

Memorandum

To: Planning Commission

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Date: October 21, 2015

Subject: **Old Town Historic Core and Leary Way**

MEETING PURPOSE

- Follow up on Planning Commission discussion regarding Leary Way
- Seek feedback regarding staff proposed alternatives for further consideration for the cross section of Leary Way

INTRODUCTION/BACKGROUND

During review of staff recommended Zoning Code Amendments for the Old Town Historic Core Overlay and Gilman Street, Commissioners identified questions, interests, and concerns as part of the discussion of the staff proposed width of Leary Way's sidewalks. Among these questions and concerns are:

- What is the vision for Downtown and the Old Town Historic Core?
- What were staff's desired outcomes for the cross-section for Leary Way?
- What is the relationship of this proposal to parking and to mobility needs associated with future light rail?
- Is the staff proposed amendment for Leary Way consistent with the Transportation Master Plan?

This memo provides information in preparation for Commission's discussion and feedback at the study session. Attachment A provides a proposed agenda for this study session which notes three areas that are particularly important for Planning Commission discussion and direction: (3) Leary Way on street parking or no on street parking, (4) parcel conditions, and (6) Leary Way sidewalk - existing and proposed alternatives for further consideration as well as (8) wrap-up discussion.

Vision Overview

The Comprehensive Plan describes the vision for Downtown and Old Town. *Attachment B* is an excerpt of the vision and the following bullets provide a summary:

Downtown

- An outstanding place to work, shop, live and recreate and a destination for many in Redmond and the region
- Attractive offices, stores, services and residential developments contribute to vibrancy while retaining a comfortable and connected feel
- Many more people live in the Downtown
- Strategic public and private investments have created a true multidimensional urban center with new and expanded public amenities
- It is easy to walk, bicycle, use transit or drive between various portions of the Downtown as well as to the rest of Redmond and the region
Many visitors walk or take transit to get to destinations or park in a conveniently located garage

Old Town

- A focus for retail activity that thrives and attracts pedestrians, providing a distinctive selection of stores, restaurants, boutiques and theatres, as well as housing
- New buildings blend with refurbished buildings, retaining the area's historic character

The Zoning Code includes purpose statements that also speak to the vision for Downtown and Old Town. Below is a summary of portions that are particularly relevant to Leary Way and the surrounding land use. *Attachment B* also includes the complete purpose statements.

- Downtown
 - Promote the development of Downtown as an Urban Center, attracting people and businesses by providing an excellent transportation system, diverse economic opportunities, a variety of well-designed and distinctive places to live, and proximity to shopping, recreation and other amenities
 - Provide a pedestrian- and bicycle-oriented environment with “local” streets appropriate for a destination location.
- Old Town
 - The Old Town district is established to be a center of pedestrian-oriented retail activity in the Downtown neighborhood.
 - The regulations shaping development in this district provide for an urban village pattern and rhythm which encourages narrow ground floor storefronts, small blocks, narrow streets with curbside parking, mixed-use residential/office/service buildings, and pedestrian-scale architecture.
 - The pedestrian nature of the area is emphasized through lower parking requirements and plans for creation of parking lots/structure in a few central locations at the edge of these areas.
 - This district provides for a full range of retail uses, eating and entertainment establishments, general and professional services, and residential uses.

Desired Outcomes for Leary Way Cross Section – Technical Committee Recommendation

The existing conditions along Leary Way include landmarked buildings, other buildings that are unlikely to redevelop, and some properties that are likely to redevelop. It also includes several businesses with high customer turnover. The existing sidewalk width is 8 to 10 feet. Overall, staff’s goal with regard to the recommended cross section for Leary Way was to balance achievement of the key vision elements such as character, pedestrians, and business/development as shown below. Recognizing the conditions and unique characteristics in this area, this approach is not intended to achieve any one element at the highest level but rather to balance all three elements.

Vision Outcomes	Supporting the Downtown & Old Town Vision
Retain character of Old Town Historic Core	Supporting retention of landmark and other historic buildings and a unique local street
Pedestrians able to walk comfortably	Attracting people Strengthening destination
Facilitate and support business and development	Providing mixture of uses Diverse opportunities Well designed & distinctive places

The initial Technical Committee recommended code included a modification to the required sidewalk width, from 14 feet to 12 feet. Staff believed that a 12 foot sidewalk width would help retain the character of the Old Town Historic Core with the feeling of a local street and opportunity to retain historic buildings, ensure pedestrians could comfortably walk through the area, support business by maintaining on-street parking, and support development by reducing the amount of land that would need to be dedicated for right-of-way.

On-Street Parking Analysis

Today, Leary Way provides 19 on-street, two-hour parking spaces and one 15-minute parking space. In past meetings, Commissioners discussed whether the street width occupied by on-street parking might be better used for other purposes (e.g. Additional sidewalk width) and whether parking should be removed based on its effects on vehicular operations.

Following these discussions, staff hired transportation consultants Fehr and Peers to conduct a “pro/con” analysis of on-street parking, drawing on empirical sources and professional best practices as available (see *Attachment C – Advantages and Disadvantages of On-Street Parking*).

As noted in the analysis, the decision as to whether on-street parking is appropriate on a given street involves a tradeoff among different factors. When viewed through the lens of the Old Town vision and the role of Leary Way in the Downtown street system, staff believes that the advantages of on-street parking outweigh its negatives. Staff therefore recommends retaining on-street parking at this time and not undertaking a revision to this portion of the Leary Way cross section in the Zoning Code. The following advantages of on-street parking are particularly relevant in the context of Leary:

- Provides convenient access to businesses;
- Buffers pedestrians from traffic;
- Calms traffic; and
- Boosts street-level vitality.

In addition to the merits noted above, there are practical reasons to retain parking on Leary Way. Parking removal/sidewalk widening would require a costly reconstruction of Leary Way to relocate utilities—a cost that would likely be borne by the City at a time when many other high-priority transportation projects wait for funding.

Parcel Conditions

Leary Way connects SR-520 to Redmond’s Downtown, bisects the Downtown urban center and the Old Town Historic Core, and will ultimately function as a linkage to the Downtown light rail station. The street is unique to the City and to the Downtown in that it features seven of the 16 historic landmarked properties from the Redmond Heritage Resource Register and has a narrow character stemming from its origin over 100 years in the past as a main street through the original business district.

The parcels along Leary Way, in the Historic Core echo the City’s first platting activities by retaining most of their original dimensions. Generally, the parcels measure 40 feet in width along their primary street frontage and either 60 or 120 feet in depth. This size poses some challenges to modern, urban development such as:

- Providing a balance of engaging commercial frontage and vehicular access and on-site parking;
- Accommodating common floor plans that include an internal hallway and residential or office units along both sides of the hallway; and
- Incorporating setbacks and stepbacks that support wide pedestrian walkways as well as historic or traditional Downtown character.

Makers’ 2015 assessment of the City’s urban center design standards noted this condition including the variability and engagement offered for the pedestrian. They suggested for the City’s varying ROW dimensions and unusual corners, strict dimensional standards could be challenging to apply in all cases. They recommend some specific flexibility, based on clear criteria similar to street frontage typologies seen elsewhere such as in Redwood City, CA.

Attachment D shows the current parcel dimensions within the Historic Core Overlay.

Recent Activity and Future Work

Commissioners have commented on the relationship between the scope for the Old Town Historic Core and Gilman Street amendment package and other projects. These include ST3 planning and related studies, a Pedestrian System Strategic Plan, future consideration of the City's 2014 parking study, and possibly other studies and projects. *Attachment E* provides a summary of these projects. Additionally, staff is finalizing an update to the Sidewalk Café/Right of Way Use Permit that is intended to apply to annual renewals regarding business use of right of way adjacent to their building.

Existing and Proposed Alternatives

So far, the Technical Committee Report for Old Town Historic Core and Gilman Street includes two alternatives with regard to Leary Way cross section – the initial recommendation for a 12 foot standard for sidewalks and a no-action approach of keep the sidewalk standard at 14 feet (*Attachment F*).

Staff proposes an additional alternative described below for the Commission's discussion and consideration at its October 21 meeting. This alternative would be a performance based standard that:

- Ensures that a through walkway provides for adequate pedestrian mobility;
- Reflects that several buildings will not or are unlikely to redevelop; and
- Identifies the future face of buildings for properties likely to develop.

Staff proposes to include this alternative and pro/con analysis for all 3 alternatives for Commission's continued public hearing and discussion as part of the Old Town Historic Core and Gilman Street amendments.

The three alternatives propose maintaining the existing Leary Way curb and on-street parking. Staff seeks the Commission's discussion and feedback regarding these three alternatives being those to continue for further consideration.

Transportation Master Plan Amendment

All three alternatives also take into account a need to update the Transportation Master Plan (TMP). Commissioner Miller previously noted the cross-reference from Appendix F of the TMP and the Redmond Zoning Code (RZC) for street design standards. This cross reference refers specifically to the 2012 version of the Zoning Code. For clarity, staff proposes removing this date, and for consistency with other standards, staff also proposes moving all portions of street design standards to the RZC, and to include this proposal as part of Commission's continued public hearing and discussion as part of the Old Town Historic Core and Gilman Street amendments.

PREPARATION FOR OCTOBER 21 STUDY SESSION AND NEXT STEPS

Staff requests the Commission review the attached items in advance of the October 21, 2015 meeting.

Please contact Kim Dietz or Patrick McGrath regarding prior to the meeting if there are questions or concerns.

ATTACHMENTS

- A. Proposed Agenda for Study Session**
- B. Comprehensive Plan Urban Centers Vision and RZC Purpose Statements for Downtown and for the Old Town Zone**
- C. Advantages and Disadvantages of On-Street Parking**
- D. Map of Historic Core Parcels**
- E. Summary of Studies and Other Work Relevant to Leary Way**
- F. Technical Committee Recommendation and Current Code (No Action Alternative)**

Attachment A: Proposed Agenda - Planning Commission Study Session - October 21, 2015
Old Town Historic Core – Leary Way Follow Up

1. *Vision overview – Downtown and Old Town Historic Core – with some visual representation*
2. *Initial Technical Committee recommendation – desired outcomes for Leary Way and how does that support the vision?*
 - Retain character
 - Pedestrians can walk comfortably
 - Facilitate and support business and development
3. *Leary Way - on street parking or no on street parking – staff's pro/con analysis and Commission discussion*
4. *Parcel conditions - staff analysis of implications and Commission discussion*
5. *Staff update on recent activity and future work, such as*
 - Sidewalk café permit
 - ST3 related
 - Pedestrian system
 - Parking
6. *Leary Way – sidewalk - existing and proposed alternatives for further consideration*
 - Technical Committee Report reflects two alternatives so far
 - 12'
 - No action (14')
 - Proposed additional alternative and next steps
 - Develop proposed performance based standard that
 - Ensures through walkway provides for adequate pedestrian mobility
 - Reflects that several buildings will not or are unlikely to redevelop
 - Identifies the future face of buildings for properties likely to develop
 - Does not involve moving the curb
 - Include this alternative and pro/con analysis for all 3 alternatives for Commission's continued public hearing and discussion
 - Commission discussion and feedback regarding alternatives for further consideration
7. *Transportation Master Plan amendment*
8. *Any additional discussion and next steps*

Future Vision for Redmond: Urban Centers

In 2030 Redmond’s two urban centers – Downtown and Overlake – are thriving centers of residential and commercial activity. Downtown is an outstanding place to work, shop, live and recreate and is a destination for many in Redmond and in the region. Attractive offices, stores, services and residential developments have contributed to a new level of vibrancy, while retaining a comfortable, connected feel that appeals to residents, businesses and visitors. Many more people live Downtown, and housing choices include a wide range of pricing options. Strategic public and private investments have created a true multidimensional urban center with several new and expanded public amenities, including the City Hall campus, Downtown Central Park and the Redmond Central Connector that are gathering places for the community, as well as an arts and community cultural center, a pedestrian connection to Marymoor Park, a vibrant Saturday market, and a variety of quality arts and cultural programs and performances.

Various portions of Downtown have their own identities, design and appeal. It is easy to walk, bicycle, use transit or drive between them, as well as to the rest of Redmond and the region. Many visitors walk or take transit to get to their destinations or park in one of the conveniently located garages. The congestion of 20 years ago has been tempered primarily by providing convenient and effective transportation alternatives together with improved operations and then increased capacity in strategic locations, such as SR 520 and important connections in the street grid.

Old Town thrives as a focus for retail activity that attracts pedestrians, providing a distinctive selection of stores, restaurants, boutiques and theatres, as well as varied housing opportunities. New buildings blend with refurbished buildings, retaining the area’s historic character. Cleveland Street is a pleasant place to walk or sit, and people fill the street during the day and evening. The Redmond Central Connector (the former railroad right-of-way) has been transformed to an urban green space that people of all ages enjoy, that has convenient access to light rail, as well as places to stroll, gather and talk with others, celebrate, or stop and peek in store windows while walking to Old Town or Redmond Town Center.

Large open spaces, such as the Sammamish River, Downtown Central Park, the Redmond Central Connector, Anderson Park and Bear Creek, as well as abundant landscaping and a system of parks and other gathering places, create a sense of Downtown as an urban place within a rich natural environment. A network of walkways, trails, vista points and plazas enable people to enjoy the natural beauty of the river, views of surrounding hillsides and mountains, and other points of interest. Recent developments along the Sammamish River are oriented to and embrace the river, while maintaining adequate natural buffers.

Overlake has become a regional urban center that is the location of internationally known companies, corporate headquarters, high technology research and development companies, and many other businesses. While intensively and efficiently developed, the employment areas retain their campus-like feel due to attractive landscaping and the protection of significant trees and other important natural features.

During the past 20 years, redevelopment of Overlake Village has brought retail storefronts closer to the street and improvements to streetscapes to reflect the green character of Redmond, making the area more hospitable to transit, pedestrians and bicyclists. This portion of Overlake has also become much more diverse, featuring small neighborhoods with a variety of housing choices, small-scale shopping and services to serve employees and residents, and connections to a network of parks, sidewalks, trails and transit services. In many ways Overlake has demonstrated that high technology uses can thrive in a sustainable urban setting that offers opportunities to live, work, shop and recreate for an increasingly diverse workforce.

Organization of This Element

Introduction

A. Common Urban Centers Policies

- Compliance with Regional Requirements
- Air Pollution and Greenhouse Gas Emissions
- Land Use
- Character and Design
- Parks, Arts, Recreation, Culture and Conservation
- Transportation

B. Downtown Neighborhood Policies

- Introduction
- Public Participation in the Neighborhood Plan Update
- General Policies
- Downtown Zones Policies

C. Overlake Neighborhood Policies

- Introduction
- Public Participation in the Neighborhood Plan Update
- Neighborhood Vision
- General Policies
- Overlake Subarea Policies

Introduction

Redmond's Downtown and Overlake are both major activity and employment centers. The Comprehensive Plan continues to direct the majority of the city's employment and housing growth to these two areas. In recognition and support of this continued growth, portions of the Downtown and Overlake Neighborhoods are designated as Urban Centers by the King County Countywide Planning Policies and as Regional Growth Centers by the Puget Sound Regional Council.

Center designations are a strategy employed in King County and in the central Puget Sound region for purposes of growth management and transportation planning, as well as for programming of regional transportation funds to areas of concentrated growth. Centers throughout the region are envisioned as higher-density focal points within communities, attracting people and businesses to an excellent transportation system and diverse economic opportunities, a variety of well-designed and distinctive places to live, and proximity to shopping, recreation and other amenities.

The Urban Centers Element contains policies specific to the two Redmond neighborhoods that contain urban centers: Downtown and Overlake. Like the neighborhood plans contained in the Neighborhoods Element, the overall goal of these plans is to enhance the quality of life for all who live or work in these urban centers. Planning for the Downtown and Overlake neighborhoods follows the process, techniques, and implementation strategies described in the Neighborhoods Element.

A. Common Urban Centers Policies

Downtown and Overlake are clearly distinct, but both are designated as urban centers and so they share certain characteristics and policy direction. For example, both urban centers are major activity centers in Redmond, both interface with SR 520, and both will in the future have light rail stations. The following policy sections describe Redmond's urban centers in general.

Attachment B: RZC Purpose Statements for Downtown and for the Old Town Zone

The following purpose statements precede the respective sections of Redmond zoning code for guiding development in the Downtown and in the Old Town zone:

RZC 21.10 DOWNTOWN REGULATIONS

21.10.010 Purpose

The purposes of the Downtown Regulations are to:

- A. Implement the Downtown vision and policies as described in the Comprehensive Plan;
- B. Promote the development of Downtown as an Urban Center, attracting people and businesses by providing an excellent transportation system, diverse economic opportunities, a variety of well-designed and distinctive places to live, and proximity to shopping, recreation, and other amenities;
- C. Provide a pedestrian- and bicycle-oriented environment with “local” streets appropriate for a destination location; and
- D. Provide a dynamic urban area that is enhanced by a rich natural setting, including open space, trees, and other landscaping, and a focus on the Sammamish River. Such a neighborhood, by its very nature, is noisier and busier than the typical suburban residential neighborhood.

RZC 21.10 DOWNTOWN REGULATIONS

21.10.030 Old Town (OT) Zone

- A. **Purpose.** The **Old Town** district is comprised of the original downtown and includes a number of historic structures and gathering places, including a central park. The Old Town district is established to be a center of pedestrian-oriented retail activity in the Downtown neighborhood. The regulations shaping development in this district provide for an urban village pattern and rhythm which encourages narrow ground floor storefronts, small blocks, narrow streets with curbside parking, mixed-use residential/office/service buildings, and pedestrian-scale architecture. The regulations also encourage the enhancement of existing older buildings in Old Town with small ground floor retail spaces, characterized by narrow bay spacing complementary to pedestrian activity and interest, and office or residential spaces in upper stories. The pedestrian nature of the area is emphasized through lower parking requirements and plans for creation of parking lots/structures in a few central locations at the edge of these areas. This district provides for a full range of retail uses such as specialty and comparison shopping, eating and entertainment establishments, as well as general and professional services, and residential uses.

On-Street Parking

In general, the consensus from the planning community is that on-street parking is an asset in downtown environments, as it buffers pedestrians from vehicle traffic and adds a sense of activity and vibrancy to the streetscape in emerging downtowns. However, on-street parking requires valuable real-estate that could be used for other purposes, for example, bike lanes, bioswales, or wider sidewalks. The decision of whether on-street parking is appropriate in any given location depends on a variety of factors including the availability of other parking, competition for right-of-way by other modes, and the perceived ease of access to street front businesses. Below, is a table summarizing the key benefits and downsides of providing on-street parking.

Benefits of On-Street Parking	Downsides of On-Street Parking
<ul style="list-style-type: none"> • Provides a buffer for pedestrians and makes for a more comfortable walking environment^{i ii iii} • Provides convenient business access, which is particularly important for ADA users^{iv v} • On-street parking increases vitality by creating street-level activity as people go between their cars and destinations. This activity makes people feel safer^{vi} • On-street parking slows cars down, which increases safety in downtown^{vii viii} • Street revisions are expensive – removal of on street parking would require moving curb, gutter, and revising drainage • Elimination of on-street parking is perceived by businesses as take-away, even if it’s revenue impacts are minimal^{ix} • If on-street parking is replaced by wider sidewalks, it is important that the sidewalks be well used, as empty sidewalks discourage pedestrians from sticking around^x 	<ul style="list-style-type: none"> • Ingress/egress from on-street parking can negatively impact vehicle throughput at nearby intersections during congested periods^{xi} • Door hazard to cyclists^{xii xiii} • If located adjacent to a crosswalk, on-street parking creates a visual barrier between motor vehicle traffic and crossing pedestrians, especially children and people using wheelchairs^{xiv} • On-street parking consumes right-of-way that can be used by other modes or streetscape amenities^{xv} • On-street parking represents an impervious surface, which has implications for storm water runoff and the urban heat effect

Endnotes:

ⁱ Complete Streets Manual, City of Los Angeles; Draft February 10, 2014

ⁱⁱ Transportation Planning Toolbox, Tool T-3.6: On-Street Parking. Transportation Authority of Marin, <http://www.tam.ca.gov/> Viewed 10/9/15

ⁱⁱⁱ Urban Street Design Guide: Sidewalks, National Association of City Transportation Officers, <http://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/>. Viewed 10/9/15.

^{iv} Policies for On-Street Parking Management, San Francisco Municipal Transportation Agency, August 28, 2012

^v The Obvious Advantages of On-Street Parking (editorial). Better Cities & Towns. <http://bettercities.net/news-opinion/blogs/anonymous/21714/obvious-advantages-street-parking> Viewed 10/9/15

^{vi} Finding Space: Balancing Parking Needs and Urban Vitality in the City of Camden, Delaware Valley Regional Planning Commission, August 2011

^{vii} On-Line TDM Encyclopedia: Traffic Calming, Victoria Transport Policy Institute, Updated April 15, 2015

^{viii} Finding Space: Balancing Parking Needs and Urban Vitality in the City of Camden, Delaware Valley Regional Planning Commission, August 2011

^{ix} Finding Space: Balancing Parking Needs and Urban Vitality in the City of Camden, Delaware Valley Regional Planning Commission, August 2011

^x Walking Dollars, Union Square Business Improvement District, http://www.visitunionsquaresf.com/documents/Walking-Dollars_4.20.2010.pdf, December 2009

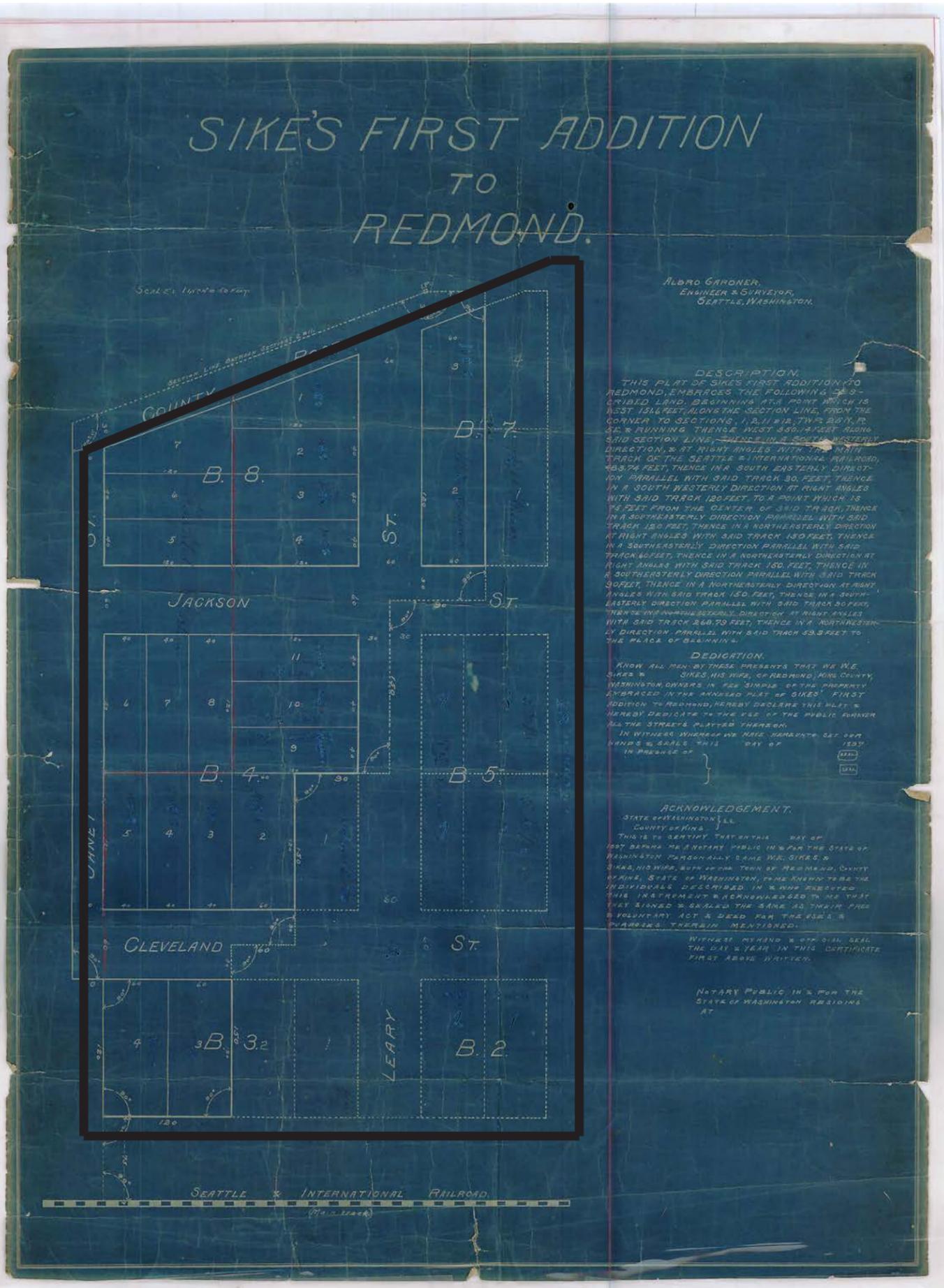
^{xi} Effort of On-Street Parking on Traffic Throughput at Nearby Intersections. Cao et. al., 2014. Transportation Research Board Annual Meeting.

^{xii} Bicycling and On-Street Parallel Parking. Wayne Pein of Bicycling Matters. January 2003

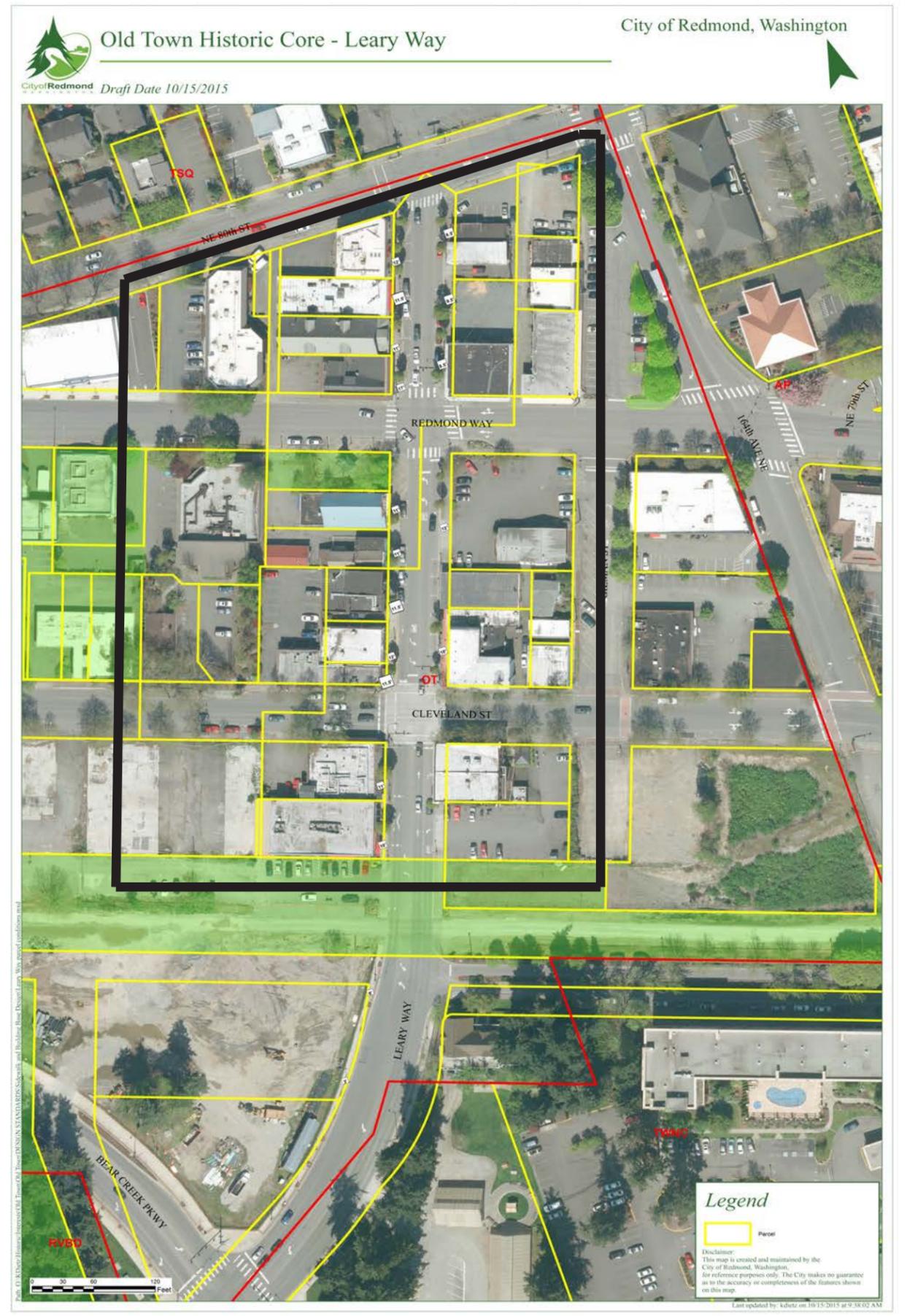
^{xiii} The Effects of On-Street Parking on Cyclist Route Choice and Operational Behavior of Cyclists and Motorists, Torrance et. al., 2007. Center for Transportation Research, University of Texas, Austin.

^{xiv} Pedestrian Safety Guide and Counter Measure Selection Report: On-Street Parking Enhancements. Federal Highway Administration. http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=60 Viewed 10/9/15

^{xv} Walking Dollars, Union Square Business Improvement District, http://www.visitunionsquaresf.com/documents/Walking-Dollars_4.20.2010.pdf, December 2009



Early City plat: 1897
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 Current parcels: 2015
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Attachment E: Summary of Studies and Other Work Relevant to Leary Way

The following studies and other work will contribute to the planning and management of transportation in the Old Town Historic Core, including along Leary Way. Though included here, not all of the studies and work listed are fully underway at this time.

Sidewalk Café/Right of Way Use Permit: Staff is developing a Sidewalk Café Permit. This takes into account clear zones and through travel, meeting ADA standards. The permit would be renewed annually by respective applicants in which case, the updates to the permit would go into effect at the next annual renewal for those seeking to use the right of way for activities such as sidewalk cafes.

ST3 Planning: Sound Transit is currently developing the ST3 System Plan, which will be the basis for a potential November 2016 ballot measure. One of the candidate projects under consideration for inclusion in ST3 is the extension of East Link light rail from Overlake to Downtown Redmond. Based on the alignment in the Final Environmental Impact Statement (FEIS) and resulting Record of Decision, Link light rail will travel along the Redmond Central Connector corridor and the Downtown Redmond station will be located between Leary Way and 161st Ave NE. The City will be analyzing integration of bus and rail based transit in downtown Redmond and ensuring multimodal access to the station. This process will be done in coordination with Sound Transit.

Pedestrian Strategic Plan: The intent of the Plan is to set a stronger rationale for the City's level of investment in pedestrian facilities. This will include identification of missing sidewalks and missing crosswalks and likely culminate in a set of thematic investment scenarios for Council to consider.

Parking Strategies Project: The purpose of this project was to focus on identifying parking strategies necessary for Redmond to achieve its goals and future vision for Downtown. The project consultant worked with stakeholders and City staff to identify four strategy themes: 1) there must be a departure from current parking practices; 2) the City must take a more active and expanded role in managing parking; 3) parking needs to be recognized as a community resource; and 4) current trends have led to an oversupply of parking that must be addressed at the policy and regulatory level. The project report states that it is necessary for the City to develop more on-street and public parking facilities because off-street private parking lots are inconsistent with Redmond's goals and future vision.

The Parking Strategies Project Final Report was completed on Oct. 27, 2014. On Jan. 27, 2015, the Council held a study session to review and discuss the report's recommendations. The following issues and questions were raised by the Council:

- Clarify what is meant by market based parking solutions.
- Concern about restrictive parking regulations that result in potential building tenants being unable to lease space.
- How are market forces taking advantage of our regulations?
- How are public parking facilities financed?

The Council asked staff to return in the fall of 2015 with responses to the issues raised at the study session. However, no date has been set.

**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

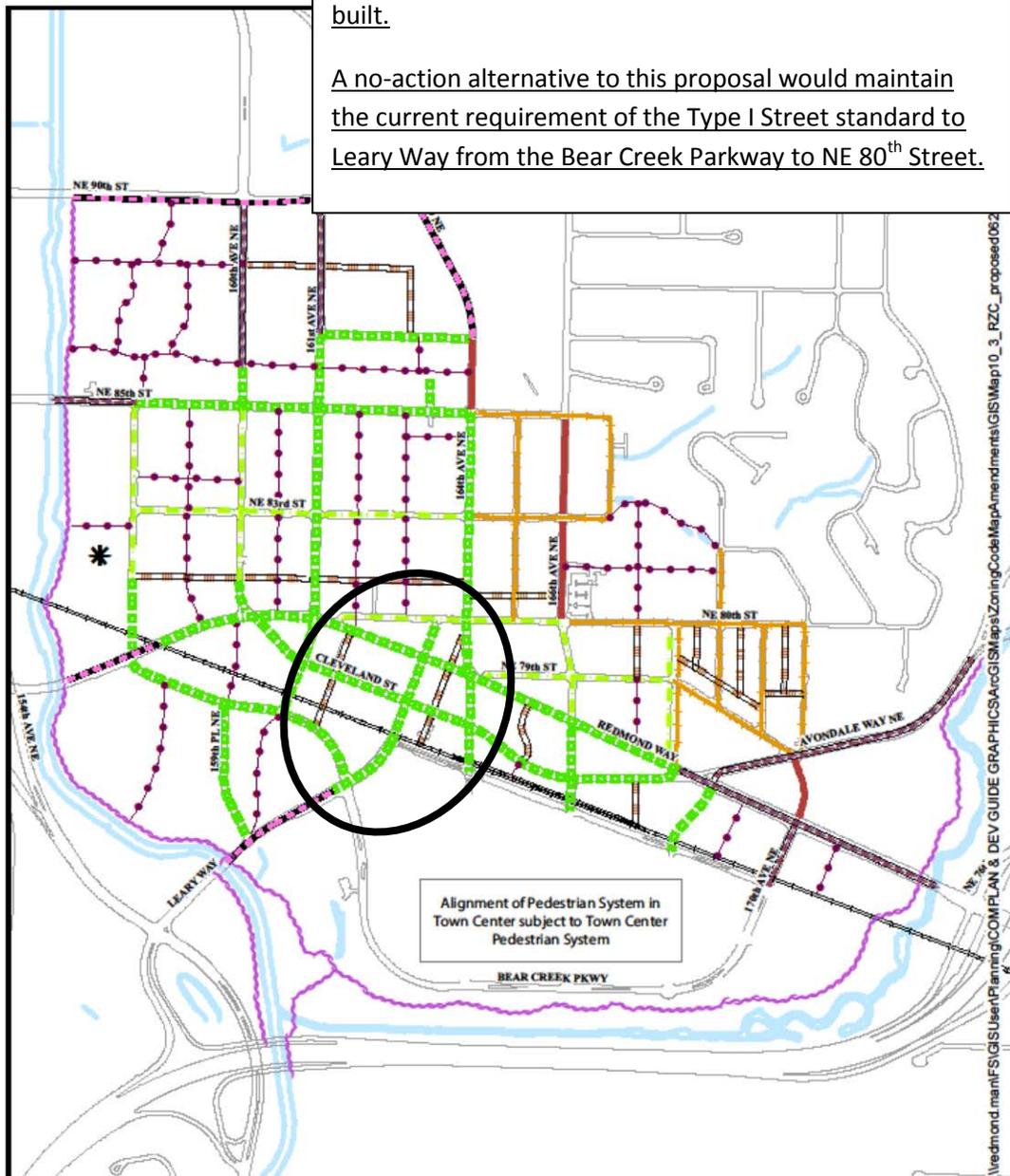
- A. **Purpose.** The purpose of the Downtown pedestrian system is to:
1. Provide safe pedestrian routes removed from traffic;
 2. Enhance the appearance of buildings and their settings;
 3. Provide a unified design element to complement varying architectural styles;
 4. Soften the appearance of parking 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**

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

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.
- BNSF Railroad: Future urban trail
- 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.

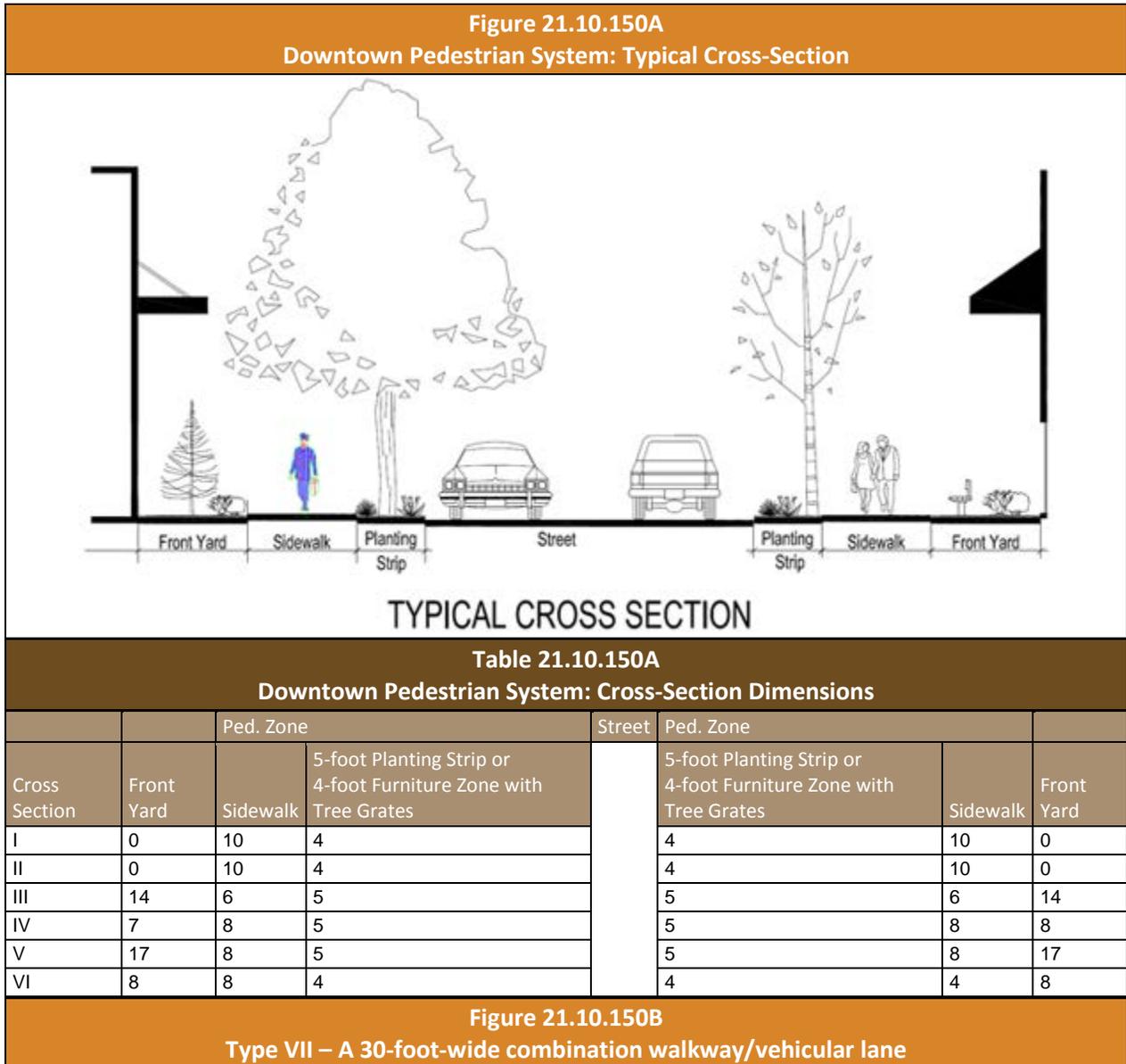
Map 10.3 Downtown Pedestrian System

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.

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

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.



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

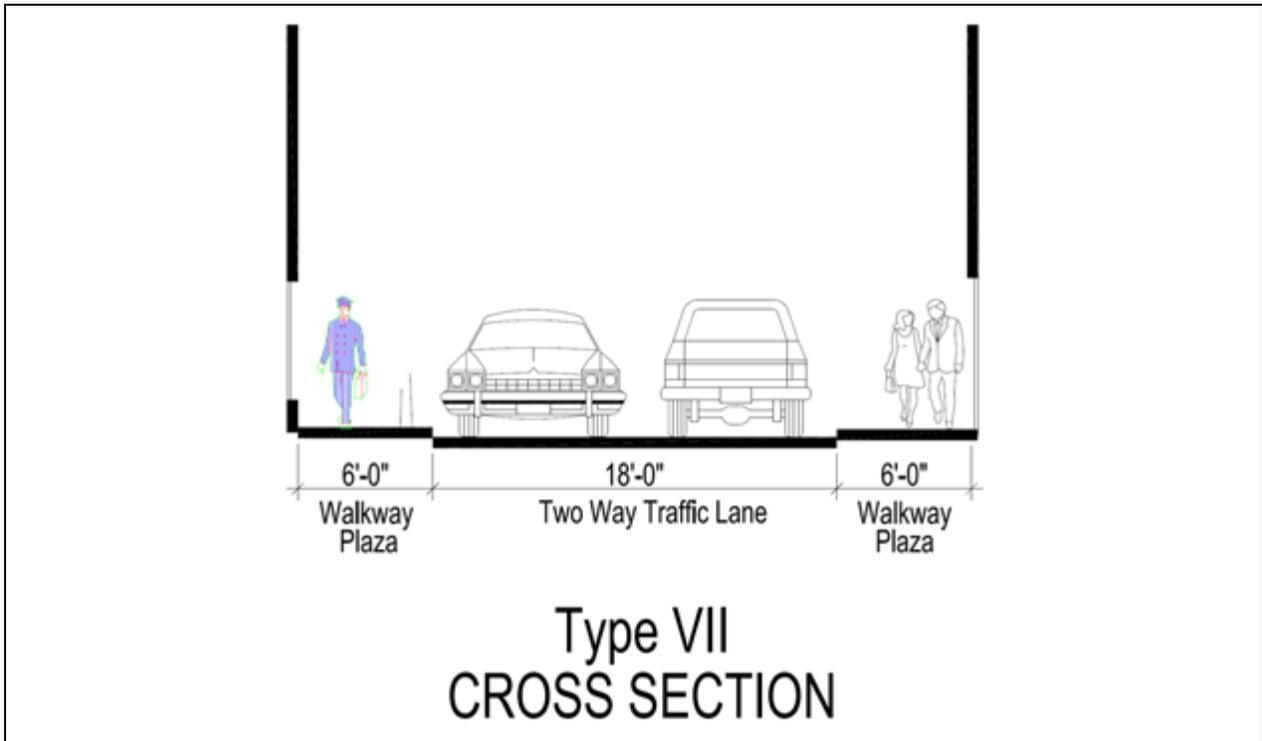


Figure 21.10.150C
Type VIII – A 12-foot asphalt trail following natural elements, such as rivers and streams, with pedestrian connection to buildings.

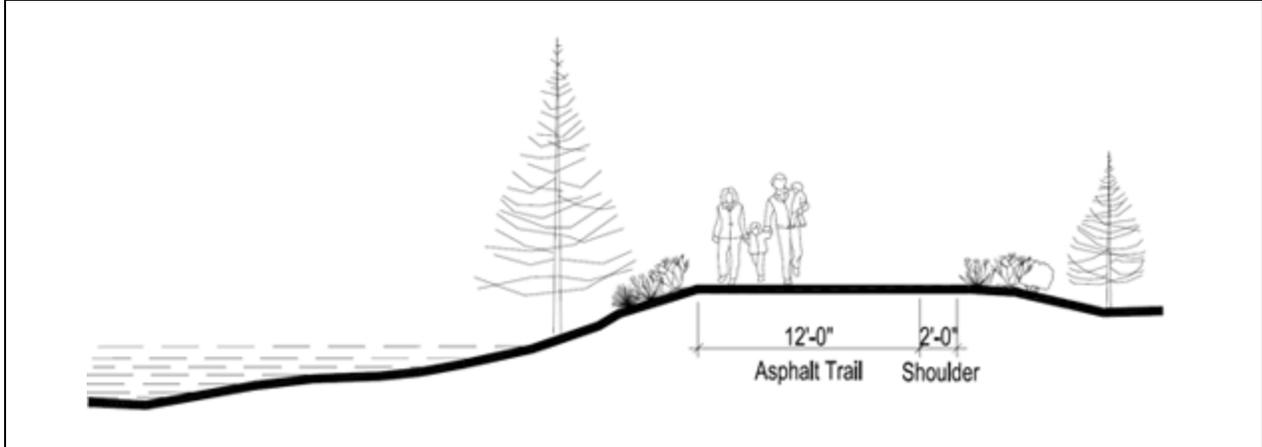
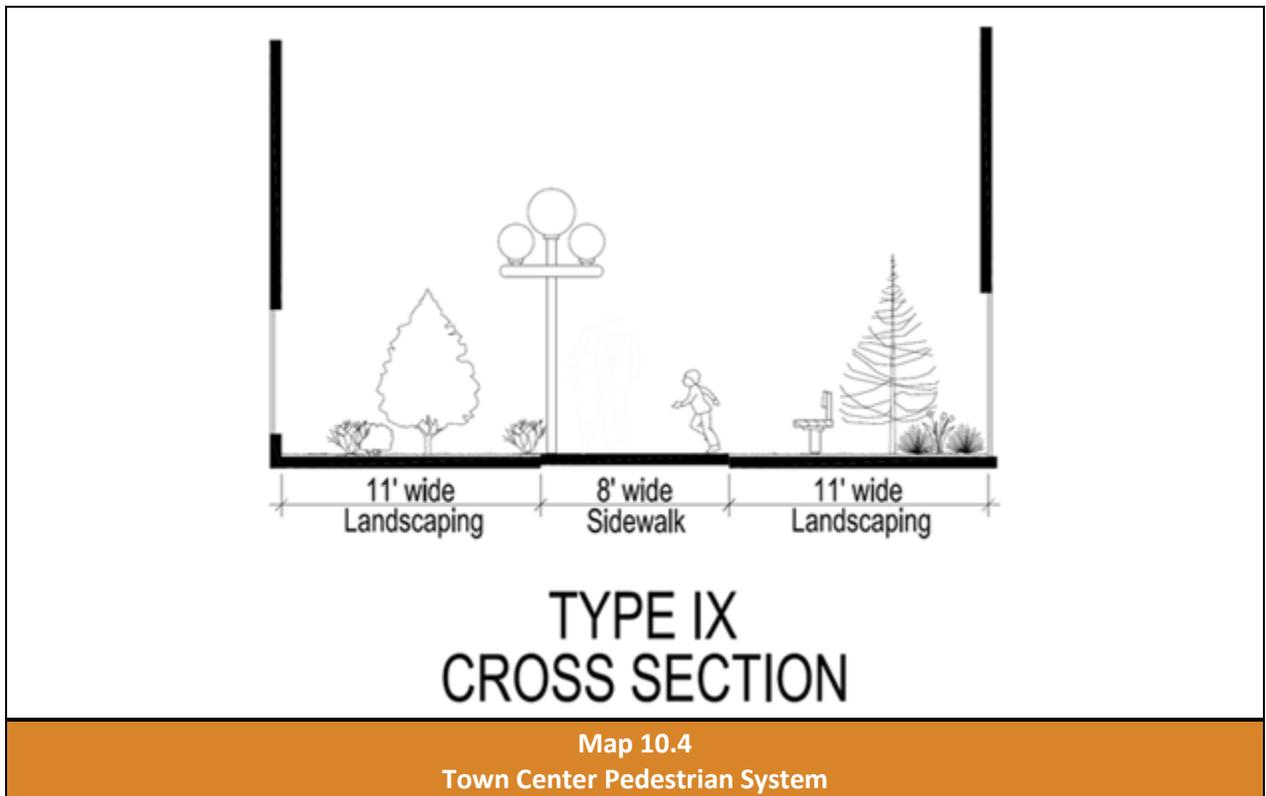
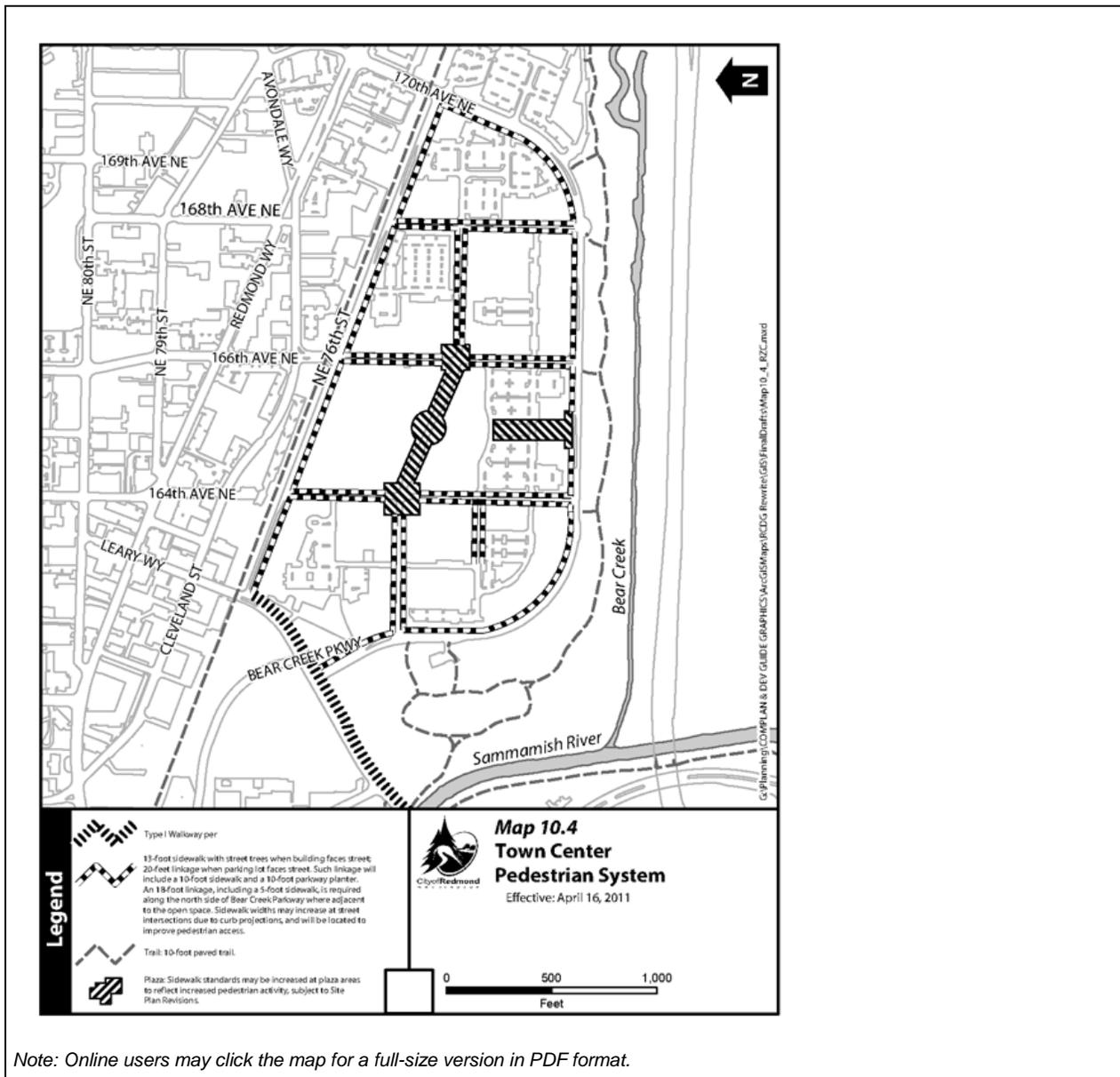


Figure 21.10.150D
Type IX - A 30-foot-wide mid-block pathway with an 8-foot sidewalk in the middle and 11 feet of landscaping/plaza on each side.

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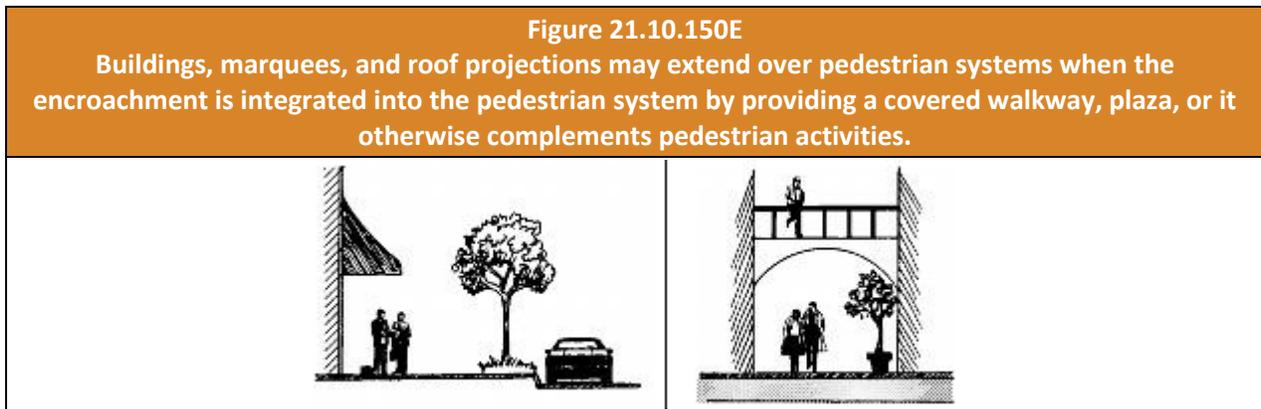
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D. **Easements/Dedications.** Where a pedestrian system walkway exists or is required outside of a public right-of-way, an easement or the dedication to the City of Redmond may be required to provide continuity of the walkway to adjoining property. 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.

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- 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

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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.

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- 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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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			
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