

RESOLUTION NO 1289

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON APPROVING THE VISION, DESIGN, IMPLEMENTATION, PHASING, AND CONSTRUCTION MITIGATION SET FORTH IN THE DOWNTOWN EAST / WEST CORRIDOR STUDY MASTER PLAN AND IMPLEMENTATION STRATEGY

WHEREAS, the City of Redmond has a vision to reclaim our downtown as an economically healthy, people-friendly place, enhanced by the movement of pedestrians, bikes, cars, and a diversity of businesses, and

WHEREAS, the Transportation Facility Plan identifies three critical projects in Downtown Redmond which will support implementation of the downtown vision

- Redmond Way and Cleveland Street Improvements including the conversion of the one-way couplet to two-way streets
- 161st Avenue NE Extension from Redmond Way to Bear Creek Parkway Extension
- 164th Avenue NE Extension from Cleveland Street to NE 76th Street, and

WHEREAS, the Transportation Master Plan designates this area as a pedestrian place and through the implementation of great streets this can become a reality, and

WHEREAS, this study was undertaken upon fully funding of the Bear Creek Parkway Extension which is intended to allow for the conversion of the one-way streets back to their historical two-way operation, and

WHEREAS, the community was asked to participate in development of this plan during two community meetings, contacting and meeting with property owners and businesses in the corridor and briefings of City commissions and advisory committees, and

WHEREAS, the results of this study will enable the City to

- Complete other elements called for in the Transportation Master Plan and Comprehensive Plan,
- Coordinate with the Washington State Department of Transportation, and,
- Provide developers certainty regarding required frontage improvements and future City street plans, and

WHEREAS, the Redmond City Council reviewed a draft of the DEWCS Corridor Plan at their February 24, 2009, study session and provided comments on the draft, which were integrated into the document, and

WHEREAS, the results of this study are an important step in ensuring that the streets constructed in the study area by the City, other agencies and developers support the vision for the

Downtown laid out in the City of Redmond Comprehensive Plan, for the reasons described above

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY RESOLVES AS FOLLOWS

Section 1 Master Plan and Implementation Strategy

The City of Redmond approves the vision, corridor master plan, design elements, project for implementation, project phasing and construction mitigation which substantially conforms to that set forth in Exhibit 1

Section 2 Great Streets The City of Redmond

recognizes the benefits to the greater Redmond community and in particular Downtown that can be achieved using the information in the Master Plan and Implementation Strategy to implement great streets that create a sense of community connectedness and create a pedestrian place in Downtown Redmond

Section 3 Washington State Department of

Transportation(DOT) Recognizing that Redmond Way and Cleveland St are currently designated as state routes the City of Redmond will continue to coordinate with the Washington State DOT as it moves forward with design of this project

Section 4 Staff Resources City of Redmond staff is

hereby directed to take such steps as are necessary to implement the next steps identified in the Master Plan and Implementation Strategy

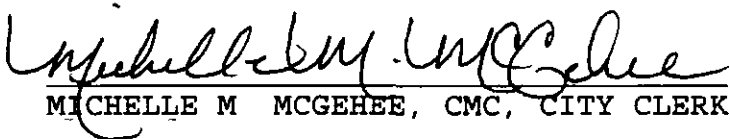
ADOPTED by the Redmond City Council this 17th day of March,

2009

CITY OF REDMOND


MAYOR JOHN MARCHIONE

ATTEST


MICHELLE M MCGEHEE, CMC, CITY CLERK

(SEAL)

FILED WITH THE CITY CLERK	March 11, 2009
PASSED BY THE CITY COUNCIL	March 17, 2009
SIGNED BY THE MAYOR	March 17, 2009
EFFECTIVE DATE	March 17, 2009
RESOLUTION NO 1289	

PASSED (6-1) YES Allen Cole Margeson McCormick Myers and Vache NO Carson



Downtown East-West Corridor Study Master Plan and Implementation Strategy

February, 2009



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INTRODUCTION

Our Downtown-

Redmond Way and Cleveland Street are the primary east-west corridors in Downtown. However, studies show that both these roads function in a way that is not conducive to support an active, vibrant and economically healthy downtown environment. In order to revitalize downtown and turn it into a great destination with bustling activity and thriving businesses, while also alleviating driver confusion and improving circulation, Redmond Way and Cleveland Street need to be converted into a two-way street system with pedestrian improvements and amenities.



Figure 1:
Cleveland Street Perspective

DOWNTOWN VISION

Through the Downtown Transportation Master Plan (DTMP) the City established a vision statement to create momentum, address downtown revitalization and establish the relationship between downtown and its streets:

"....to reclaim our downtown as an economically healthy, people-friendly place, enhanced by the movement of pedestrians, bikes, cars and a diversity of businesses...."

In order to implement this vision along the Redmond Way and Cleveland Street corridor, the following project principles were formed to support a vibrant downtown as described in the DTMP:

- **Circulation:** Streets should provide connectivity and circulation for all modes while maintaining a level of traffic consistent with an urban downtown
- **Parking:** Parking should be available for businesses, residents, visitors, and local deliveries and should support the pedestrian environment and the viability of transit
- **Travel Choices:** Facilities and services should be designed to support the goal of having transit, walking, bicycling, and carpooling comprise a significant share of the trips to and from Downtown
- **Parks and Open Spaces:** Streetscape, parks and open space should create a sense of place, be linked to one another and serve a variety of purposes



On-Street Parking provides access to storefronts while buffering the street



Open Space should create a unique sense of place for Downtown

Figure 2:
Pedestrian Supportive Environments

- **Land Use:** Streets should accommodate and encourage the future land use vision
- **Great Streets:** Downtown streets should contribute to and reinforce this area as a destination and the heart of Downtown by creating economically vibrant and pedestrian supportive streets
- **Cleveland Street:** Cleveland Street should be a traditional "Main Street" promenade
- **Railroad Right-of-Way:** Any design should take full advantage of this asset, including high capacity transit, non motorized trail and other opportunities

From City Staff to Council members and the Community to Stakeholders, these principles were widely approved and supported by everyone involved wanting to make Downtown Redmond an outstanding place.

These principles also support the idea that downtown streets should be "Great Streets" and are great public spaces that support quality development. Great Streets have common themes which include:

Great Streets are representative of their places.

A Great Street reflects the neighborhood through which it passes and has a scale and design appropriate to the character of the abutting properties and land uses.

Great Streets allow people to walk comfortably and safely.

The pedestrian environment on, along and near the street is well-designed and well-furnished. The relationship between the street and its adjacent buildings is seamlessly integrated, conducive to walking, and inviting to people.

Great Streets contribute to the economic vitality of the city.

Great Streets facilitate the interaction of people and the promotion of commerce. They serve as streets to go to, not through downtown. Great Streets are not just transportation channels. They are premier commercial addresses and provide location value to businesses that power the local economy.



Crosswalk as Public Art



Outdoor dining area activates street without interfering with circulation



Active and passive enjoyment of water in public space



Pedestrian Countdown Signal

Figure 3:
Urban Design Enhancements

Great Streets provide mobility

Great Streets strike an appropriate balance among the three elements of modern mobility through travel, local circulation and access. The right balance varies with the function of the street and the character of its neighborhoods and abutting properties.

Great Streets are functionally complete

Great Streets support balanced mobility with appropriate provision for safe and convenient travel by all of the ground transportation modes: transit, walking, bicycling, personal motor vehicles and freight movement.

Great Streets facilitate placemaking

Great Streets are designed to create places that are memorable and interesting. These include artwork, plazas, pocket parks, attractive intersections and corners, and wide comfortable sidewalks fostering an active street life.

Great Streets are green

Great Streets provide an attractive and refreshing environment by working with natural systems. They incorporate environmentally sensitive design standards, including generous provision of street trees and other plantings.

THE EXISTING COUPLET

Designated by Washington State Department of Transportation (WSDOT) as State Routes 908 and 202, respectively, the existing couplet was created in 1986 to maximize traffic circulation through Downtown. However, recent studies show that a majority of traffic (62%) is destined for Downtown. Because the couplet is conducive to through put traffic and not destination traffic, it does not support a healthy retail environment and is not a pedestrian-friendly place. The one-way street system also creates driver confusion, with many visitors getting lost upon entering the downtown corridor. All these factors impede redevelopment and real estate investment in businesses that could contribute to thriving pedestrian environments along the corridor.

CORRIDOR MASTER PLAN

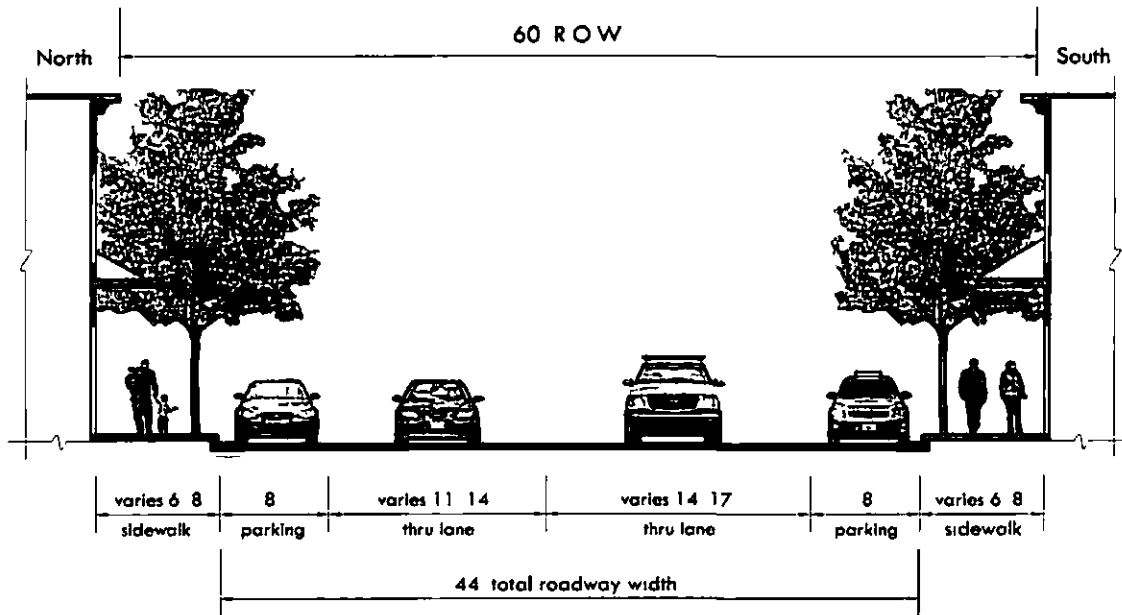
Proposed Design-

Converting Redmond Way and Cleveland Street back to a two-way street system will provide better retail access, a better pedestrian environment and lessen driver confusion in Downtown. Redmond Way will be the main east-west spine that will orient visitors in the heart of Downtown. Cleveland Street will become the retail spine that will energize the downtown corridor. Both corridors will be enhanced with redevelopment in mind and include wider sidewalks and pedestrian amenities for a better downtown shopping and living experience.

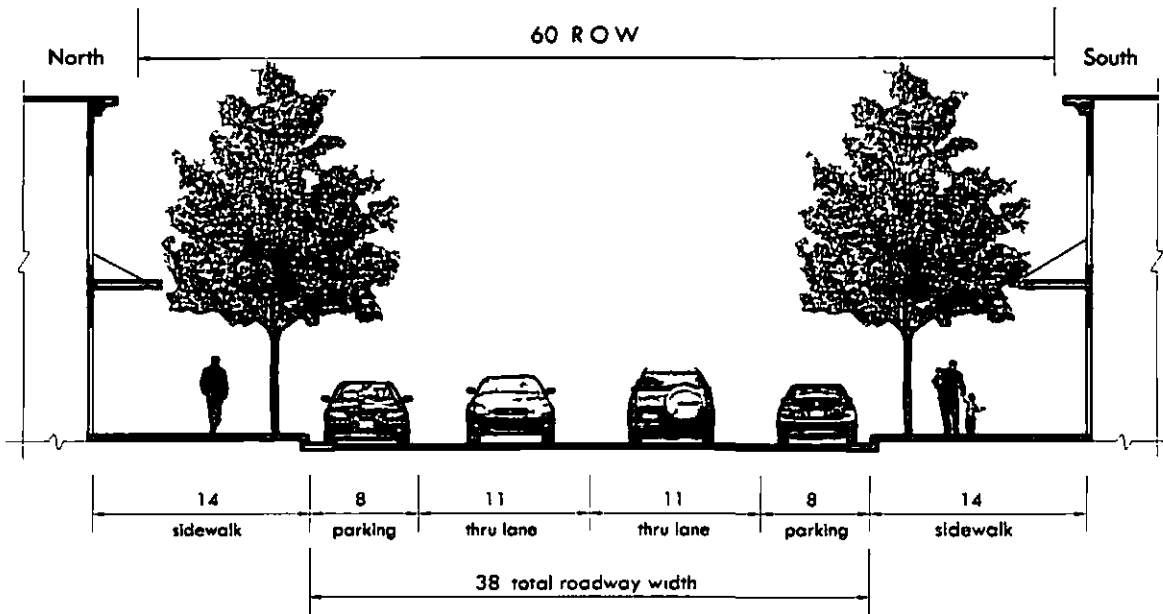
Aside from two way traffic, operational changes will include new signalization and phasing. A two way street system, along with the Bear Creek Parkway Extension (opens in 2009) and the 161st Avenue NE and 164th Avenue NE Extensions (opens 2012), will provide better circulation and alternatives for all modes of transportation through the Downtown corridor and to SR 520, as shown in **Figure 7 Downtown Corridor Master Plan**. Traffic calming elements such as narrower roadway widths, wide sidewalks, and curb bulbs along Cleveland Street will not only slow the speed of traffic, it will also create a safer and more attractive pedestrian and retail environment. See **Figure 5 and Figure 6** for the **existing and proposed cross-sections for Cleveland Street and Redmond Way**, respectively.



Figure 4:
Woonerf / Pedestrian Environment

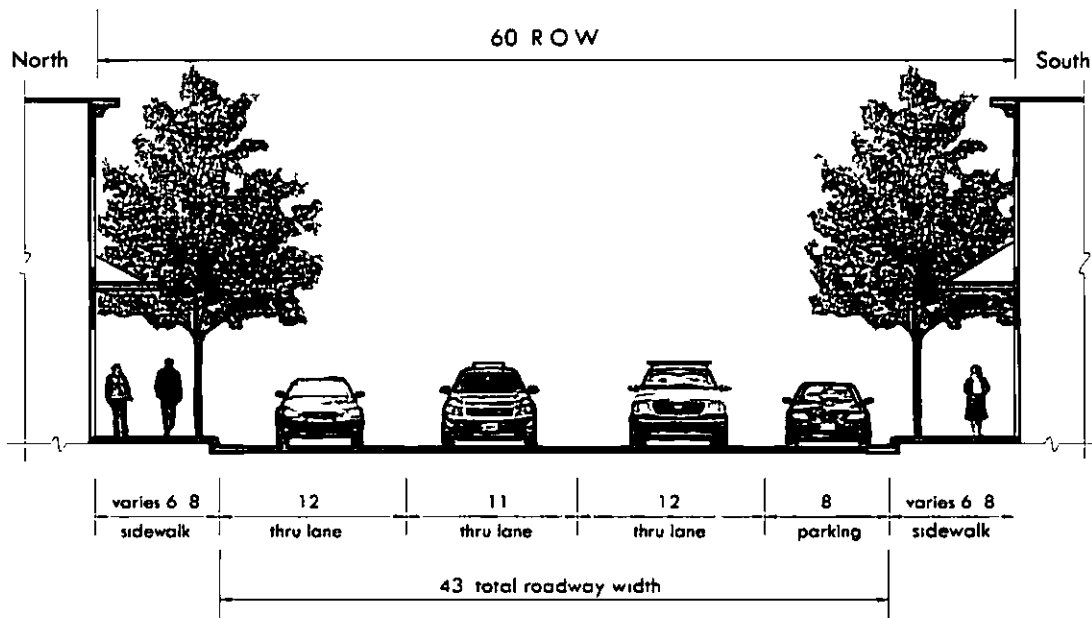


EXISTING CLEVELAND STREET

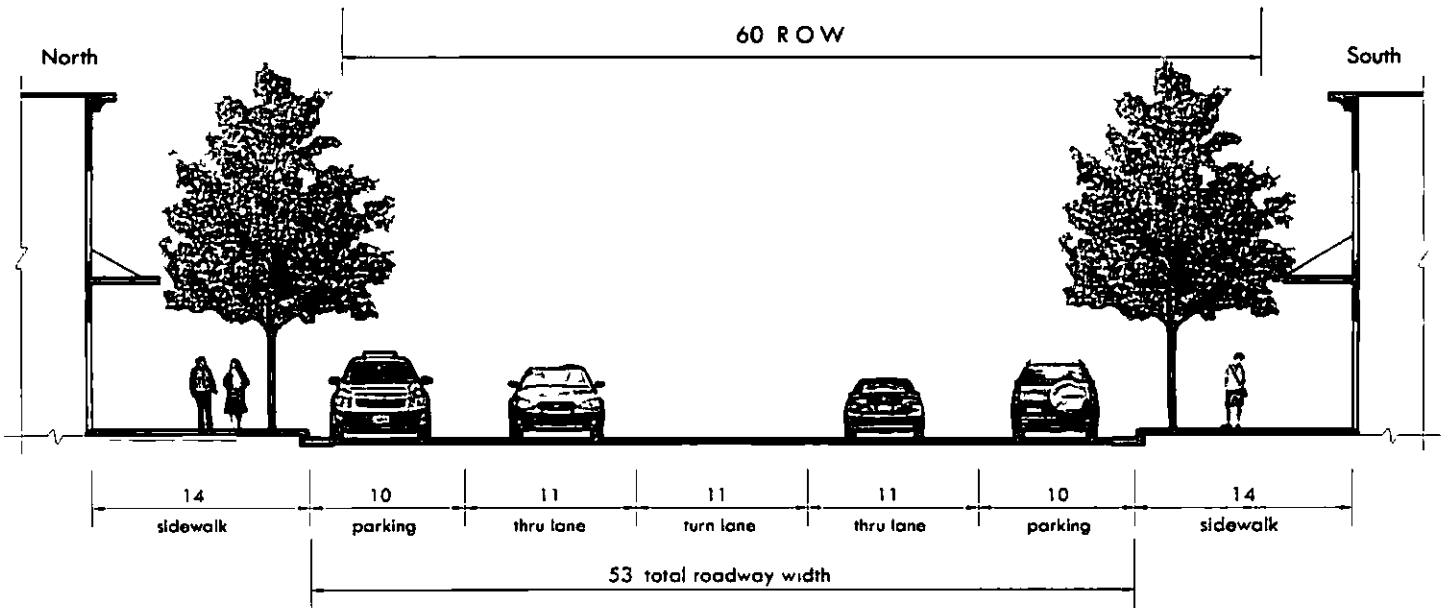


PROPOSED CLEVELAND STREET (2-WAY)

Figure 5
Existing and Proposed Cleveland Street Cross Sections



EXISTING REDMOND WAY



FUTURE REDMOND WAY (2-WAY)

Figure 6
Existing and Future Redmond Way Cross Sections



Figure 7:
Downtown Corridor Master Plan

legend

- old town district
- plaza space
- existing buildings
- proposed sound transit platform
- future plaza space
- two-way (free)
- future north/south connections
- future west/east
- future light rail path
- future pedestrian/bike crosswalk

Scale: 1:1000
Note: Imagery is illustrative

