

Memorandum

To: Planning Commission

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Date: July 8, 2015

Subject: **Comprehensive Plan and Zoning Code Amendments for the Old Town Historic Core Overlay and for Gilman Street – Additional Information**

MEETING PURPOSE

On July 8, 2015 the Planning Commission will begin discussion on the Technical Committee's recommended package of Comprehensive Plan and Zoning Code amendments for the Old Town Historic Core Overlay and Gilman Street. The Planning Commission's review of the package of proposed amendments is scheduled to extend through August 19, 2015. This packet provides staff's analysis of the Commission's first set of discussion topics, using the Commission's preferred evaluation criteria.

CONTINUED PREPARATION FOR JULY 8 STUDY SESSION

Please continue reviewing the June 26, 2015 Technical Committee Report and exhibits focusing particularly on the amendment topics identified below. Please also identify questions and discussion topics by Sunday, July 5 and email them to Kim Dietz at kdietz@redmond.gov.

The first set of amendment topics for the Planning Commission discussion at the July 8, 2015 study session includes:

- Comprehensive Plan updates (Exhibit A)
- Tripartite architecture (building base, middle and cap) (Exhibit B – New Section – Old Town Historic Core Overlay)
- Building materials (Exhibit B – New Section – Old Town Historic Core Overlay)
- Proposed changes to the Pedestrian System Map (Exhibit B)

Attachment A includes staff's analysis of these topics using the Commission's evaluation criteria. Also, *Attachment B* includes matrices describing the differences between the current Zoning code and highlights from staff's consultation with the Design Review Board for each of the amendment topics.

Amendments to the Comprehensive Plan include identifying the Old Town Historic Core and continuing emphasis regarding character and uses as currently called for regarding the Old Town zone. The proposed Historic Core overlay would continue to implement the vision, goals, and

requirements of the Old Town zone and would incorporate additional specificity concerning the unique character of the historic business core through the overlay's design standards.

REVIEW SCHEDULE

A public hearing is scheduled for July 15 and will be continued for oral testimony until August 5, 2015. Written testimony on the proposed amendments will be accepted until August 12, 2015.

Topics for scheduled for Planning Commission review and discussion are as follows:

- **July 15** – Pedestrian System Map amendments and other streetscape elements
- **July 22** – building entries and corners, windows, signs, and other elements
- **August 5, 12 and 19** – building mass, height and stepbacks and on August 19, complete recommendation
- **August 26** – Planning Commission report approval

City Council review and action would follow during the fourth quarter of 2015.

Please contact Kim Dietz or Sarah Stiteler regarding proposed amendments to design standards, or Patrick McGrath regarding Gilman Street prior to the meeting if there are questions or concerns.

ENCLOSURES

Attachment A: Evaluation of Amendment Topics Using Criteria

Attachment B: Comparison to Current Code & Design Review Board Consultation and Perspectives

Attachment A: Staff Evaluation of Amendment Topics Using Planning Commission Criteria

	10 Design Standard Principles (City Council & Makers)	Integration with the Historic Core Character	Impact Economic Conditions & Balance Community, Business, and Property Owner Interests	Encourage Mobility in Historic Core and Downtown	Implications on Parking Opportunities	Integration with the Downtown
Policies: Community Character & Historic Preservation and Urban Centers – Downtown Section	↑	↑	↑	↑	↔	↑
	General policy support for principles 1, 2, 3, 4, 5, 6, 7, 8, 9	Policies increase emphasis on compatible, complementary design, and pedestrian experience including additional nonmotorized connections	Policies specifically promote economic vitality, engagement with businesses, and enhancements to infrastructure for the Historic Core	Policies call for additional nonmotorized connections and enhancements to a variety of aspects regarding the pedestrian experience	No effect on parking	Policies emphasize compatible, complementary design and promote the pedestrian experience including additional nonmotorized connections that connect the Historic Core to Downtown Park and to the adjacent Anderson Park zone
Exhibit B - Zoning Code: Tripartite Architecture and Design, pages 19 to 32	↑	↑	↔	↑	↔	↔
	Supports principles 1, 2, 3, 4, 5, 8, 9, 10	Emphasizes and clarifies tripartite building design, Citywide design standards	Maintains allowed uses and does not affect floor area ratio. May have positive impact on economic conditions of businesses in the area by supporting an attractive and engaging pedestrian environment. Higher standards for materials may also result in increased costs for developers.	Emphasizes human-scale and pedestrian experience at building base	No effect on parking	Tripartite architecture and design has been applied on buildings in other locations within the Downtown. This form of architecture/design will help support the unique character of the Historic Core and the relationship of this area with the rest of Downtown.

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Exhibit B – Zoning Code: Materials, pages 6 to 10	↑	↑	↔	↔	↔	↔
	Supports principles 1, 2, 5, 7, 8, 9, 10	Increased emphasis on material and complementary character, particularly regarding historic and landmarked masonry structures such as the Bill Brown building and the Stone House	May have positive impact on economic conditions of businesses in the area by supporting an attractive and engaging pedestrian environment. Higher standards for materials may result in increased costs for developers. Overall, maintains balance between community’s interests and property or developer interests.	No effect on mobility	No effect on parking	Maintains current code intent that speaks to Old Town and the area specific to the Historic Core being distinctive, with visual interest, and having an engaging pedestrian experience; Increased emphasis on material and complementary character.
Exhibit B – Attachment 3: Pedestrian System Map Amendment – Historic Core Pedestrian Connection	↑	↑	↔	↑	↔	↑
	The design standard principles are oriented toward building features, though the proposed additional pedestrian connection on the Pedestrian System Map supports principles 3 & 6	New nonmotorized connection may encourage property owners, developers, and business owners to activate the portion of their property or business that fronts this public space or corridor. This interior connection may also increase visibility of the Historic Core from destinations such as Downtown Park.	Developers may also choose to incorporate the connection into the interior of their development thus creating a public space similar to gallerias. Depending on architects or designers implementation of the new connection, the property owner may experience a reduction in portion of commercial floor area.	Would likely enhance pedestrian-friendliness through the internal portion of the Historic Core, in connection with Downtown Park’s pathway network, while retaining vehicular access.	No change; existing on-street parking is retained. Though this connection would require nonmotorized connections through the middle of blocks, it would not include mid-block crossings because of smaller, shorter block length.	Would create additional visibility of businesses and activities in the core of Downtown.

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Exhibit B – Attachment 3: Pedestrian System Map Amendment – Leary Way Width	↑	↔	↑	↑	↔	↔
	The design standard principles are oriented toward building features, though the proposed Pedestrian System Map amendment for Gilman Street supports principle 3	Maintains the current sidewalk width, which would also maintain consistency with building’s locating at the back of sidewalk similar to location of existing structures, some of which are historic or landmark.	Allows buildings to develop to the current back of sidewalk which creates an addition of four linear feet that could be added to floor area across the building façade and over a height of three stories. Café seating, when desired by businesses, could be located within the respective building, such as through an alcove that opens to the sidewalk.	No effect on mobility compared to current conditions.	No change; existing on-street parking is retained.	Limited to Leary Way
Exhibit B – Attachment 3: Pedestrian System Map Amendment - Gilman Street	↑	↔	↑	↑	↔	↔
	The design standard principles are oriented toward building features, though the proposed Pedestrian System Map amendment for Gilman Street supports principle 3 & 6	Consistent and integrated with roadway treatments in Historic Core including Cleveland Streetscape and Couplet Conversion.	Proposed map amendment allows for wider sidewalk, which will create new opportunities for sidewalk activation, as well as curbside design that retains parking and supports use of the street for events.	Enhances pedestrian-friendliness along Gilman while retaining vehicular access.	No change; existing on-street parking is retained.	Limited to Gilman Street and is consistent with Downtown East-West Corridor Study.

Attachment B: SUMMARY COMPARISON TO CURRENT CODE & DESIGN REVIEW BOARD CONSULTATION AND PERSPECTIVES

Topic: Tripartite Architecture & Design, Exhibit B – pages 19 to 32		
<p>Appropriate:</p> 	<p>Summary of Staff Proposed Code:</p> <p>Intent:</p> <ul style="list-style-type: none"> • Promote architecture and design that strengthens the unique character and sense of distinction in the Historic Core Overlay. • Foster visual interest and opportunities for pedestrian engagement. • Visibly anchor and complete buildings. <p>Specificity: Defines and includes proposed standards for the three portions of the structure:</p> <ul style="list-style-type: none"> • Base – focus, distinction, variety • Middle – rhythm, character • Cap – distinction and complete building <p>Other Aspects: Incorporates some additional and maintains other flexibility for architects, designers, and builders to implement the code such as through use of a variety of design treatments.</p>	<p>Summary for Comparison to Current Code:</p> <ul style="list-style-type: none"> • Citywide design criteria requires Building Scale Articulation to reduce the apparent scale of buildings. Tripartite articulation, described below, is listed as one of seven techniques for achieving this requirement. Examples of other techniques include window treatments, materials, upper story setbacks and landscaping <ul style="list-style-type: none"> ○ Provide tripartite building articulation (building top, middle, and base) to provide pedestrian scale and architectural interest.
<p>Inappropriate:</p> 		<p>Design Review Board:</p> <ul style="list-style-type: none"> • Felt that the proposal would ensure suitable architecture and design in the Historic Core.

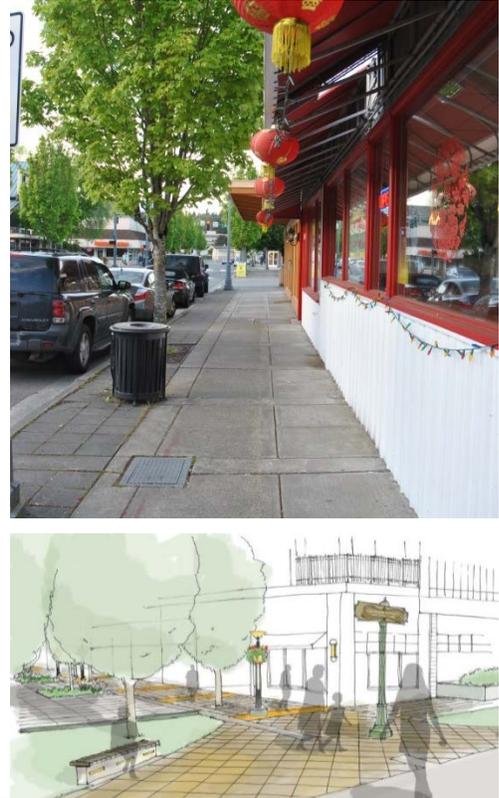
Attachment B: SUMMARY COMPARISON TO CURRENT CODE & DESIGN REVIEW BOARD CONSULTATION AND PERSPECTIVES

Topic: Building Material – Exhibit B, pages 6 to 10		
<p>Appropriate:</p> 	<p>Summary of Staff Proposed Code:</p> <p>Intent: To ensure that materials used on the exterior of new construction:</p> <ul style="list-style-type: none"> • Reflect the time period when the individual structure was built and create a sense of timelessness through the use of high quality material; • Complement materials used on historic and landmark structures; • Achieve visual interest and distinctive architecture and design, and emphasize tripartite form; and • Support a comfortable, consistent and engaging pedestrian experience along the street front. <p>Specificity: Would require use of distinctive masonry over at least 60 percent of building exterior.</p> <p>Would not allow use of exposed/unfinished concrete, corrugated metal, mirrored glass, or vinyl siding.</p> <p>Other Aspects: Allows for:</p> <ul style="list-style-type: none"> • Material variation, including allowing for new material and innovative design treatments. • Deviations from standards for material would need to be approved by the Design Review Board. 	<p>Summary for Comparison to Current Code:</p> <ul style="list-style-type: none"> • Requires residential facades in Downtown to be clad with superior exterior cladding materials on 100 percent of the facades. • Encourages vernacular architecture and materials similar to existing historic structures: brick, stucco, wood, and stone. • Requires architectural detailing reflected in Old Town with design details consisting of contrasting material or color. • Requires details around windows in brick and stone structures. • Preferred colors reflect the historic pattern of Old Town with allowances for other complementary colors.

Attachment B: SUMMARY COMPARISON TO CURRENT CODE & DESIGN REVIEW BOARD CONSULTATION AND PERSPECTIVES

<p>Inappropriate:</p> 	<ul style="list-style-type: none">• Maintaining similar color preferences though introducing some opportunity for variability and use of contrasting colors for accent.	<p>Design Review Board:</p> <ul style="list-style-type: none">• Believed proposed code should require use of distinctive masonry though with no specific minimum amount.• Also believed certain materials should not be allowed such as vinyl and mirrored glass.• Suggested maintaining opportunities for variation and flexibility in design treatments; the Board could work with the applicant to finalize the preferred building materials and design.• Felt that proposal should accommodate future use of new high-quality materials and innovative design treatments.
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Attachment B: **SUMMARY COMPARISON TO CURRENT CODE & DESIGN REVIEW BOARD CONSULTATION AND PERSPECTIVES**

Topic: Pedestrian System Map, Exhibit B – Attachment 3		
	<p>Summary of Staff Proposed Map Amendments:</p> <ul style="list-style-type: none"> • Add pedestrian connection through Historic Core, between Cleveland Street and Redmond Way, to/from Downtown Park and to/from 164th Avenue NE. Not to include mid-block crossings. • Change sidewalk standard for Leary Way to reflect sidewalk width of 12 feet, as currently built. • Change Gilman Street classification to reflect ROW width, combined ped/vehicle street, and wider sidewalk. 	<p>Summary for Comparison to Current Code:</p> <ul style="list-style-type: none"> • Leary Way (Type D): A 14 foot urban walkway with 4-feet for tree grates and pedestrian amenities, an 8-foot sidewalk, and a 2 foot setback area for planters and building modulation. • Gilman Street (Type VII): A 30-foot wide shared pedestrian and vehicular lane.
		<p>Design Review Board:</p> <ul style="list-style-type: none"> • Staff did not consult with the Board on this proposed amendment though did consult with staff from transportation planning, parks, economic development, fire, utilities, development review and traffic operations and following evaluation, consensus was to recommend this change