



THE PROMENADE

OPEN SPACE

NEIGHBORHOOD STROLL

CREEKSIDE

SAMMAMISH RIVER TRESTLE AND HIGHER GROUND



2025 HIGHLIGHTS

With much of the trail realized in the 2016 vision, and no plans to extend light rail beyond 161st Avenue NE, the Sammamish River crossing and higher ground evolve as a result of the ongoing development of the City around this zone.



2025 HIGHLIGHTS

1. New denser and taller development likely abuts the Connector providing active frontage, most likely residential but possibly commercial as well. New developments may make direct, elevated, publicly accessible connections to the trail and abutment from the top of building podiums.*
2. New or enhanced furnishings, trail elements and permanent and curate art pieces continue to enrich the Connector quality and experience.

*Proposed developments in the 2016 and 2025 visions are shown for illustrative purposes only to indicate potential treatments and interactions between adjacent private development and the Connector. With the exception of the "Shop Site," all adjacent properties along the Connector are private property and decisions regarding redevelopment of those properties are by the private ownership.

2012 - FIRST STEPS

1. The initial trail connection is made from the new 161st Avenue NE to the Sammamish River.
2. Sammamish Spur and Junction at Sammamish River Trail. (The trail does not reach west beyond the spur in 2012, meaning the Sammamish River crossing is not yet complete.)
3. Redmond Way crossing is modified including new decking to allow trail passage.



THE STATION

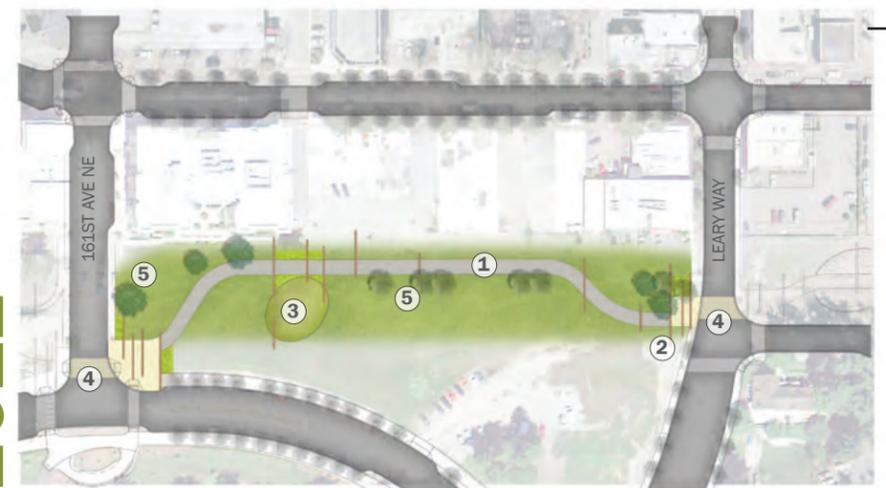
2025 HIGHLIGHTS

With the arrival of light rail, and construction of the terminus station, this zone will undergo the greatest transition of any block along the Connector. At this location, the transit way has its greatest footprint as it widens to allow platforms and other station infrastructure. The construction of these facilities will also have an impact beyond their built limits. However, the design framework established in the 2016 vision serves as the basis for the redevelopment of the area.

2025



2012



2025 HIGHLIGHTS

1. A consistent track/transit way width is maintained and is flanked by a side platform station.*
2. The north edge of the station is integrated into the adjacent linear park and trail zone, with multiple access points.
3. The south edge of the station is integrated into the adjacent “kiss ’n ride” and plaza.
4. New Jewelbox spaces may be added fronting on the corridor as supported by ever increasing trail and transit traffic.
5. The adjacent “Shop Site” may be redeveloped as a public or private project, possibly a performing arts center with interior parking.
6. A “kiss ’n ride” off Bear Creek Parkway and new bus stops provide multimodal connections to the light rail terminus.
7. A “Bike Barn” like no other provides infrastructure support to make biking an increasingly integral part of Redmond’s transportation system.
8. While the north side of the station is the primary circulation route, the south side of the station provides a secondary route for those choosing to avoid the areas of highest activity and circulations.*
9. The Brown Street connection to the Downtown Park and the park and ride beyond becomes increasingly important and heavily used as part of the City’s transportation infrastructure.
10. Replacing the 2016 landing, the station itself becomes a landing, and station architecture and surrounding elements provide the artistic landing and furnishing elements that assure the block continues to provide places for pause, escape, gathering and activity.

* All light rail narrative elements indicate assumptions or preferred conditions for the City of Redmond at the time of the master plan development. The master plan recognizes Sound Transit design is a separate, more distant design process and any number of development scenarios may evolve with the structure of Infrastructure Alignment Plan.

2012 - FIRST STEPS

1. The trail is “claimed” in the location around which the 2016 vision will take shape.
2. Some ties are integrated in and abutting the trail, possibly with interim treatments, to create desired “friction” of an urban trail, particularly at areas near intersections.
3. The future landing space is claimed with earth forms and limited temporary paving/edge elements.
4. Intersection treatments are completed to provide safe crossing, including limited use of specialty paving to intuitively increase awareness of traffic “mixing zones.”
5. Planting of trees in both interim and long-term locations is encouraged.

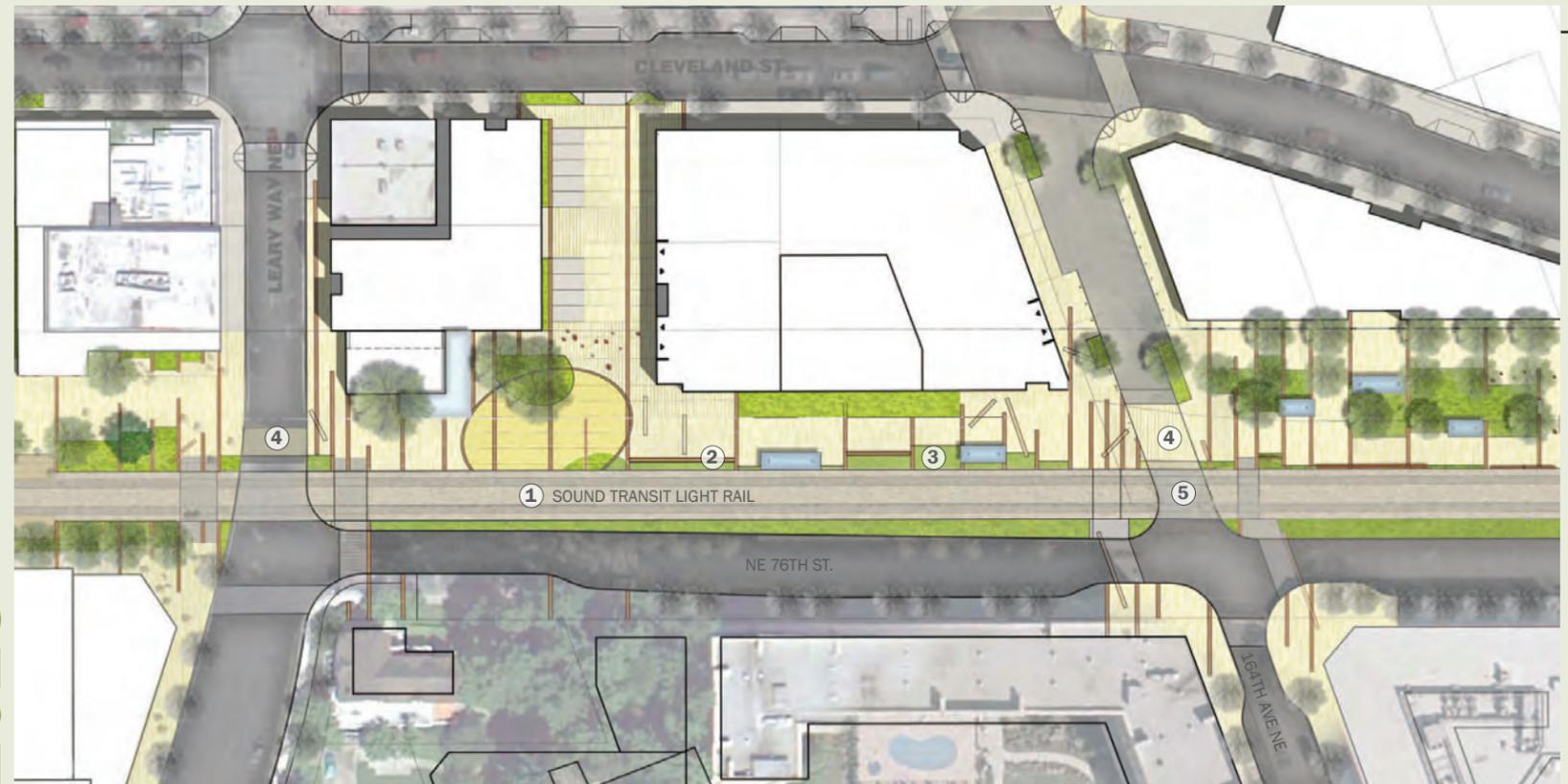


THE PROMENADE

2025 HIGHLIGHTS

With the arrival of light rail transit way, the promenade block will be reduced in width, losing much of the green space along its southern edge, and becoming the narrowest portion of the Downtown trail. The design framework established in the 2016 vision remains largely intact.

2025



2012



2025 HIGHLIGHTS

1. A transit way of just under 30 feet creates the promenade's southern edge.
2. Linear art walls continue to provide seating and screening, but also become a barrier separating the Connector users from the adjacent transit way without taking on an undesirable barrier quality.
3. Planting between the Connector and transit way creates a buffer that reduces the impact and need of the required physical barrier separating them.
4. Trail alignment is modified at intersections, with trail crossings shifted further north from the 2016 location adjacent to the NE 76th Street travel lanes.
5. 164th Avenue NE intersection becomes a signalized crossing.

2012 - FIRST STEPS

1. The trail is "claimed" in the location around which the 2016 vision will take shape.
2. Some ties are integrated in and abutting the trail, possibly with interim treatments, to create desired "friction" of an urban trail, particularly at areas near intersections.
3. The future landing space is claimed with earth forms and limited temporary paving/edge elements.
4. Intersection treatments are completed to provide safe crossing, including limited use of specialty paving to intuitively increase awareness of traffic "mixing zones."
5. Planting of trees in both interim and long-term locations is encouraged.
6. With the timing of design and construction of 164th Avenue NE unclear at this time, the 2012 trail may weave an interim treatment in this area awaiting the eventual completion of the new street.

2016



2025



OPEN SPACE

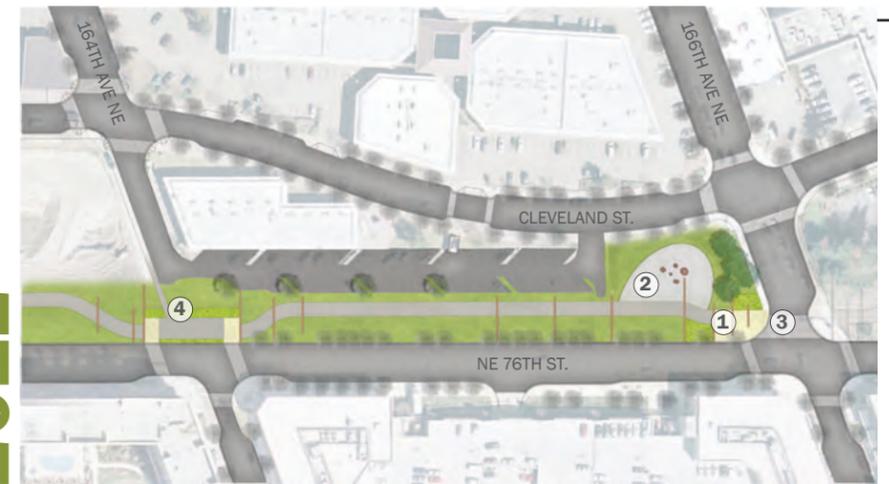
2025 HIGHLIGHTS

The elimination of surface parking and redevelopment of the adjacent “triangle site” and new buildings to the north of Cleveland Street further reinforces the unique qualities of the open space block.

2025



2012



2025 HIGHLIGHTS

1. Surface parking lot has been reclaimed as open space for the Connector providing significantly increased width along the Connector.
2. Linear art walls continue to provide seating and screening, but are shifted to the south edge of the Connector where they become a barrier separating the Connector from the adjacent transit way without taking on an undesirable barrier quality.
3. The adjacent triangular property is redeveloped as a stunning architectural icon worthy of the most visible site in all of downtown Redmond.
4. A highly interactive building façade provides commercial activity that spills onto, utilizes and energizes the adjacent Connector.
5. New development along the north edge of Cleveland Street becomes the visual backdrop of the open space area providing a variety of building heights and design quality that breaks up one of Redmond's largest single blocks into Redmond's small-town scale.
6. A new shared street provides a mid-block connection between Cleveland Street and Redmond Way, connecting directly to the Connector's open space (per DEWCS).

2012 - FIRST STEPS

1. The trail is "claimed" with materials and finishes to convey the eventual "urban friction" it will possess.
2. The future landing space is claimed with a hardscape and crushed rock plaza and interim art element.
3. Intersection treatments are completed to provide safe crossing, including limited use of specialty paving to intuitively increase awareness of traffic "mixing zones."
4. With the timing of design and construction of 164th Avenue NE unclear at this time, the 2012 trail may weave an interim treatment in this area awaiting the eventual completion of the new street.



NEIGHBORHOOD STROLL

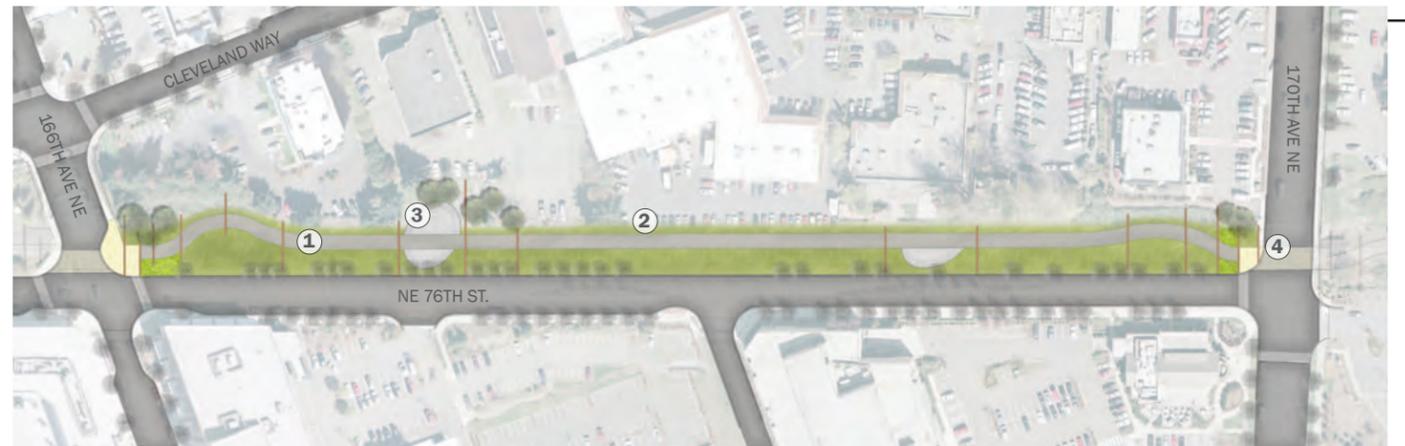
2025



2025 HIGHLIGHTS

With the surface parking lots replaced with open space and new landings, the neighborhood stroll evolves from being the most trail-like segment of the Connector to the most park-like, with secondary circulation, art and extensive passive green space.

2012



2025 HIGHLIGHTS

1. All leased surface parking lots to the north have been reclaimed as park space to replace green space used by Sound Transit to the south.
2. New developments, predominately residential fronts on the Connector, provide energy and activity.
3. Significant lawn areas reinforce the neighborhood stroll as park blocks, providing passive unprogrammed space that becomes the front lawn for the increasing number of people making downtown Redmond home.
4. The trail generally remains in its 2016 alignment, reconfigured at intersections, but with new or enhanced furnishings, paving and elements that continue to enrich the Connector quality and experience.
5. Secondary circulation routes along the northern side of the Connector provide access to adjacent residences and also enrich the experience for those moving through the Connector.
6. Low impact development features, particularly stormwater elements, provide environmental value while also enhancing the Connector's aesthetic and providing a buffer between residences and the Connector.
7. Landings are developed as permanent installations, becoming mid-block destinations for gatherings.
8. New mid-block connections and street ends are shared streets where cars and pedestrians safely co-mingle, connecting Cleveland Street to the Connector, while also meeting service/parking needs of new developments.
9. Private open space of new developments is visually and physically connected to the Connector.
10. Art/screen elements are relocated from the north side of the trail (as they are no longer needed to screen parking) to the south side of the trail as a barrier separating the Connector users from the adjacent transit way without taking on an undesirable barrier quality.
11. The Avondale Way extension, now complete, is a slow speed shared street where cars and non-motorized users coexist.
12. The Avondale Way crossing has a different character than all other crossings, with a reduced width and speed for vehicles and wider, signalized crossings for those on the trail corridor.
13. The 170th Avenue NE intersection is reconfigured as light rail transitions from its bridge crossing of Bear Creek to the typical transit way alignment.
14. Planting, possibly a rain garden linking from 166th Avenue NE to 170th Avenue NE creates a buffer between trail paving and transit way, reducing impact of the required physical separation barrier.

2012 - FIRST STEPS

1. The trail is "claimed" in the location it will ultimately be realized, placing it adjacent to surface parking and building service areas.
2. Fencing and screening buffer unattractive views to the north and focus users' views up and down the Connector.
3. The future landing space is claimed with a hardscape and crushed rock plaza and interim art element.
4. Future intersection treatments are completed to provide safe crossing, including limited use of specialty paving to intuitively increase awareness of traffic "mixing zones."

CREEKSIDE

2025 HIGHLIGHTS

The creekside alignment and character will be significantly altered with the construction of Sound Transit's light rail that will include a bridge over Bear Creek. The details of this alignment cannot be determined at this time; however, there are several identified factors about how this section of the trail will ultimately take form.

2025



2012



2025 HIGHLIGHTS

1. An on-grade connector will be maintained connecting the Redmond Connector Trail from 170th to the Bear Creek Trail.
2. The Sound Transit Bridge could potentially incorporate a parallel trail as part of the crossing of Bear Creek and SR 520, connecting to the East Lake Sammamish Trail beyond.

2012 - FIRST STEPS

The initial trail connection is made from the new 161st Street to the Sammamish River including the following elements:

1. Wayfinding signage is incorporated at the Redmond Connector “trailhead.”
2. Trail elements to provide desired “friction” for the mixed-use trail are provided, including ties, and specialty paving, but may be completed using interim materials that allow future evolution and development of the trail.
3. The future landing space is claimed with a hardscape and crushed rock plaza and interim art element.



SAMMAMISH VALLEY

The Sammamish Valley Study Area starts at the northern City limits of NE 124th Street and extends south to the east bank of the Sammamish River. The character of the corridor is predominantly rural, in spite of its location along a high volume road between three major metropolitan centers (Kirkland, Woodinville and Redmond). The trail that will ultimately be developed will be a more typical regional, multi-use trail, similar to the existing Sammamish River Trail, and much less urban than the Downtown Study Area. However, the language of “fluctuations” still shapes this portion of the Connector, particularly with landings, islands and eddies, and ties shaping the corridor.

LANDINGS

While considerably less frequent than in the Downtown area, landings exist at major events along the trail in the Sammamish Valley.

- Sammamish Valley Park: The existing master plan for the park, and particularly the overlook feature, are embraced by the trail corridor and become a landing on the trail, as well as becoming a major destination for trail users from Downtown Redmond.
- NE 90th Street Siding: Much as railroad sidings once gave trains in the corridor a place to pause off the side of the main rail line, the expanded width of the Connector at this point for a landing as a significant linear park, provides a place for pause and rest as well as a destination on the trail. The location at NE 90th Street allows the park to become a gateway to the City from Willows Road, and provides bikers and pedestrians a loop route to depart the trail and return to the City.
- “The Switch”: A unique spot along the rail corridor, bound on the west by a green embankment, and to the east perched above West Park, the landing at this bend in the corridor highlights a distinct “switch” from the rural Sammamish Valley to the Sammamish River and Downtown beyond.

ISLANDS AND EDDIES

While also less frequent than in the Downtown area, islands and eddies are created to give places for pause and discovery along the trail, occurring at natural features or key intersections with other roads and trails, making them gateways to the Redmond Central Connector.



Sammamish Valley Landing



Sammamish Valley Park Lookout serves as a natural place for a landing along the Connector



Sammamish Valley Plan

TRAIL ALIGNMENT OPTIONS

The precise layout for where the trail will be located in the corridor is yet to be determined, and is subject to a number of different variables. The master plan has identified three prototypical trail alignment scenarios to illustrate possible alignments and help guide design as the project moves forward. Central to these options is the decision to keep or remove the existing trackway. In addition to trail layout options, the prototypical exhibits show how the trail alignments fit with the full corridor width, as well as at reduced width “pinch points” (such as at Willows Golf Course).

TROLLEY STUDY

One of the variables determining how the Sammamish Valley will be realized is the decision of whether or not the existing trackway will remain. In consideration of one option for retaining the trackway, the City of Redmond commissioned a Trolley Feasibility Study (Appendix D). This study was intended to evaluate the feasibility and requirements to operate a trolley on the existing tracks between Downtown Redmond and the Woodinville Winery District. The primary type of service would be tourist based; however, there is some interest in evaluating local commuter service along the same route due to peak hour traffic congestion on the City’s north-south arterials, Willows Road, and Red-Wood Road (SR 202).



Existing tracks on abutment



Trail without tracks on abutment



Existing tracks with trail on abutment



Trail w/o Railroad Tracks

Center alignment
12' paved trail over existing rail bed



Trail with Railroad Tracks

Eastside alignment
12' paved trail
Westside soft trail
Vegetation buffer



Trail with Railroad Tracks

Westside Alignment
12' Paved Trail
Vegetation buffer

* As future trail planning and design takes place in the Sammamish Valley, Public Works should be engaged to coordinate the potential widening of Willows Road.