



connecting  
REDMOND

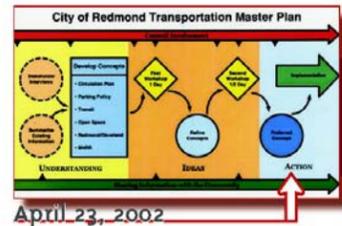
# Connecting Redmond

## Implementation Strategy



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## Recommended Action Agenda for Implementation

From the beginning of this process, the City Council has given clear direction. They want a set of implementable actions that will achieve the vision for downtown. The challenge and the opportunity for the City Council and the community will be in prioritizing, refining and implementing these actions.

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

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

### PARKS & OPEN SPACE

- Create gateways and pedestrian/bike connections

### RECLAIM DOWNTOWN STREETS

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

### COUPLET

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

### PARKING

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

### TRANSIT

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

## INTRODUCTION

This implementation strategy is intended as a guide to provide direction on what steps may be appropriate to further the Action Agenda adopted by City Council in October of 2002 as part of the Connecting Redmond planning process. These recommendations cover three broad areas including capital programming, administrative actions (including suggestions on revising staff work plans), and changes made to the development review process to influence new development.

Successful implementation will depend on a commitment to carry out the overall intent and direction of the concept developed as part of the "Connecting Redmond" process while maintaining the flexibility to respond to opportunities as they arise.

The first section of this document identifies four major implementation actions that are recommend as part of a near-term, first year effort. The second section of the document organizes the major elements of the "Action Agenda" according to major themes including circulation, parking, transit, open space, and other implementation steps. An implementation timeline is provided at the end of the document.

## POTENTIAL NEAR-TERM IMPLEMENTATION ACTIONS

Four priority actions are proposed that fulfill part of the “Action Agenda” identified as part of the “Connecting Redmond” Downtown Plan. These four items are intended to be achievable within a one-year time frame and lead directly to constructing improvements that support the master plan.

### **1. Bear Creek Parkway Preliminary Design and Centerline Survey.**

Bear Creek Parkway represents a substantial change in the downtown and would likely be phased over a 10-year period. Early actions include design and survey of the centerline to begin land acquisition, to provide a guide for private development, and to form the basis for a construction bid package. Establishing the centerline early is essential to preserving the integrity of the design and assuring that private development and associated street improvements are consistent with the development plan for the roadway.

### **2. Street Design and Streetscape plan for Cleveland Street**

Streetscape construction drawings for Cleveland Street will define the character of Cleveland as Redmond’s “Main Street”. Based on the plan, a series incremental changes to streetscape and traffic operations could be undertaken along the street pending completion of Bear Creek Parkway. These improvements could be coordinated with BNSF improvements to create strong link to the BNSF right of way.

### **3. Design for the Burlington Northern Railroad right-of-way**

Improvements to the BNSF are likely to be phased over a period of years contingent on land acquisition, funding, and private development of adjacent land. A conceptual design for the right of way is of first priority as it will influence property acquisition (and vice versa), funding, and implementation steps. Property acquisition should take place in advance of or in close parallel with the design effort.

### **4. Property Acquisition (BNSF / Bear Creek Pkwy):**

This work item places increased emphasis on current efforts to acquire properties along the BNSF corridor. Property acquisition related to the Bear Creek Parkway extension would also be pursued and includes such sites as the King County shop site and the Heron Rookery Site.

## IMPLEMENTATION STRATEGY

The major elements of the “Action Agenda” adopted by City Council are organized below according to major themes including circulation, parking, transit, open space, and other implementation steps. Following each action are the suggested implementation steps. An implementation timeline is provided at the end of the document.

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### Circulation

The circulation plan, as outlined in the concept, has five elements: converting the Redmond/Cleveland Couplet to two-way street operations, using Bear Creek Parkway as an alternate route, working with the state on further improvements to SR-520, narrowing four lane streets to three lanes and completing the grid throughout downtown. Implementation actions for each are:

#### Redmond/Cleveland Couplet

Conversion on Cleveland Street to two-way operation would likely be undertaken after major improvements to Bear Creek Parkway have been completed and an alternate route is available. Improvements along Cleveland Street’s mainline could be made prior to conversion to two-way operation. A series of incremental changes to streetscape and traffic operations could be undertaken along the street pending completion of Bear Creek Parkway. The principle intersections could be redesigned with enhanced landscaping and pedestrian amenities. These improvements could be coordinated with BNSF improvements to create a strong link to the BNSF right of way. Upon completion of Bear Creek Parkway, the Cleveland Street and Redmond Way intersections could be reconfigured to support two-way operation.

- Prepare streetscape/design.
- Implement sequential small-scale improvements.
- Reconfigure Cleveland Way/Redmond Way intersections and restore streets to two-way traffic

#### Bear Creek Parkway

Bear Creek Parkway represents a substantial change in the downtown and would likely be phased over 10 years or more. Early actions include preliminary design and survey of right of way to begin land acquisition and to provide a guide for private development. Subsequent actions could take two approaches, complete new western connection before making improvements the mainline or vice versa. It could be argued that the western connection represents substantial environmental and cost challenges and it may be prudent to ensure that the connection is complete before making additional investments in Bear Creek Parkway. Conversely, mainline improvements could be made first so as not to impact traffic by having to reconstruct the mainline after the western connection is complete. Moreover, constructing the mainline first is relatively simple and could demonstrate early progress toward completing the parkway. Redmond Way and Cleveland could be maintained as a one-way couplet pending completion of the full set of Bear Creek Parkway enhancements. The sequence and timing of implementation actions should be adjusted as needed to respond to changing traffic demand.

- Conduct further design work and analysis to confirm general alignment of western extension.
- Conduct a survey/preliminary design to locate the centerline which will provide a guide for future development.
- Initiate design of the western connection between Leary Way and Redmond Way.
- Identify funding for construction.
- Implement improvements to eastern connection at Avondale Road and Redmond Way.
- Enhance mainline capacity between Redmond Way and Leary Avenue.

#### **SR 520**

- Develop citywide transportation plan and transit strategy to determine desired role of HOV lanes and connections to SR520.
- Obtain resolution from WSDOT on HOV lanes from SR520 into downtown Redmond.
- Develop strategy to work with WSDOT to implement SR520 improvements.

#### **Four to Three Lane Configuration**

- Agree on performance measures and criteria to assess appropriateness of conversion and options.

#### **Complete Roadway Connections**

- Do an assessment of ownership in potential rights of way for new connections.
- Document what would be required to cross privately owned land.
- Do an analysis of crossing choices and policies for their development and selection.
- Determine priority of crossings that provide street connections.
- Implement new crossings.

#### **Bicycle Network Concept**

The bicycle network concept was developed to support the overall direction of the concept as developed during this planning process. Further work must be undertaken to consult with the biking community and bicycle advisory group and to reconcile the bike network concept with changes to the street network concept the may evolve as this plan is implemented. A specific issue that may arise relates to 164<sup>th</sup>. The bike network concept envisions 164<sup>th</sup> as being converted from four lanes to three lanes to accommodate bike lanes. The bike network concept would need to be revised if this conversion did not occur.

- Review bicycle network concept with bike community and advisory groups as appropriate.

- Reconcile bicycle network concept with changes that may be made to the street network concept.

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#### **Parking**

- Implement remaining details of an on-street parking enhancement plan, to identify where new parking will go (including determination of side of street/bike lane streets, etc.).
- Assess need and timing for further development of off-street parking concept
- Conduct an analysis to identify areas best suited for shared, off-street parking. Evaluate possible locations, including opportunities associated with future development, joint public/private opportunities, and potential park and ride sites close to transit routes.

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#### **Transit**

- Renew conversation with community about the role of transit in Redmond, as part of the citywide Transportation Master Plan effort, to better define a direction for transit.
- As part of the above, continue to discuss transit's relationship to the BNSF right-of-way.
- Confirm stakeholder's view on desired actions regarding existing Park & Ride site.
- Initiate a process with King County Metro to identify possible locations for relocating and/or developing a supplemental Park & Ride.
- Develop a site selection process for the new Park & Ride.

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#### **Open Space**

##### **Urban Design Plan**

- Prepare a more detailed urban design plan for downtown including open space, pedestrian connections and connections to the BNSF right of way
- Evaluate the "central park" options for at least part of the Park & Ride site, including further analysis of TOD and transit options.

##### **Gateways and Connections**

- Conduct a detailed inventory of each gateway location, assessing what is unique about each and what its possibilities are for gateway treatments.

- Create an approach with the Parks Department and its citizen boards and commissions to guide a design process.
- Initiate a conceptual design process for a selected gateway(s) .
- Create a strategy for implementation of one or more specific gateway designs.
- Implement gateways in conjunction with other capital improvements.

## **BNSF**

An overall concept was developed for the use of the BNSF as part of this planning effort. Character sketches and cross-sections were also developed to illustrate potential design options. A design for the right of way is of first priority as it will influence property acquisition (and vice versa), funding, and implementation steps. Property acquisition should take place in advance of or in close parallel with the design effort.

A component of the design process may include creating an identity for the BNSF right of way. The right of way is currently referred to as the “BNSF”, the “right of way” and “Railroad Avenue” among others. The purpose of the identity would be to create a common term of reference for the facility and to help in the pursuit of funding for the facility.

The design of the right of way should be flexible to allow for phased implementation, for opportunities that private development might provide, or for opportunities to “piggy-back” with other capital projects such as Cleveland Street improvements.

A review of design standards and the review process related to properties adjacent to BNSF should be undertaken in the near-term. Interim measures should ensure that options in the BNSF corridor are preserved pending a final design. Design issues to consider include orientation of building and access from BNSF, design and character of the façade facing the BNSF, location of parking and impact on BNSF, potential through block connections, etc. The ultimate design for the BNSF should include design guidelines/standards for adjacent property.

Improvements to the right might include amenities, a trail, open space or transit improvements. First priority should be given to access to and along the right of way to allow the community to “take ownership” of the facility. Initial improvements to the right can be a low cost, unpaved trail. However, any access along the facility should be consistent with the overall design of the facility as once access is provided it will be difficult to make revisions or take away the benefit in the future.

Access to the right of way should be considered in conjunction with providing access along it. Access to the right of way should be at highly visible locations and could be designed as gateways to the right of way. The improvements could be relatively low cost while generating interest in use of the new facility. New street or trail crossing of the right of way may be early implementation opportunities. A gateway to the right of way could be built into the proposed new street crossing at 164<sup>th</sup> Street or as part of the nonmotorized access at 161<sup>st</sup> Street.

Opportunities may exist to coordinate right of way improvements with private development or other city projects. For example, the 164<sup>th</sup> Street extension could be coordinated with Cleveland Street intersection

improvements. As a relatively small-scale project these street improvements would be fairly easy to implement and would provide a clear link between the old downtown, the right of way, and Redmond Town Center.

- Interim design guidelines for adjacent development.
- Work with the Parks Department and its citizen boards and commissions to guide the refinement of a design concept.
- Create character sketches – a source book – showing features such as fountains, trees, gardens and playgrounds.
- Create an image and identity for the entire length of the right-of-way that generates interest and enthusiasm from the community.
- Establish design standards specific to adjacent land use.
- Create a strategy for an acquisition plan, including other out holdings.
- Build low cost unpaved trail to allow for early use of right of way.
- Create visible gateways to the right of way (164<sup>th</sup> Street or 161<sup>st</sup> Street).
- Explore opportunities to leverage private development.
- Implement right of way concept

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## **Other Implementation Steps:**

### **Policy and Ordinances**

An important step in the implementation process will be to update the Comprehensive Plan and Community Development guide based on the outcomes of this effort. It is recommended that a staff working group be assigned to conduct a review of the various elements develop as part of this study and determine which elements will be carried forward as changes to the existing policies and regulations. This working group may also identify which elements need further development, either with the public or council, prior to integration with existing planning documents.

- Review the existing Comprehensive Plan and update it, to match the above actions and implementation steps.
- Review street sections and conceptual street layouts within a staff working group to confirm changes the may be required in the community development.

- Develop or revise engineering design standards as needed to support the development of the downtown concept (for example, determining standards for the location and design of curb bulbouts).

#### **Tree Plan**

The development of streetscape plans for downtown streets and the BNSF would be greatly assisted by the development of a tree plan for the downtown. A street tree plan would likely recommend priorities for tree plantings on Redmond's streets, provide a list of trees for appropriate planting on streets and could integrate tree plantings efforts with the development of open spaces and green areas in the city, including the BNSF.

- Develop Downtown Street Tree Master Plan.
- Implement tree planting as standalone projects and in conjunction with other projects.

#### **Economic Development/Marketing Plan for Downtown**

Consider working with the Chamber to develop an economic development and marketing strategy that is integrated with the plan concept. This effort could be timed to coincide with conversion of Redmond Way and Cleveland Street to two-way operation.

- Develop an economic development and marketing strategy that is integrated with the plan concept.

#### **Finance**

- Integrate the financial planning for transportation, open space and other aspects of the downtown plan.
- Incorporate projects into the Capital Improvement Program.

Consider pursuing a bond for a package of improvements such as a set of improvements to Bear Creek Parkway, the BNSF, and Redmond Way and Cleveland Street.

