

**Attachment F: Initial Technical Committee Recommendation and Current Code
(No Action Alternative)**

The following is the original Technical Committee recommendation applied to the current Redmond Zoning Code section for the Downtown Pedestrian System, particularly applying to Leary Way. This section is provided for reference only, for the Planning Commission's discussion in consideration of additional alternatives to the original recommendation.

ARTICLE I ZONE BASED REGULATIONS

RZC 21.10 DOWNTOWN REGULATIONS

21.10.150 Pedestrian System

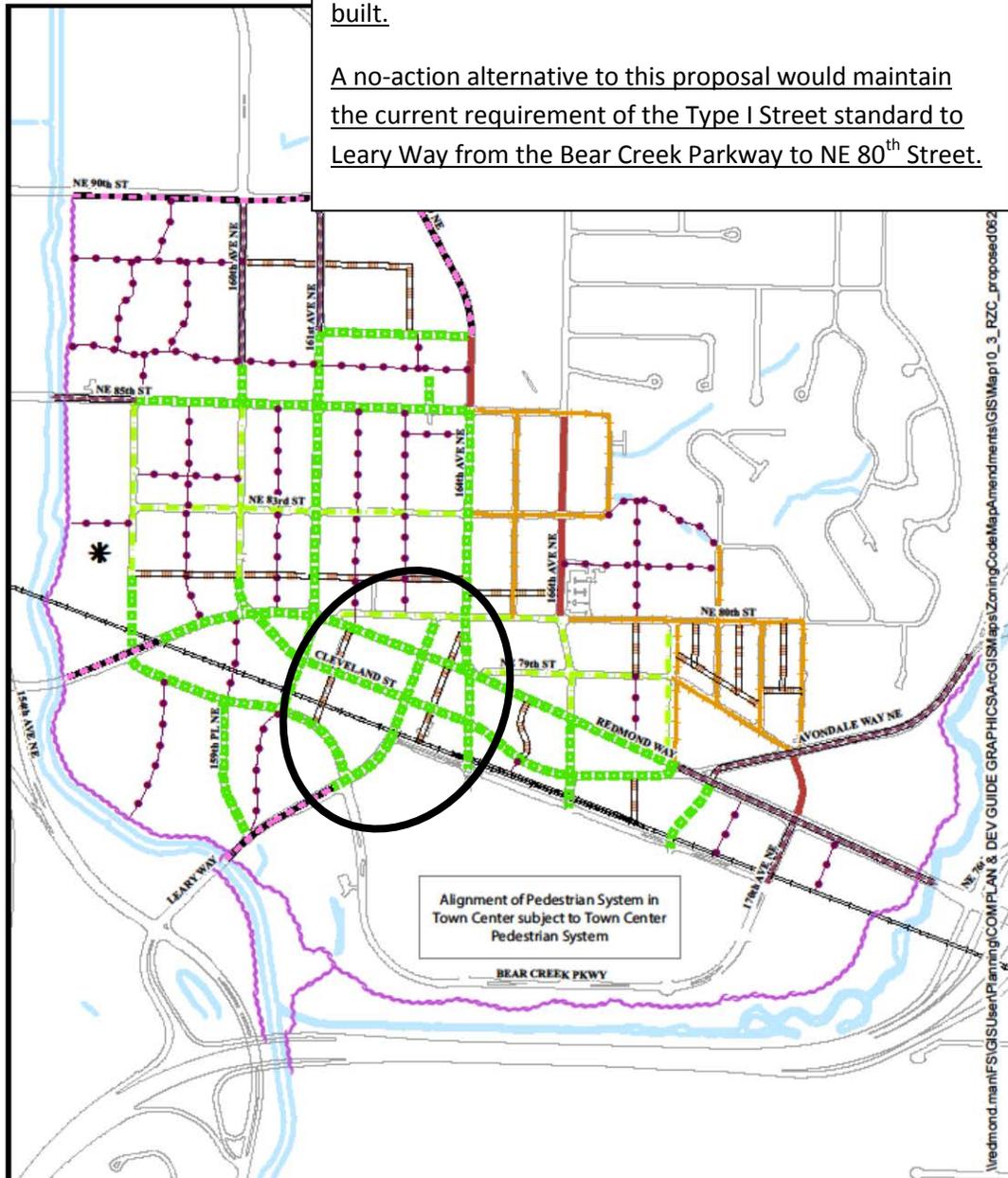
- A. **Purpose.** The purpose of the Downtown pedestrian system is to:
1. Provide safe pedestrian routes removed from traffic;
 2. Enhance the appearance of buildings and their settings;
 3. Provide a unified design element to complement varying architectural styles;
 4. Soften the appearance of parking lots and service storage areas; and
 5. Provide for the planting of street trees and other vegetation appropriate for an urban setting.
- B. **Installation of Pedestrian System.** The various components of the pedestrian system are shown on Map 10.3, Downtown Pedestrian System; the tables and graphics included in RZC 21.10.150.C, *Pedestrian System Description*; Map 10.4, Town Center Pedestrian System; and the table in RZC 21.10.150.O, *Downtown Streets Cross Sections*, all of which are incorporated as a part of this section. As property is developed or redeveloped, corresponding portions of the systems shall be installed or otherwise provided for by the property owner/developer. The front yard distance specifies the minimum front yard setback measured from the back of sidewalk. Where the front yard distance is specified as zero feet, the building shall be built to the back of the sidewalk. The mid-block segments shown on the map represent desired connections between blocks. In order to provide flexibility, the actual alignment shall be determined through the site plan land use permit process.

**Map 10.3
Downtown Pedestrian System**

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Proposed amendment to Leary Way classification (a Type I Street) to reflect sidewalk width of 12 feet, as currently built.

A no-action alternative to this proposal would maintain the current requirement of the Type I Street standard to Leary Way from the Bear Creek Parkway to NE 80th Street.



Legend

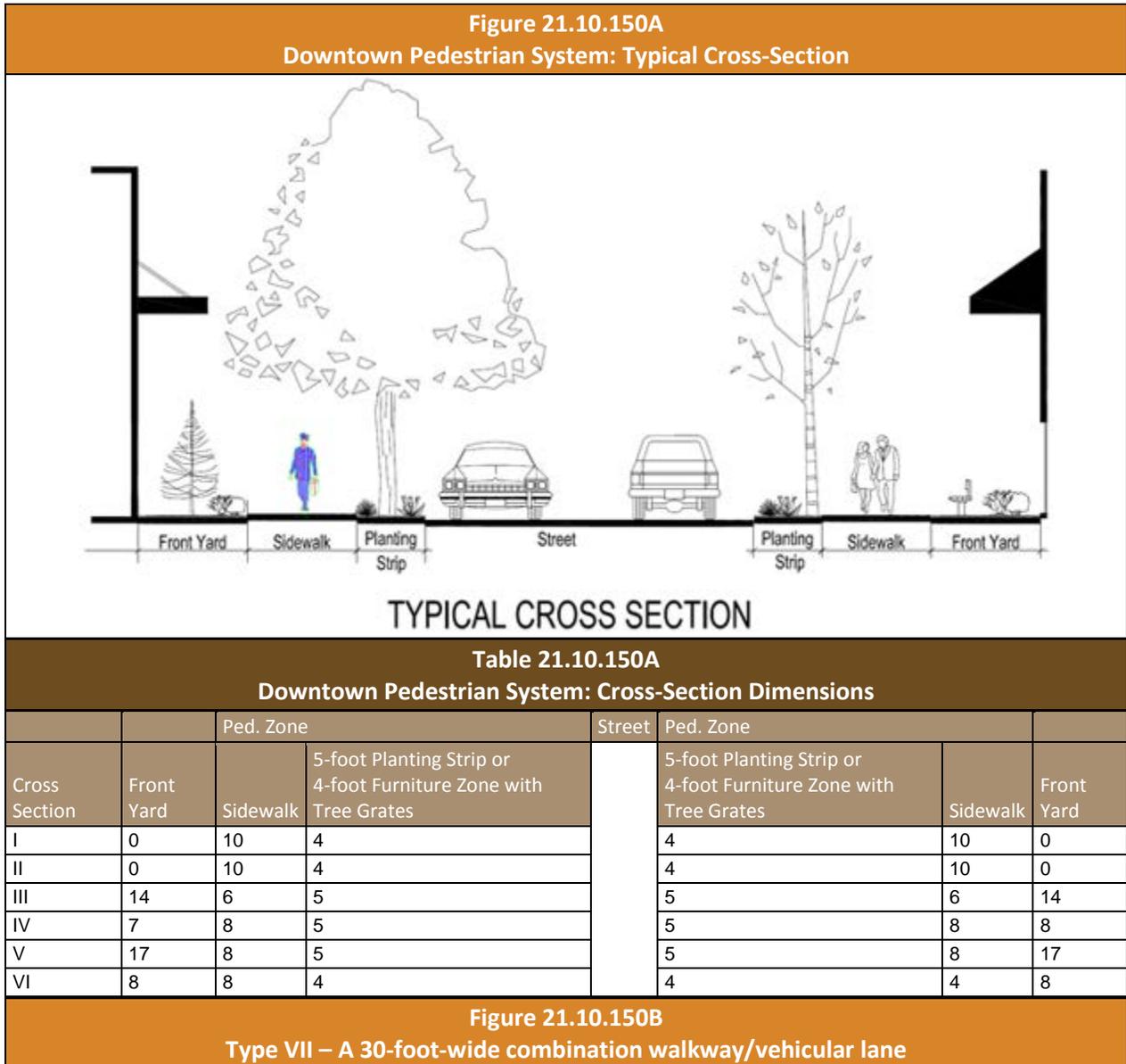
- Type I: A 14 foot urban walkway with 4-feet for tree gates and pedestrian amenities, an 8-foot sidewalk, and a 2 foot setback area for planters and building modulation.
- Type II: A 14 foot urban walkway with 4-feet for tree gates and pedestrian amenities, an 8-foot sidewalk, and a 2 foot setback area for planters and building modulation.
- Residential uses may be allowed on street frontage (ground floor) of Type II Pedestrian Streets per multi-family regulations for Old Town, Anderson Park, Bear Creek, Sammamish Trail, Town Square, River Bend and River Trail zones, RZC 21.10.
- Type III: A 25-foot landscaped walkway with a 5-foot parkway for street trees, a 6-foot sidewalk, and 14-feet of landscaped yard area.
- Type IV: A 20-foot landscaped walkway with a 5-foot parkway for street trees, 8-foot sidewalk, and 7-feet of planting/plaza area.
- Type V: A 30-foot landscaped walkway with 5-foot planter strip for trees, 8-foot sidewalk and 17-feet of planting/plaza area.
- Type VI: A 20-foot landscaped walkway with 4-feet for tree gates, 8-foot sidewalk and 8 feet of planting/plaza area.
- Type VII: A 30-foot wide shared pedestrian and vehicular lane.
- Type VIII: A 12-foot asphalt trail following natural elements such as rivers and streams, with pedestrian orientation on building side.
- Type IX: A pedestrian path that can be one of, or a combination of the following three standards:
 - 1) A 30-foot-wide mid-block pathway with an 8-foot sidewalk in the middle and 11 feet of landscaping/plaza on each side when outdoors between buildings.
 - 2) A 14-foot wide pathway when passing through a portal of a building that is at least 10 feet in height clearance and is well lit at night.
 - 3) The portal path is also allowed to be located on vehicular driveways when the ceiling height is at least 10 feet high, and the driveway is at least 20 feet wide and is paved with a textured concrete or pavers (not painted) to indicate that it is also a pedestrian path. Public access signage/plaques shall be installed at both ends of the path.
- BNSF Railroad: Future urban trail

**Map 10.3
Downtown
Pedestrian
System**
Effective: Month #, 2015

*Note: On Lot 6 of the Redmond Center Plat, buildings need not be located up to the sidewalk edge of the Type V Pedestrian System that is to about Lot 6's east edge.

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C. **Pedestrian System Description.** The table and graphics below depict the various pedestrian system cross sections that are called out in the corresponding Map 10.3, Downtown Pedestrian System, above. Pedestrian System Types I through VI are grouped together in a common table as they are located along street fronts.



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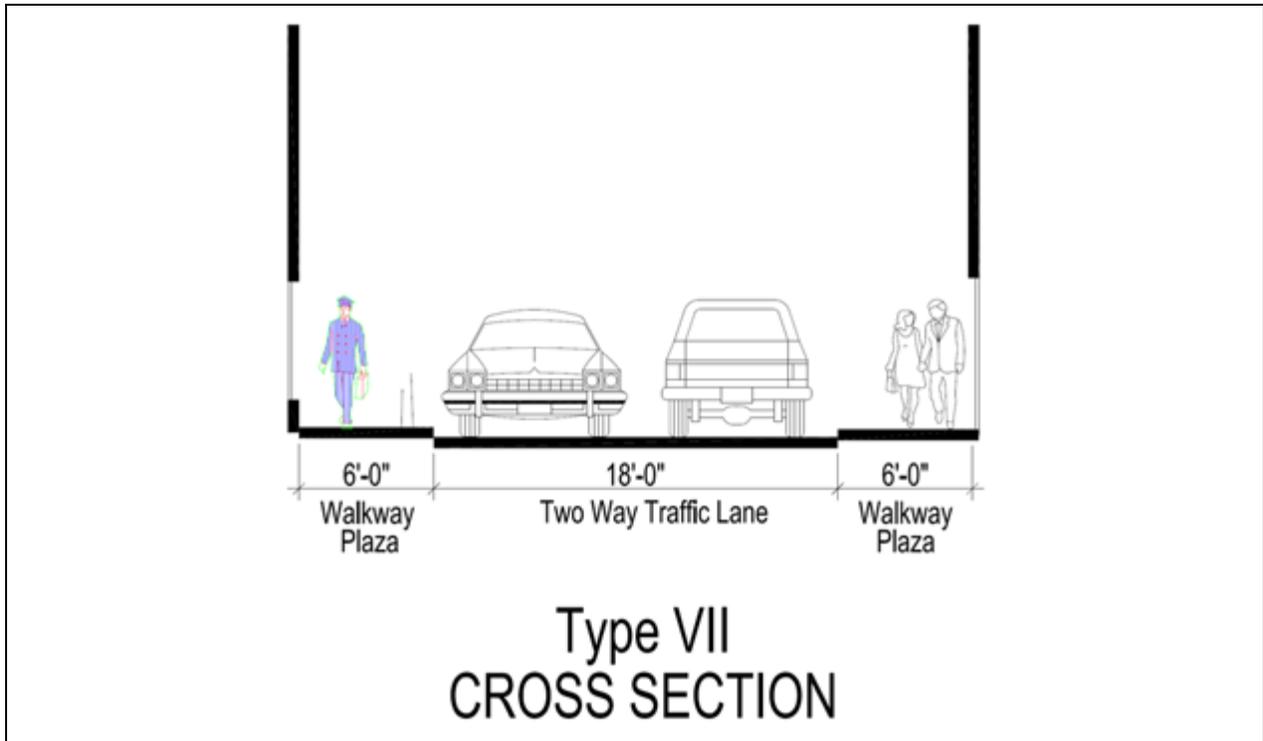


Figure 21.10.150C
Type VIII – A 12-foot asphalt trail following natural elements, such as rivers and streams, with pedestrian connection to buildings.

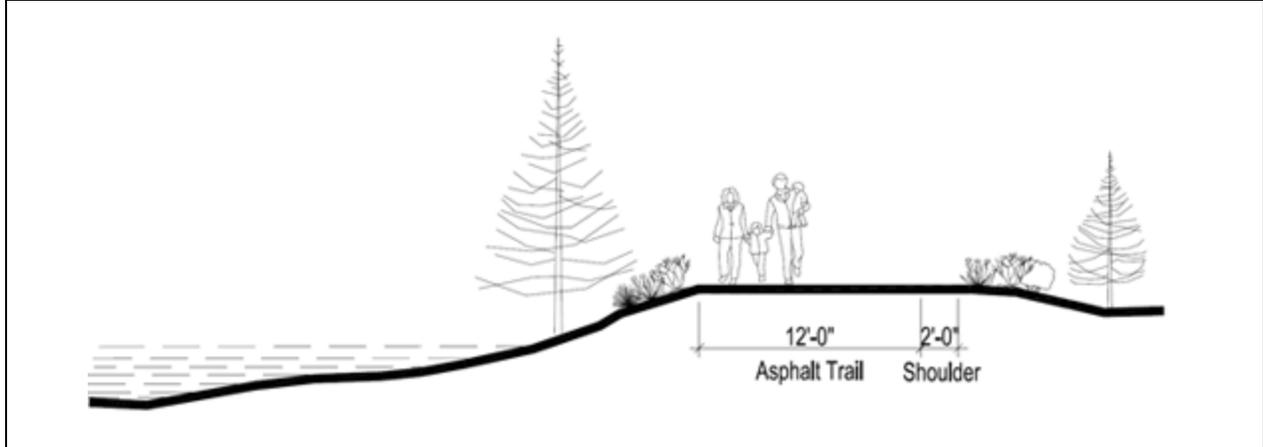
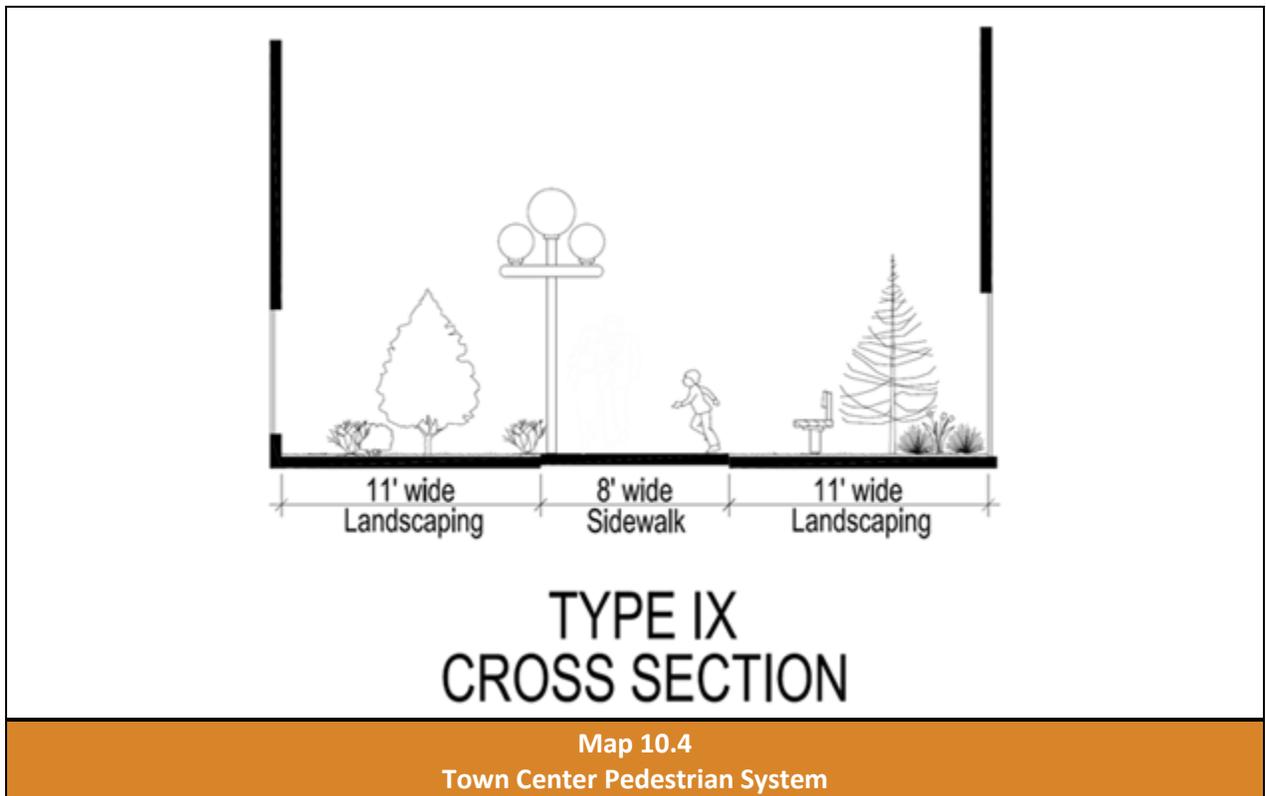
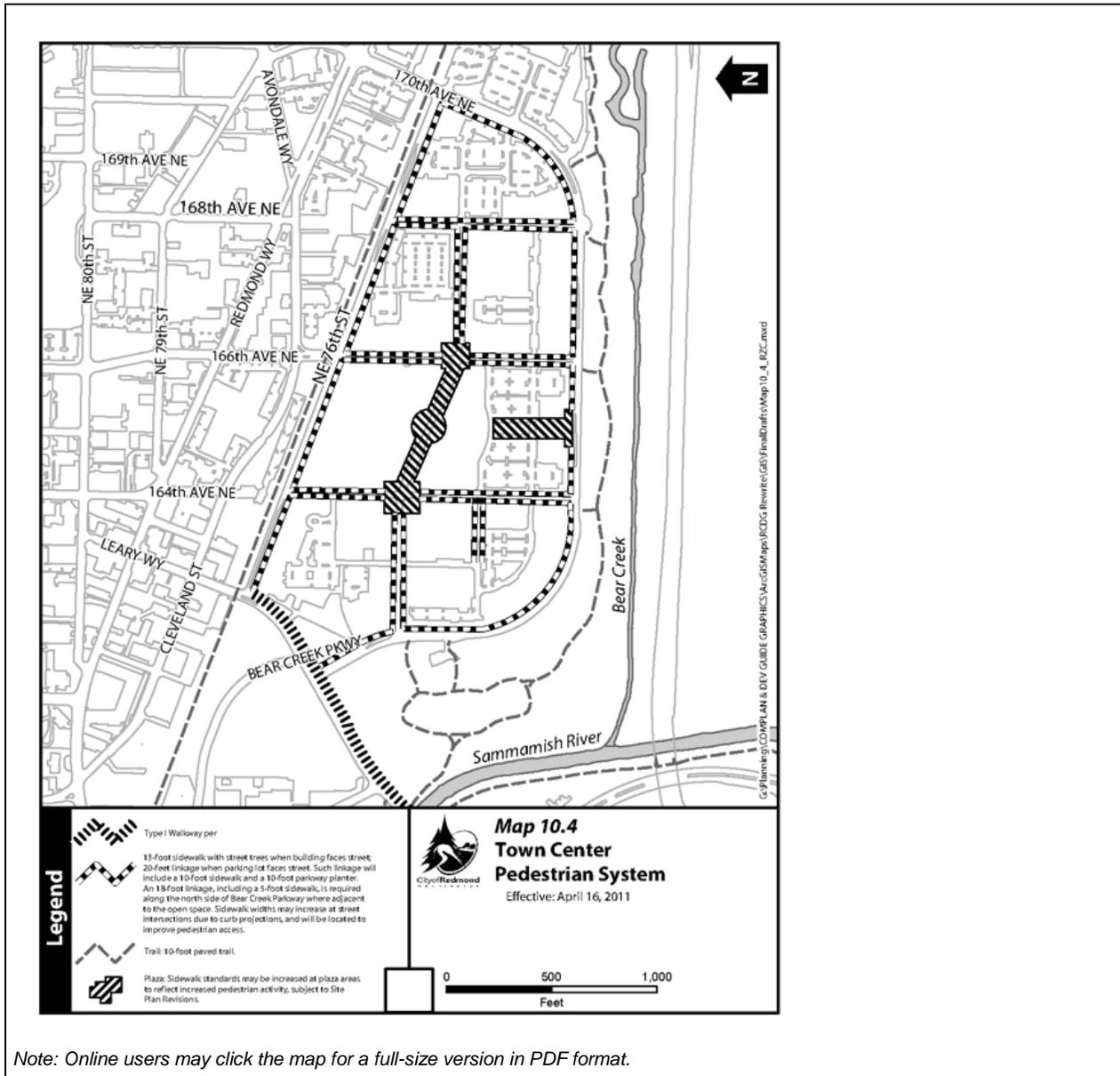


Figure 21.10.150D
Type IX - A 30-foot-wide mid-block pathway with an 8-foot sidewalk in the middle and 11 feet of landscaping/plaza on each side.

**Attachment F: Initial Technical Committee Recommendation and Current Code
(No Action Alternative)**

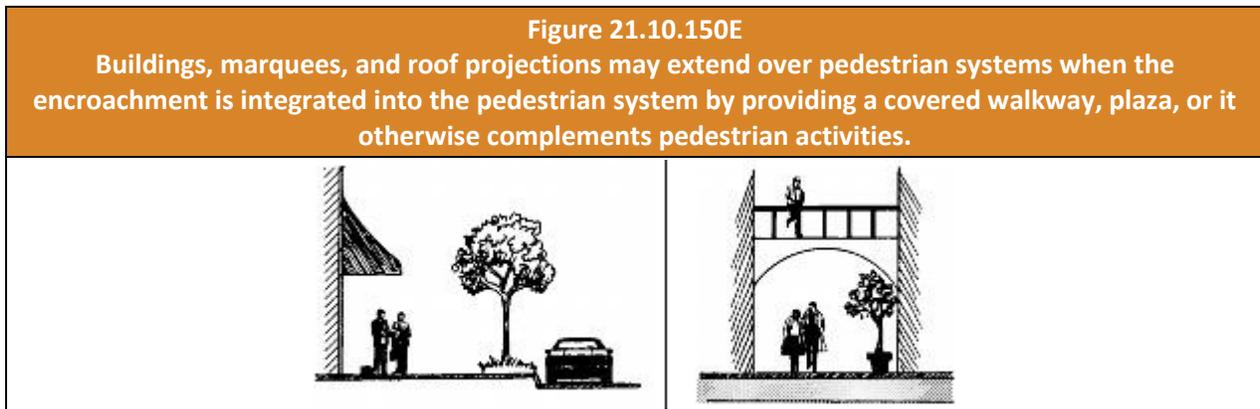


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- D. **Easements/Dedications.** Where a pedestrian system walkway exists or is required outside of a public right-of-way, an easement or the dedication to the City of Redmond may be required to provide continuity of the walkway to adjoining property. In case of dedication, residential density shall be calculated based on pre-dedication lot area.
- E. **Permitted Encroachments.** Upper floors of buildings, marquees, potted plants, awnings, blade signs, and roof projections may extend over the pedestrian system when the encroachment is integrated into the pedestrian system by providing a covered walkway, plaza, or it otherwise complements pedestrian activities. Buildings, marquees, and roof projections may extend over pedestrian systems when the encroachment is integrated into the pedestrian system by providing a covered walkway, plaza, or it otherwise complements pedestrian activities.

**Attachment F: Initial Technical Committee Recommendation and Current Code
(No Action Alternative)**



- F. **Width Measured from Back of Curb.** Where a pedestrian system adjoins a public street, the system's width shall be measured from the back of the existing or proposed curb.
- G. **Construction Standards.** Construction standards for sidewalks are identified in the City of Redmond's Standard Specifications and Details.
- H. **Driveway Crossings.** Driveways crossing the pedestrian system shall be minimized and joint use of driveways required, when feasible, to separate vehicles and pedestrians. Areas in driveways will not be calculated as part of the area required to be landscaped in the pedestrian system.
- I. **Access to Buildings.** Pedestrian access from the primary building to the pedestrian system along the street shall not be interrupted by vehicular circulation, parking, or other elements that discourage pedestrian use.
- J. **Interior Block Pedestrian System.** Interruptions of mid-block pedestrian systems by vehicular circulation or parking are not permitted.
- K. **Variations Not Meeting Standards.** Variations in the pedestrian system that do not meet minimum standards may be approved by the Technical Committee. Variations may be allowed after consideration of the following factors:
1. Existing right-of-way available to meet standards;
 2. Existing buildings encroaching in linkage area;
 3. Pedestrian and vehicular volumes anticipated;
 4. Existing vegetation;
 5. Disruption of system continuity;
 6. Accessibility to buildings.
- L. **Street Trees Generally.** Street trees within the Downtown neighborhood shall be provided as noted on the map, Downtown Street Tree Plan, which is on file in the office of the Planning Department. As property is developed or redeveloped, trees shall be installed or otherwise

**Attachment F: Initial Technical Committee Recommendation and Current Code
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provided for by the property owner/developer. For streets which do not list tree types or spacing requirements, refer to the City of Redmond Street Tree Plan.

M. Requirements for Street Trees.

1. Location. Trees shall be spaced on average as noted on the Downtown Street Tree Plan. Trees shall be planted in planter strips where they exist or are required per this section RZC 21.10.150, Pedestrian System. Where sidewalks are required to be contiguous with street curbs, trees shall be planted in irrigated tree wells, with City-approved root barriers, next to the street. Street trees may be grouped in larger planters near the curb, if found more appropriate through the Administrative Design Flexibility process. Street trees that cannot be placed next to the street due to inadequate planter strip width, street furniture, driveways, or utilities shall be planted in the abutting yard area.
2. Street trees shall be planted according to guidelines outlined in [RZC 21.32, Landscaping](#).

N. Downtown Street Cross Sections.

1. Guidelines for Application.
 - a. The Technical Committee shall review and approve each component of the street cross section on a project by project basis and has the authority to alter street cross section widths and uses.
 - b. Street cross section widths apply at the middle of the block.
 - i. The widths and existence of each component may vary at intersections, as determined by the Technical Committee.
 - ii. Intersection design shall be based upon the Pedestrian Program Plan and Bicycle System Plan chapters of the TMP; Bicycle Facilities Design Manual; the City's Construction Specifications in RZC Appendix 2, Construction Specification and Design Standards for Streets and Access; and any corridor study adopted by the City Council for the street(s) in question.
 - c. Dedicated right-of-way shall be 60 feet, except in cases where there is more than one general purpose lane going the same direction, wherein the dedicated right-of-way shall be determined by the Technical Committee. Any sidewalk width required by Map 10.3, Downtown Pedestrian System, exceeding the required right-of-way shall be provided through an easement.
 - d. Provisions of medians and left turn lane access shall be determined on a project-by-project basis, based on traffic speeds, volumes, and collision history, and using recognized engineering standards, such as those published by AASHTO, ITE, or other recognized authority.
 - e. Utilities, such as power, telephone, and cable, shall be placed under the sidewalk.

**Attachment F: Initial Technical Committee Recommendation and Current Code
(No Action Alternative)**

- f. When designing multimodal corridors refer to the Modal Integration section of the Transportation Master Plan. Corridors shall support all modes.
- g. See RZC 21.52.030.F, *Required Public Improvements*, to review additional options and requirements.

O. Downtown Streets Cross Sections.

Table 21.10.150B Downtown Streets Cross Sections												
Street	From	To	Southbound/Westbound				Northbound/Eastbound				Mid-Block Right-of-Way Width	Curb-to-Curb Width
			Street									
			On-Street Parking Width	Bike Lane Width	General Purpose Lanes Width	Median / Two Way Turn Lane Width	General Purpose Lanes Width	Bike Lanes Width	On-Street Parking Width			
158th Ave NE	NE 85th St	NE 83rd St	8	0	14	0	14	0	8	60	44	
158th Ave NE	NE 83rd St	Redmond Way	18	0	11	0	11	0	8	60	48	
159th Pl NE	Bear Creek Parkway	Leary Way	8	0	11	0	11	0	8	60	38	
160th Ave NE	NE 90th St	NE 85th St	8	0	12	12	12	0	0	60	44	
160th Ave NE	NE 85th St	NE 83rd St	8	0	14	0	14	0	8	60	44	
160th Ave NE	NE 83rd St	Redmond Way	0	0	11	11	11	0	0	60	33	
161st Ave NE	NE 90th St	NE 87th St	0	5.5	11	11	11	5.5	0	60	44	
161st Ave NE	NE 87th St	Redmond Way	0	6	12	12	12	6	8	60	56	
161st Ave NE	Redmond Way	Bear Creek Parkway	8	5.5	12	0	12	5.5	8	60	51	
164th Ave NE/ Red-Wood Rd	NE 90th St	NE 80th St	0	5.5	11	11	11	5.5	0	60	44	
164th Ave NE	NE 80th St	Redmond Way	0	0	12	12	12	0	0	60	36	
164th Ave NE	Redmond Way	NE 76th St	8	0	12	0	12	0	8	60	40	
165th Ave NE	NE 85th St	NE 80th St	8	0	11	0	11	0	8	60	38	
166th Ave NE	NE 85th St	NE 76th St	0	5.5	11	11	11	5.5	0	60	44	
167th Ave NE	NE 85th St	NE 83rd St	0	0	11	0	11	0	8	60	30	
168th Ave NE	NE 80th St	Redmond Way	8	0	14	0	14	0	8	60	44	
169th Ave NE	NE 82nd St	NE 79th St	8	0	12	0	12	0	8	60	40	
170th Ave NE	NE 80th St	NE 79th St	8	0	11	0	11	0	8	60	38	

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			On-Street Parking Width	Bike Lane Width	General Purpose Lanes Width	Median / Two Way Turn Lane Width	General Purpose Lanes Width	Bike Lanes Width	On-Street Parking Width			
170th PI NE	NE 80th St	Avondale Way	8	0	11	0	11	0	8	60	38	
170th PI NE	Avondale Way	Redmond Way	0	0	11	12	11	0	0	60	34	
Leary Way	NE 80th St	Cleveland St	8	0	12	0	12	0	8	60	40	
Leary Way	Cleveland St	BNSF	0	0	11	11	11	0	0	60	33	
Leary Way	BNSF	Bear Creek Parkway	0	0	12	12	24 (1)	0	0	78	48	
Leary Way	Bear Creek Parkway	Samamish River	0	0	24 (1)	0	24 (1)	0	0	72	48	
Avondale Way	NE 80th St	Redmond Way	0	5.5	11	11	22 (1)	5.5	0	70	55	
Avondale Way	Redmond Way	NE 76th St	0	0	11	12	11	0	0	60	34	
NE 79th St	Redmond Way	168th Ave NE	8	0	12	0	12	0	8	60	40	
NE 79th St	168th Ave NE	Avondale Way	8	0	13	0	13	0	8	60	42	
NE 80th St	Redmond Way	Leary Way	8	0	14	0	14	0	8	60	44	
NE 80th St	Leary Way	164th Ave NE	0	0	20	12	12	0	0	60	44	
NE 80th St	164th Ave NE	170th PI NE	8	0	14	0	14	0	8	60	44	
NE 83rd St	158th Ave NE	160th Ave NE	8	0	11	0	11	0	20	60	50	
NE 83rd St	160th Ave NE	161st Ave NE	20	0	11	0	11	0	8	60	50	
NE 83rd St	161st Ave NE	490 feet east of center of 161st Ave NE and NE 83rd Street intersection	12	0	14	0	14	0	12	60	52	
NE 83rd St/Transit Center	490 feet east of center of 161st Ave NE and NE 83rd Street intersection	164th Ave NE	0	0	15	12	15	0	0	60	42	
NE 83rd St	164th Ave NE	166th Ave NE	8	0	14	0	14	0	8	60	44	
NE 83rd St	166th Ave NE	167th Ave NE	8	0	11	0	11	0	0	60	30	
NE 85th St	Samamish River	164th Ave NE	7	5	10.5	11	10.5	5	7	60	56	

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Street	From	To	Southbound/Westbound				Northbound/Eastbound				Mid-Block Right-of-Way Width	Curb-to-Curb Width
			Street									
			On-Street Parking Width	Bike Lane Width	General Purpose Lanes Width	Median / Two Way Turn Lane Width	General Purpose Lanes Width	Bike Lanes Width	On-Street Parking Width			
NE 85th St	164th Ave NE	166th Ave NE	0	5	11	12	11	5	0	60	44	
NE 85th St	166th Ave NE	167th Ave NE	8	0	11	0	11	0	0	60	30	
NE 87th St	161st Ave NE	164th Ave NE	8	0	16	0	16	0	8	60	48	
NE 90th St	Sammamish River	161st Ave NE	0	5.5	22 (1)	0	22 (1)	5.5	0	82	55	
NE 90th St	161st Ave NE	164th Ave NE/ Red-Wood Rd	0	6	12	12	12	6	0	60	48	
Redmond Way	Sammamish River	160th Ave NE	0	0	24 (1)	12	24 (1)	0	0	102	60	
Redmond Way	160th Ave NE	168th Ave NE	10	0	11	11	11	0	10	60	53	
Redmond Way	168th Ave NE	NE 76th St	0	0	26 (1)	24 (2)	26 (1)	0	0	100	76	
Cleveland St	Redmond Way	Redmond Way	8	0	11	0	11	0	8	60	38	
Bear Creek Parkway	Redmond Way	Leary Way	8	0	11	12	11	0	8	60	42	
Bear Creek Parkway	Leary Way	Bear Creek Parkway/170th Ave NE	0	0	11	12	11	0	0	60	34	
Bear Creek Parkway	Bear Creek Parkway/170th Ave NE	Redmond Way	0	0	24	12	24	0	0	85	60	

1. Width is taken up by two General Purpose lanes.
2. Width is taken up by two turn lanes. Width may define business access and/or right-turn lanes