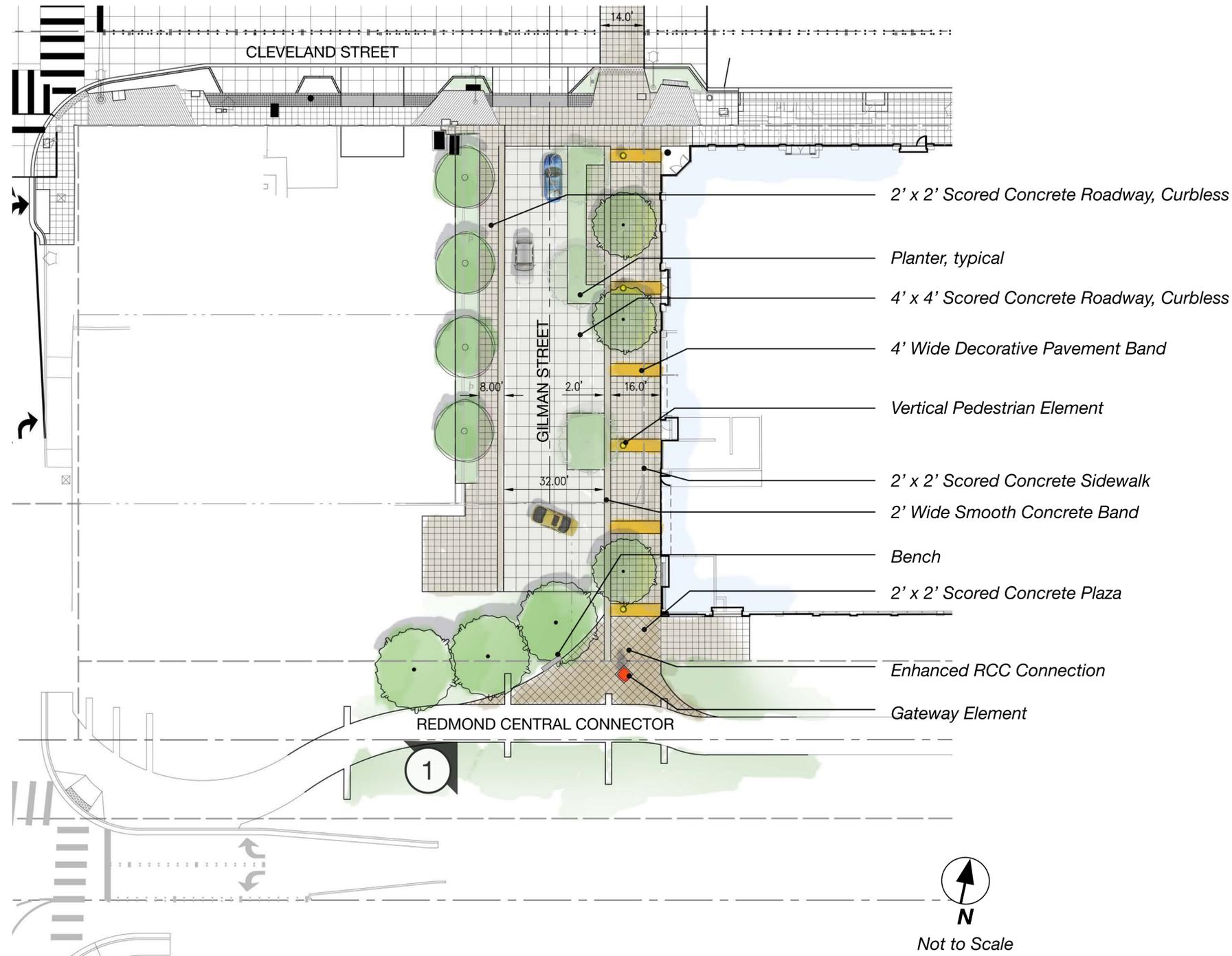


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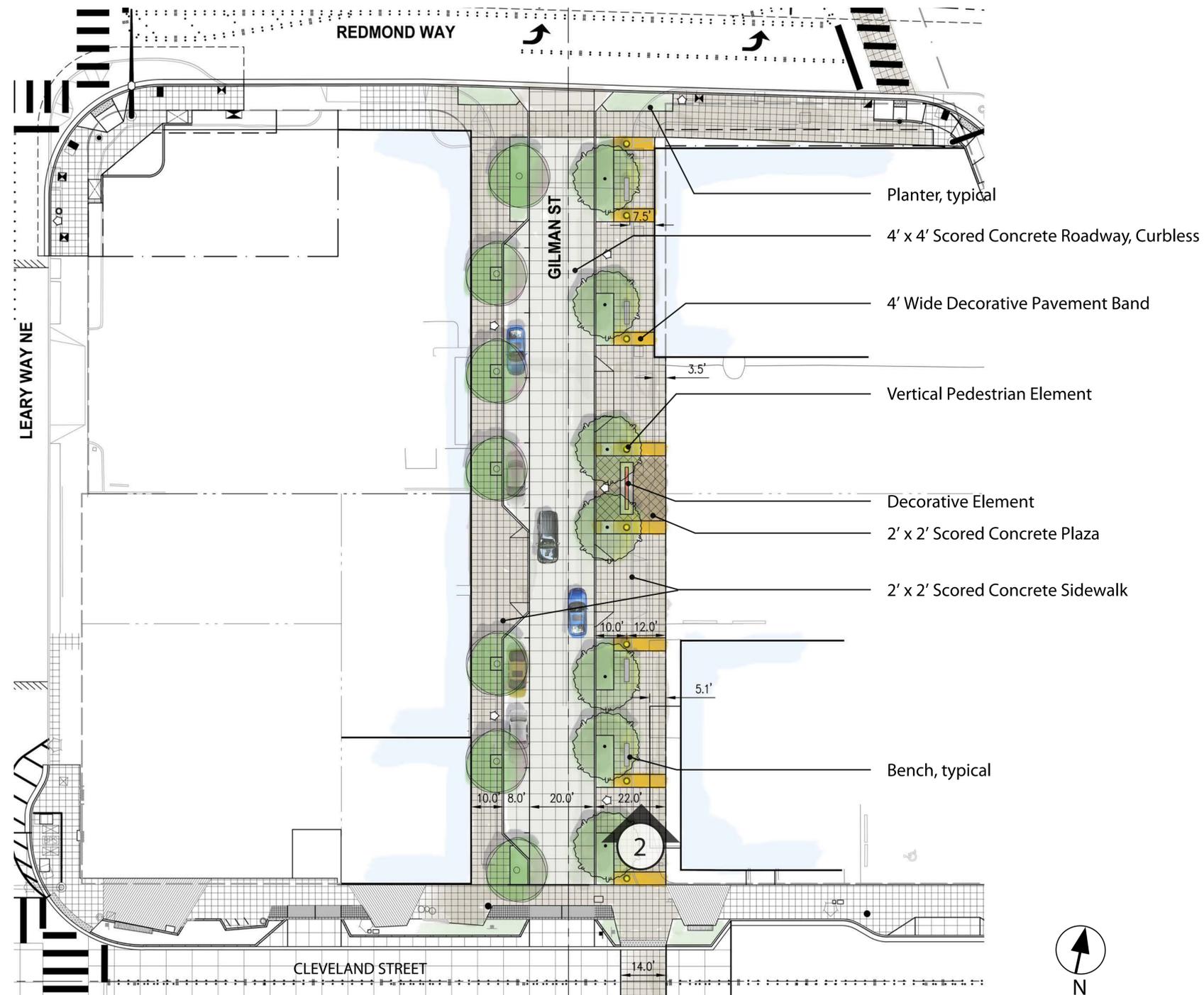
GILMAN BLOCKS // BLOCK ONE DETAIL PLAN

Expand the plaza entrance from the RCC, add amenities such as an identity/gateway elements and furnishings, modify the existing sidewalk with pavement, lighting and landscape enhancements.



GILMAN BLOCKS // BLOCK TWO DETAIL PLAN

Continue pedestrian enhancements along east side of Gilman Street, allow sidewalk cafe use, and provide midblock art/identity element.

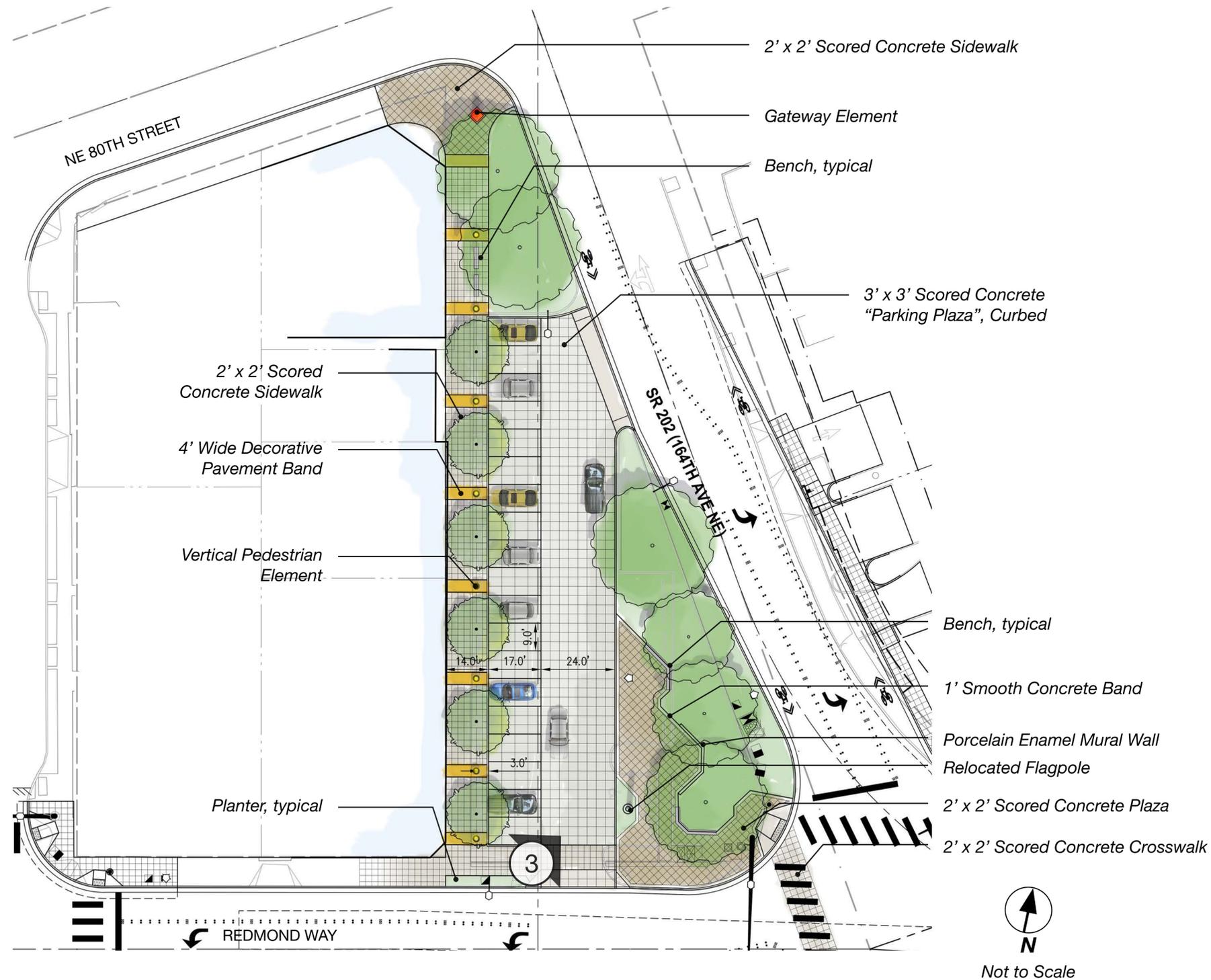


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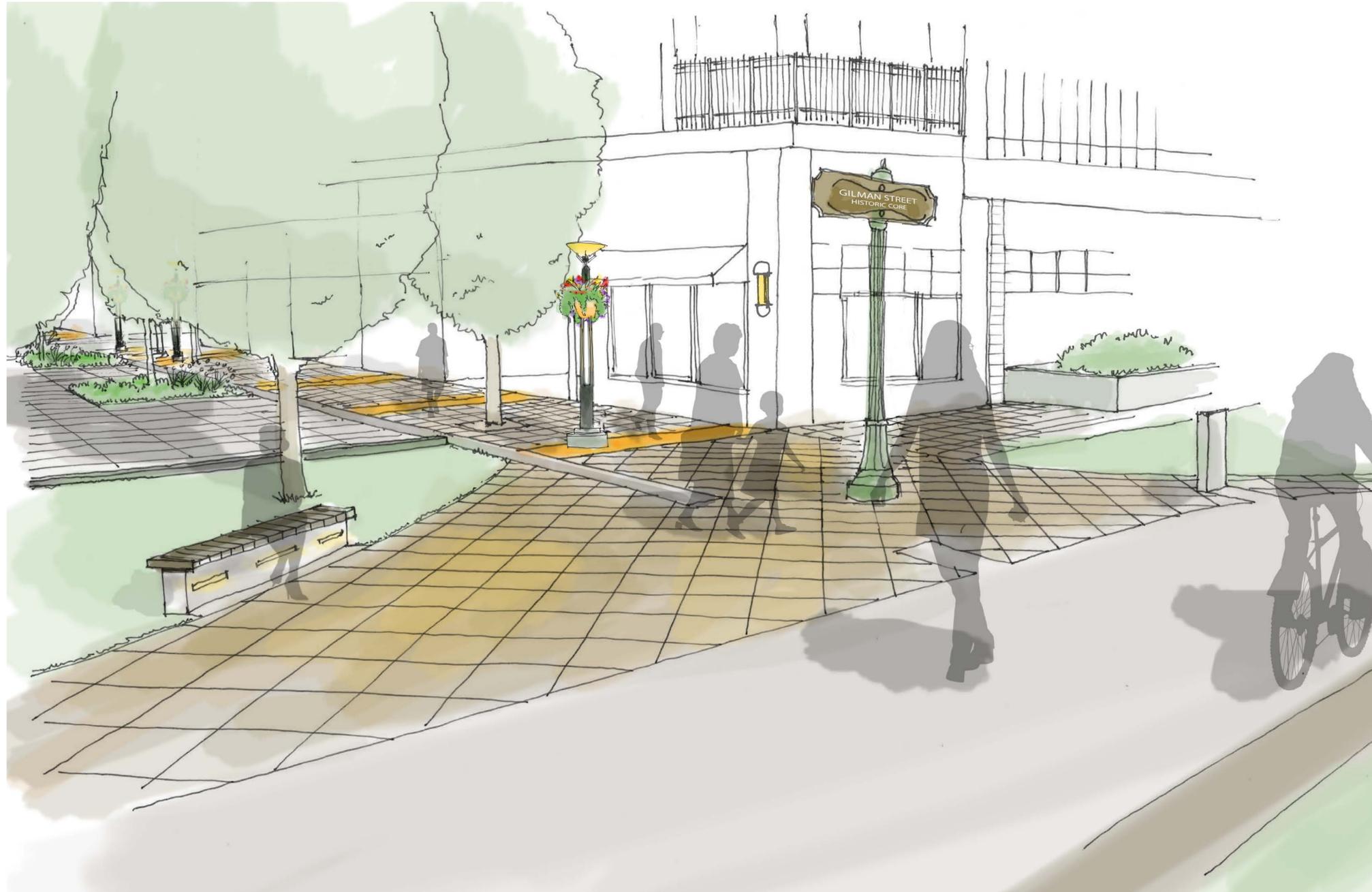
GILMAN BLOCKS // BLOCK THREE DETAIL PLAN

Expand the plaza entry at NE 80th Street with gateway identity element, provide lighting and landscape enhancements, and widen the plaza at Flagpole Plaza and orient to Redmond Way.



PERSPECTIVE VIEW

View looking north from the Redmond Central Connector to the Gilman Street pedestrian promenade entry plaza with historic core sign, pedestrian lighting, benches and unique paving materials.



1 Perspective View 1 - RCC Connection
Refer to Page 19 for Location of View



PERSPECTIVE VIEW

View looking north along the central block of the Gilman Street pedestrian promenade with pedestrian lighting, benches, unique paving materials, colorful plantings and central plaza.

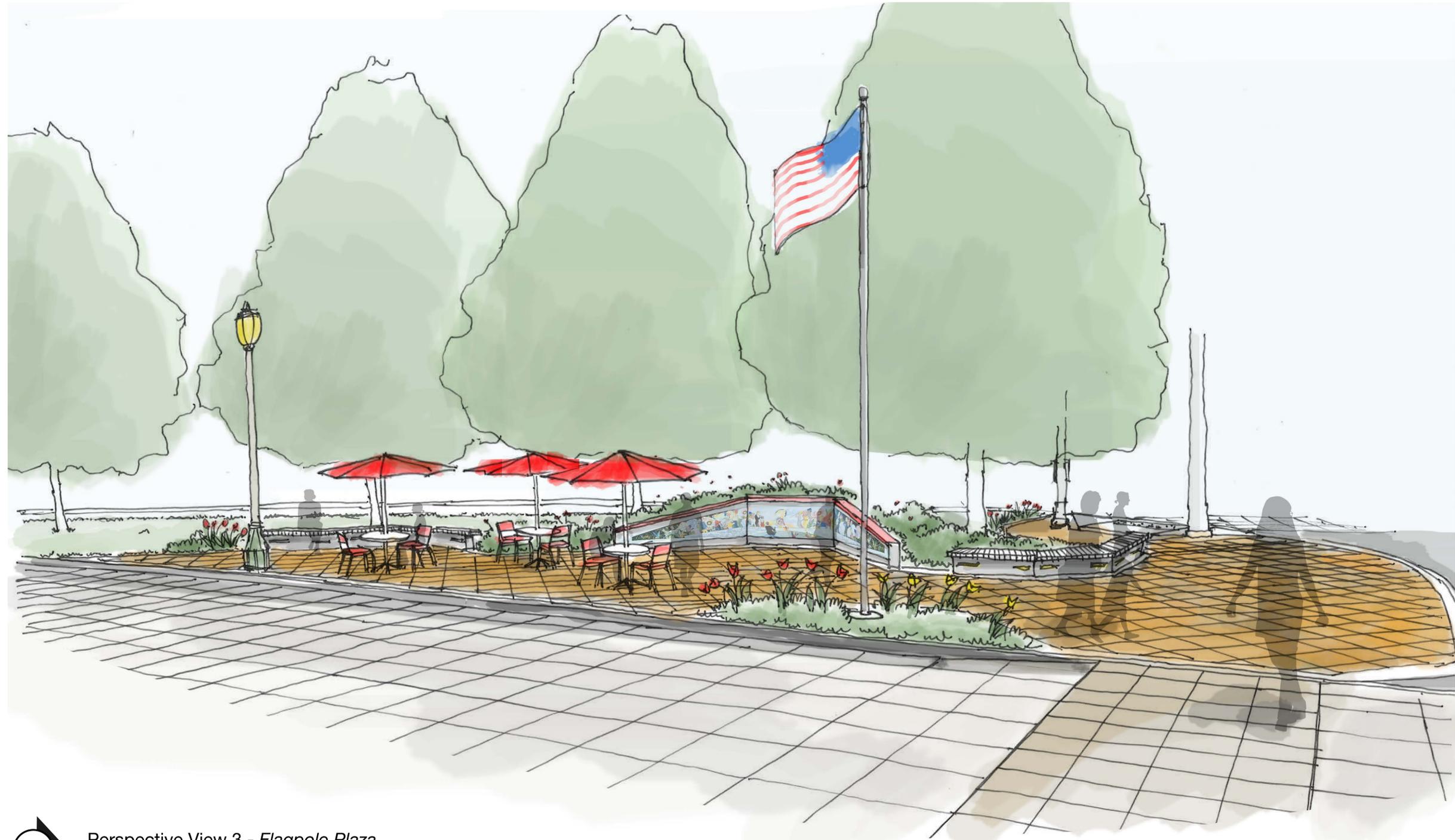


Perspective View 2 - *Pedestrian Promenade*
Refer to Page 20 for Location of View



PERSPECTIVE VIEW

View looking east from Redmond Way and Gilman Street to Flagpole Plaza. The expanded park is complete with an expanded plaza area, wrap-around benches, relocated flagpole, unique paving materials, moveable furniture and colorful plantings.



3 Perspective View 3 - Flagpole Plaza
Refer to Page 21 for Location of View

