

## **Memorandum**

**To:** Planning Commission

**From:** Lori Peckol, AICP, Policy Planning Manager, 425-556-2411,  
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Kim Dietz, Senior Planner, 425-556-2415, kdietz@redmond.gov  
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**Date:** May 27, 2016

**Subject:** **Comprehensive Plan and Zoning Code Amendments for the Old Town Historic Core Overlay– Addendum to Technical Committee Report**

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### **MEETING PURPOSE**

On June 8, 2016 the Planning Commission will continue discussion regarding the Technical Committee’s recommended Comprehensive Plan and Zoning Code amendments for the Old Town Historic Core Overlay. Topics for discussion include proposed refined amendments to:

- Zoning Code standards, including
  - Onsite Parking;
  - Alternative Process for Design Review; and
  - Building Design – Building Cap and Corner Treatments

These topics are described in the attached June 8, 2016 Addendum to the June 26, 2015 Technical Committee Report. At the briefing on this topic on February 24, 2016, staff identified three “packages” of topics for Planning Commission review and recommendation with this being the second package.

### **PREPARATION FOR JUNE 8 STUDY SESSION**

Please review the enclosed Technical Committee Report Addendum and exhibits in advance of the June 8 meeting. Please also identify questions and discussion issues by 8:00 am on Monday, June 6 and email them to Kim Dietz at [kdietz@redmond.gov](mailto:kdietz@redmond.gov).

### **BACKGROUND**

Planning staff began the Old Town Historic Core planning process in January 2014 to develop a plan for the historic central core of the City’s first business district. The Historic Core Plan will be an overarching plan that defines the Core and provides context for a number of deliverables including proposed updates to the Comprehensive Plan and Zoning Code.

On July 8, 2015, the Planning Commission began reviewing proposed updates to Comprehensive Plan policies and design standards in the Technical Committee Report dated June 26, 2015.

Prior to the Commission’s August 5, 2015 meeting, staff received significant feedback from stakeholders. The Commission concurred with staff’s request to pause additional review and discussion, allowing staff time to review and follow up on the comments. On February 24, 2016, the Planning Commission supported staff’s proposed approach for grouping the follow up into three “packages” of amendments and the proposed schedule.

On April 20 and 27, 2016, the Planning Commission reviewed and held a public hearing on the first package of updated and refined amendments to the preliminary proposed amendments to Comprehensive Plan policies and to the Zoning Code. The enclosed addendum to the Technical Committee Report contains the second of the three packages that refine and update the preliminary proposed amendments. Similar to the June 26, 2015 Technical Committee Report, the Addendum reviews the proposed amendments using the evaluation criteria that the Planning Commission previously identified, such as how the amendments integrate with other areas in Downtown, and respond to potential economic impacts.

### **REVIEW SCHEDULE**

The upcoming meeting schedule includes:

- **June 8 and June 15** – Study sessions for onsite parking, alternative process for design review, and building design for the building cap and for corner treatments;
- **June 22** – Planning Commission’s public hearing, study session and potentially preliminary recommendation

Please contact Kim Dietz or Sarah Stiteler regarding the proposed amendments prior to the meeting if there are questions or concerns.

### **ENCLOSURES**

**Technical Committee Report Addendum with Exhibits**



## TECHNICAL COMMITTEE REPORT - ADDENDUM

**To:** Planning Commission

**From:** Technical Committee

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**Date:** May 27, 2016

**File Numbers:** PR-2015-00795 and SEPA-2015-00993

**Project Name:** Comprehensive Plan and Zoning Code Amendments for the Old Town Historic Core Overlay and for Leary Way and Gilman Street

*This report addresses Package 2, the second of three additional addendums to the original Technical Committee Report of June 26, 2015, and to the August 5, 2015 addendum. This report addendum provides the Technical Committee's refined recommendations regarding on-site parking requirements, alternative processes for design review, and design of the building cap and of building corners in the Old Town Historic Core.*

**Reasons for the Recommendation:** The reasoning for the Technical Committee's recommendation includes to:

- Reflect significant stakeholder and community feedback provided during 2015 and 2016;

- Refine the Zoning Code to provide additional clarity and opportunities for innovation for corners and roof treatments compared to the earlier Technical Committee recommendations; and
- Maintain current Zoning Code requirements that provide: 1) on-site parking standards for proposed uses in the Downtown and 2) administrative procedures to allow for approval of alternative minimum standards when the alternative will avoid adverse impacts on other uses and streets.

## **I. APPLICANT PROPOSAL**

### **A. APPLICANT**

City of Redmond

### **B. INTRODUCTION TO PACKAGE 2**

The refined Technical Committee recommendation as described in this report and shown in Exhibits A and B is provided in response to significant feedback from stakeholders that staff received during 2015 and during community and stakeholder engagement in 2016. Topics in Package 2 include on-site parking requirements, alternative process for design review, and design of the building cap and of building corners. Exhibit B provides a summary of stakeholder and community feedback by topic, briefly highlights the recommendations, and references current policy and/or code for each topic.

The topics in Package 1 that Commission previously discussed include Comprehensive Plan policies and vision, definitions, Downtown density limits, and building design specific to exterior material in the Old Town Historic Core. And, topics in Package 3 will include amendments specific to Leary Way and Gilman Street; building height, mass, stepbacks, encroachments, base design, and frontage design edging parks; incentive strategies, pedestrian experience and connections, and signage.

### **C. BACKGROUND AND REASONS FOR PROPOSAL**

As described in the June 26, 2015 Technical Report, staff began the Historic Core planning process in January 2014. The purpose is to develop a plan for the historic central core of the City's first business district with the significant participation of property and business owners and community stakeholders.

Property and business owners and community stakeholders informed, reviewed, and provided feedback to the recommended policy and code refinements that comprise the deliverables in general and in particular Package 2. Staff also provides frequent project status to the Historic Core parties of record, totaling 54 at the time of this report.

The engagement process included:

Date(s)	Engagement Process
February 2014 to May 2015	Community and stakeholder engagement to inform development of preliminary Historic Core concepts. Engagement included community meetings, activities within the Historic Core, activities in partnership with Downtown capital improvement projects, online input tools, social media and other web-based discussions, email and mail, and in-person meetings.
June 24, 2015 to August 5, 2015	Planning Commission public hearing that remained open for verbal and written testimony through August 5, 2015. On March 23, 2016, the public hearing was continued to a date certain of April 20, 2016. Staff will request that it be continued to April 27.
February 18, 2016	Package 1 community and stakeholder engagement meeting
February 15 to March 14, 2016	Package 1 individual stakeholder meetings
April 21, 2016	Package 2 community and stakeholder engagement meeting
April 7 to May 20, 2016	Package 2 individual stakeholder meetings and conversations

Staff's analysis for Package 2, in Exhibit C, reflects the Planning Commission's direction from April 15, 2015 regarding policy level questions and issues. These were identified as questions and issues that the Commission would like to consider during review of proposed Historic Core plan amendments including:

- Consistency with Comprehensive Plan policies regarding the Downtown vision and associated design standards,
- Consistency with the City Council's approved design standard principles, including for reference in Exhibit F to the April 8, 2016 Technical Report Addendum,
- Recognition and awareness of the Old Town Historic Core,
- Economic impacts,
- Quality and timeless architecture and design,
- Mobility choices and parking opportunities, and
- The relationship between the Old Town Historic Core and the rest of the Downtown.

The Supporting Analysis section below describes the alternatives staff considered particular to this amendment.

## II. RECOMMENDATION

The Technical Committee recommends approval of the refined proposed amendments to sections of Zoning Code and maintaining the Zoning Code provisions regarding on-site parking standards

for the Downtown. This package includes on-site parking requirements, alternative processes for design review, and design of the building cap and of building corners within the Historic Core.

### III. FACTORS CONSIDERED AND ALTERNATIVES

To gain additional insights regarding comments from stakeholders and the community on proposed refined amendments to Zoning Code sections and design standards for the Historic Core, staff met with the stakeholders and community members. First, staff met in one-on-one meetings with stakeholders to understand and discuss their individual comments, concerns and questions. As follow up, staff developed preliminary recommendations and sought feedback from stakeholders. This outreach and engagement included phone consultation, open houses, and one-on-one meetings. Exhibit B provides a summary of this feedback by topic, briefly highlights the recommendations, and references current policy and/or code for each topic. Below is a summary of key issues, alternatives and the reasoning for the Technical Committee recommendation.

#### A. Zoning Code Design Standards

- On-Site Parking Requirements:

Stakeholders requested several modifications to requirements for on-site parking, including to:

- Reduce the minimum parking standard for residential suites to 0.35 parking stalls per bed from .5 parking stalls per bed;
- Provide credit for shared residential/commercial parking;
- Provide credit for street guest parking;
- Recognize transit oriented development by reducing parking ratios for development near transit centers;
- Maximize commercial floor area in comparison to required parking associated with general sales and service uses by lowering parking standards; and
- Apply more stringent parking standards rather than allow less than the minimum parking requirement and require more transportation management plans to reduce the adverse impacts of spillover parking for other properties and business.

The Zoning Code already provides for several of the requests related to reduced parking standards, such as:

- Credits for shared parking and curbside parking for guests;
- Opportunity to create cooperative parking facilities and agreements where two or more land uses coordinate to provide efficiency, economy of space, and superior grouping of buildings or uses;
- Allowance for reducing or waiving parking requirements in the Old Town zone for restaurants, delis, and cafés based on their gross floor area, and when located in close proximity to Downtown parks and promenades, or in an office building and primarily serving the occupants and guests of the building; and

- Procedures for the Code Administrator to consider and approve proposed alternative minimum parking standards for specific uses on specific development sites based on a parking study prepared by a qualified expert and potentially also a transportation management program to effectively reduce parking demand.

Staff also considered the additional requests including the parking ratio for residential suites and regarding commercial floor area in relationship to parking requirements, and has received input from stakeholders and other staff on these topics. Residential suites are a relatively newer form of urban development and staff is continuing to work with developers to assess parking needs and ratios. This assessment is to ensure that reductions to the required parking ratios are appropriate to the site-specific parking supply and demand associated with these uses and will avoid adverse impacts on other properties.

Commercial floor area and accessible parking for commercial uses are both highly desirable to property and business owners, customers, and developers, and balancing commercial floor area and parking supply is also important to these stakeholders. Staff received the initial request to lower parking ratios from a few developers and designers, particularly of smaller parcels within the Historic Core. The small lot sizes were part of the rationale for this reduction. Another development team emphasized strong significance in protecting commercial parking to ensure easy access to businesses and predictable parking opportunities for customers.

An owner of a business located in the Historic Core provided the comment regarding increases to parking standards. This comment is similar to concerns staff frequently receives from other business owners and from visitors to the Downtown. Staff met with Downtown property and business owners on January 5, 2016 to hear these and other perspectives. Participants voiced a variety of concerns regarding parking supply and demand. For example, some noted interest in a business zone where employees would have access to parking. Equally, participants agreed that customers needed additional assistance in locating parking.

The vision for Downtown describes the area as a vibrant urban center with a walkable environment and with a variety of choices for living, working, shopping, recreation, and tourism. To ensure support for all of these uses and activities, the Technical Committee recommends maintaining the current parking code requirements and provisions for the Downtown. Staff also proposes to continue observations and analysis of Downtown parking supply and demand, and continued outreach regarding parking choices.

- Alternative Processes for Design Review:

Stakeholders requested an alternative design review or “performance” based process to allow additional flexibility for those developments that involve proposals for exemplary or highly innovative design. Proponents believe that such

a process may result in less time for review of departures from standards, and may result in more unique architectural solutions.

Currently, the RZC allows Administrative Design Flexibility in Downtown and Overlake, and identifies standards that may be modified such as:

- Parking lot location
- Mid-block pedestrian walkways and vehicular lanes (Downtown)
- Street standards for attached dwelling unit subdivisions
- Other site requirements and standards, except for density, number of stories and Floor Area Ratio (FAR)

The Technical Committee recommends the continued application of the Administrative Design Flexibility process, which is reviewed administratively and ultimately by the Design Review Board. The stated purpose of the Administrative Design Flexibility provisions in RZC 21.76.070 C is described as:

“...to promote creativity in site design, allow flexibility in the application of standards in certain zones, and to achieve the creation of sites and uses that may benefit the public by the application of flexible standards not otherwise possible under conventional development regulations.”

The existing process for review of developments with departures from standards is clearly defined, efficient, and allows a significant amount of flexibility in the Downtown. Staff will continue to identify and propose additional opportunities for alternative treatments through the Administrative Design Flexibility process as applicable, such as for materials, transparency, and building corner treatments in the Historic Core.

- Design of Building Cap:

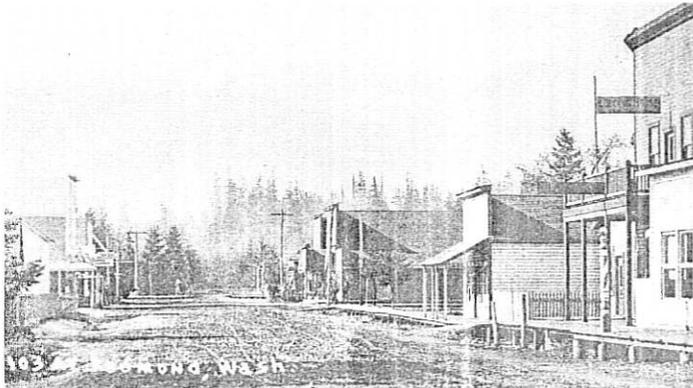
The June 26, 2015 Technical Committee recommendations included requiring a flat roof design for all roof forms in new development in the Historic Core. In response, stakeholders requested that additional building roof forms be permitted as part of the building cap design.

The Technical Committee recommends expanding the previous recommendation by including additional roof forms that would be respectful of the character of structures in the Historic Core:

- Gable;
- Gambrel;
- Hip; and
- Hip with deck.

To ensure predictability of the expanded roof design options as they translate into building height, the occupied floor area will continue to be counted as a building story.

The additional roof forms are consistent with those found in the Historic Core starting with the period of its development as the City's original business center through the present, as shown below.



- Design of Building Corners:

The Technical Committee's recommendations of June 26, 2015 regarding corner treatments are consistent with current design standards contained in RZC 21.62.020.D, Corner Lots – Building Design, and also reference Map 62.2 which identifies intersections where corner treatments are encouraged. However, the Technical Committee's initial recommended language uses the wording, "shall" instead of "should", as the existing code relies on the use of corner treatments on a voluntary basis. In addition, the initial recommended language describes the intent

of the standards in more detail and uses a series of examples in both photos and text.

Stakeholder comments received were favorable to providing additional clarity regarding intent, but stated that the criteria in some cases are not consistent with the photographic examples. Stakeholders also expressed that a requirement for corner treatment may not be feasible in all locations identified on Map 62.2 and that some flexibility should be permitted.

Acknowledging that such situations may occur, the Technical Committee recommends the addition of Administrative Design Flexibility to the section which is described in new text and photos, to allow consideration of alternative corner treatments when necessary, such as when the corner is near a garage entry. If a corner entry is not practical or feasible, the Technical Committee recommends that treatment of the corner in some manner be required and the proposed standards provide examples of alternatives when this is the case.

## **B. Other Planning Commission Topics for Consideration**

Staff analyzed the proposed additions and refinements in the context of the Planning Commission's policy level questions and issues. Exhibit C includes a summary of this analysis. Staff also considered alternatives for the following Commission's policy questions:

1. Impact Economic Conditions & Balance Community, Business, and Property Owner Interests

### Alternatives and Analysis.

- On-Site Parking Requirements:

Parking is one of the more frequent topics commented on by people who live, work, and visit the Downtown. Among the objectives underlying the Technical Committee's recommendation are parking management and balancing the supply and demand while also avoiding over-development of the parking supply. The Zoning Code allows for site-specific analysis and proposal of alternatives to meet use-based demand such as for smaller apartments and for development in close proximity to high capacity transit.

Reducing the standard minimum parking ratios in the Zoning Code for the Downtown would likely lower development costs and allow larger amounts of commercial floor area. However, staff believes that without use- and site-specific review and development of transportation management programs, Downtown businesses could experience continued impacts such as from increased on-street residential parking and decreased opportunity for on-street commercial parking.

Recognizing changes are underway in the Downtown, particularly as development continues and the future extension of light rail, the Technical Committee recommends maintaining the current parking ratios and procedures applicable to the Downtown for now. The Committee also supports continued observation and outreach with stakeholders.

- Design of Building Cap:

As part of initial outreach for the Historic Core plan in 2014, community stakeholders expressed concerns regarding building height and expressed interest in preserving the historic and traditional character within the Historic Core. These interests informed the Technical Committee's initial recommendation.

However, property owners and developers subsequently requested that staff reconsider and expand the opportunities for various roof forms such as those that have been used in traditional architecture and within the district. Staff confirmed that a variety of roof forms were present in the Historic Core since its original development as well as in other traditional downtowns such as La Conner, Port Townsend, Tacoma, Seattle, Chicago, and New York. Particularly, staff inventoried the building designs and roof forms typical of western, pioneering towns.

Depending on the time period of western settlements, buildings would feature a predominantly flat roof, a western false front emulating a flat roof and/or allowing for signage, and gabled roof forms. *This Old House* describes that "The vertical extension of the front of a building beyond the roofline creates the false front style. Almost always used for commercial purposes, false front buildings gave an air of dignity to a quickly growing town by providing visual continuity along the street." More elaborate roof designs such as gothic spires and French Provincial - mansard roof were more common in larger cities and in the eastern US.

The Technical Committee's refined recommendation is for an expanded list of appropriate roof forms to foster variety within the overlay, to allow for flexibility of building design, and to ensure consistency with the current code as well as predictability by counting occupied floor area as a building story. Also, staff proposes maintaining the previous recommendation for design standards that call for distinctive architecture and design treatments at the building cap to create a statement of the building's termination, complementary to designs found on historic and landmark buildings within the Historic Core.

An alternative is to not expand the list of appropriate roof forms. Staff believes this would result in too much of a limit.

- Design of Building Corners:

The vision for the Historic Core is as an outstanding place to work, shop, live and recreate that is vibrant and pedestrian friendly. A number of proposed code elements for the overlay area are intended to enhance the pedestrian experience through architectural treatments and streetscape design, including modulation of the building frontage and corner treatments, for example. Stakeholders have not opposed proposed corner treatment requirements but have requested additional flexibility in their application. As a result, the Technical Committee's refined recommendation is to provide for the use of Administrative Design Flexibility when locations may not be feasible for corner entrances due to the necessary placement of garage or utility entrances or due to the limited size of the parcel. The proposed standards require some design treatment of the corner and if there is no entry at that location, the proposed standards provide examples of alternatives.

An alternative is to not provide for Administrative Design Flexibility for corner treatments. Staff believes this would not provide sufficient options for when there are practical limits, such as when garage entrances are located near to corners.

#### **IV. COMPLIANCE WITH CRITERIA FOR COMPREHENSIVE PLAN AND ZONING CODE AMENDMENTS**

Redmond Comprehensive Plan Policies PI-16 direct the City to take several considerations, as applicable, into account as part of decisions on proposed amendments to the Comprehensive Plan. Items 1 through 6 apply to all proposed amendments. The following is an analysis of how this proposal complies with the requirements for amendments.

##### **1. Consistency with Growth Management Act (GMA), State of Washington Department of Commerce Procedural Criteria, VISION 2040 or its successor, and the King County Countywide Planning Policies.**

The proposed refined amendments to the Zoning Code take into account direction by the GMA, the Department of Commerce, VISION 2040, and Countywide Planning Policies. GMA's planning goals for guiding development of Comprehensive Plan policies and associated regulations include encouraging development in urban areas, reducing sprawl, encouraging efficient multimodal transportation systems, encouraging economic development and housing opportunities, and encouraging community involvement during planning processes.

The recommended refined amendments maintain Redmond's portion of projected housing and jobs growth within King County's urban growth boundary. The planning process for the proposed amendments as well as for the refined proposed

amendments included significant amounts of community and stakeholder involvement.

GMA's planning goals also include historic preservation. This goal calls for identifying and encouraging the preservation of lands, sites, and structures that have historical or archaeological significance. The recommended refined amendments will facilitate this goal by recognizing the significance in continuing to preserve existing landmarked properties, encouraging high-quality and pedestrian-oriented architecture and design within the unique, historic portion of the Downtown, and supporting additional investment in the City's original business core.

## **2. Consistency with the Redmond Comprehensive Plan.**

The proposed refined amendments are consistent with the Comprehensive Plan, particularly FW-23 thru FW-26 which speak to Downtown's character and vibrancy, LU-2 which ensures that development regulations provide for achieving the preferred land use pattern, CC-3 which ensures that the Downtown is a place that feels comfortable for pedestrians and addresses characteristics, DT-25 which ensures that development in the historic portion of the Old Town zone retains the area's historic village character and complements the character and scale of existing historic buildings, policy FW-20, which calls for a variety of business choices meeting the needs of the community and PI-19 which calls for clear and consistent development regulations.

## **3. Potential general impacts to the natural environment, such as impacts to critical areas and other natural resources, including whether development will be directed away from environmentally critical areas and other natural resources.**

The proposal is unlikely to have any adverse impacts on the natural environment and may have some positive impacts. For example, federal and state law requires the preservation and protection of cultural resources. States are also mandated to maintain a record of archaeological and historical resources. Staff has considered these mandates in the context of new and redevelopment in the Historic Core and has notified respective property owners of the requirements they shall adhere to in this regard. Staff will continue communicating these requirements to property owners and developers, particularly in areas such as the Historic Core where the presence of cultural resources may be high.

## **4. Potential general impacts to the capacity of public facilities and services. For land use related amendments, whether public facilities and services can be provided cost-effectively and adequately at the proposed density/intensity.**

The proposal, calling for refinements to amendments regarding design standards is unlikely to have any significant impacts on the capacity of public facilities and services.

**5. Potential general economic impacts, such as impacts for business, residents, property owners, or City Government.**

The proposal could have positive impacts on the economic condition of businesses in the overlay by guiding design of development to support achievement of an attractive, engaging, and highly functional pedestrian environment. The proposed refinements to amendments would also continue to provide opportunities for variety and flexibility.

**6. For issues that have been considered within the last four annual updates, whether there has been a change in circumstances that makes the proposed amendment appropriate or whether the amendment is needed to remedy a mistake.**

This package continues review of an amendment first included on the Comprehensive Plan annual docket in 2013-14 and carried over to the 2015-2016 annual docket.

**V. AUTHORITY AND ENVIRONMENTAL, PUBLIC AND AGENCY REVIEW**

**A. Amendment Process**

Redmond Zoning Code (RZC) 21.76 requires that amendments to the Comprehensive Plan, Zoning Code and Zoning Map be reviewed under the Type VI process. Under this process, the Planning Commission conducts a study session(s), an open record hearing(s) on the proposed amendment, and makes a recommendation to the City Council. The City Council is the decision-making body for this process.

**B. Subject Matter Jurisdiction**

The Redmond Planning Commission and the Redmond City Council have subject matter jurisdiction to hear and decide whether to adopt the proposed amendment.

**C. Washington State Environmental Policy Act (SEPA)**

A SEPA checklist was prepared and a Determination of Non-Significance was issued for this non-project action on June 10, 2015 (see Exhibit E in June 26, 2015 Technical Committee Report). The Technical Committee's refined recommendations are not different in terms of anticipated environmental impacts compared to the initial recommendations.

**D. 60-Day State Agency Review**

State agencies were sent 60-day notice of this proposed amendment on June 1, 2015 and of the proposed refinements to amendments on April 1, 2016 and May 20, 2016.

**E. Public Involvement**

The public and stakeholders have had several opportunities to contribute to and comment on the proposed amendments and on the proposed refinements to the amendments including a significant number and variety of engagement events from February 2014 to May 2015, February to May 2016, and through the Planning Commission review process. A public hearing was held on July 15, 2015 and was continued to a date certain of April 27, 2016. Initial public notice of the hearing was published in the Seattle Times on June 24, 2015 (see Exhibit D in June 26, 2015 Technical Committee Report) and on March 30, 2016. Notice of the Planning Commission hearing was posted in City Hall, the Redmond Library, and through RZC 21.76.080, Extraordinary Notice: two 4' x 8' signs were installed at two different locations in the proposed Historic Core Overlay area. Notice of the hearing is given on the Planning Commission agendas and extended agendas. Notice was also provided to business and property owners affected by the proposed amendments to the Zoning Map. Specific outreach to stakeholders within the Historic Core has occurred on multiple occasions between May and July 2015 and during February to May 2016 via mailed packet, telephone, e-mail contact, and in-person meetings.

**F. Appeals**

RZC 21.76 identifies Zoning Code and Comprehensive Plan Amendments as a Type VI permit. Final action is by the City Council. The action of the City Council on a Type VI proposal may be appealed by filing a petition with the Growth Management Hearing Board pursuant to the requirements of the Board.

**VI. LIST OF EXHIBITS**

- Exhibit A: Recommended Amendments to the Redmond Zoning Code
- Exhibit B: Summary of Stakeholder Comments, Technical Committee Recommendation, and Current Code
- Exhibit C: Evaluation of Technical Committee Recommendation relative to Design Standard Principles and Planning Commission Criteria

**Conclusion in Support of Recommendation:** The Technical Committee has found the proposal to be in compliance with the Redmond Zoning Code, Redmond Comprehensive Plan, Redmond Municipal Code, and State Environmental Policy Act (SEPA).

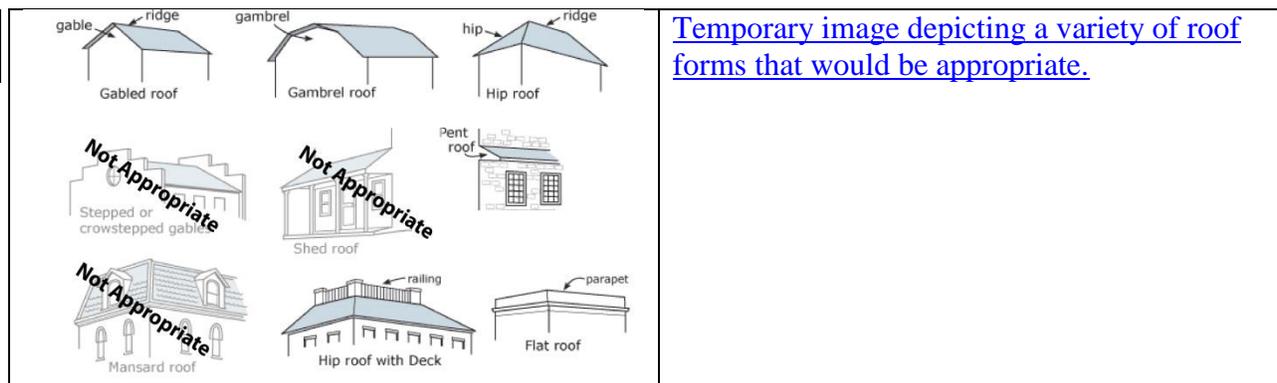
  
 ROBERT G. ODLE,  
 Director of Planning and Community  
 Development

  
 LINDA DE BOLDT,  
 Director of Public Works

E. Building Cap.

1. Intent. To define an ending to the building top, ensure the use of distinctive and high quality architectural and design elements, and provide unique character to the structure.
2. Design Criteria.
  - a. Material.
    - i. The Building Cap shall be aesthetically distinct and fit within the context of the structure and Historic Core Overlay.
    - ii. Color, material change, sculptured elements, or any combination of these may be used to physically differentiate and emphasize the termination of the Building Cap. Treatments shall include any combination of the following: pediment, cornice, frieze, and architrave.
  - b. Design.
    - i. Rooftop plazas and gardens are encouraged for the use of the building's occupants and guests and shall be located behind the architectural and design features that define the termination of the Building Cap.
    - ii. Roof forms shall be limited to gable, gambrel, hip, hip with deck, and flat roofs.
    - ~~iii. Shed-style and pitched roofs shall be avoided.~~
      - ~~1. No more than 15 percent of the roof may be sloped to allow for solar access.~~
      - ~~2. The sloped portion of the roof shall be located behind and screened by the building's parapet or other roof feature.~~
    - ~~iv. Low-profile solar devices shall be located so that they are not visible from the public right of way. For example, solar devices may be installed on a flat roof and set back to take advantage of a parapet or other roof feature that screens solar panels from view; or on a secondary slope of a roof, out of view from the public right of way.~~

3. Illustrations and Figures.



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4. Appropriate Implementation.

	<p><u>Decorative cornices.</u></p>
	<p>Decorative cornice, complementary to window and corner treatments.</p>
	<p><u>Extended, distinctive cornice in combination with shade treatment.</u></p>
	<p><u>Variety of acceptable roof forms and treatments.</u></p>

Exhibit A



Demonstrating a variety of acceptable roof forms and treatments.



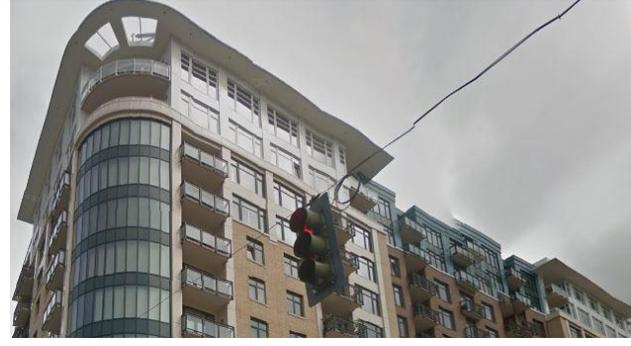
Modern interpretation of traditional roof form demonstrating acceptable forms and treatments.

5. Inappropriate Implementation.



Modern Building Cap that is absent of character that complements the historic structures located within the Historic Core Overlay.

Exhibit A



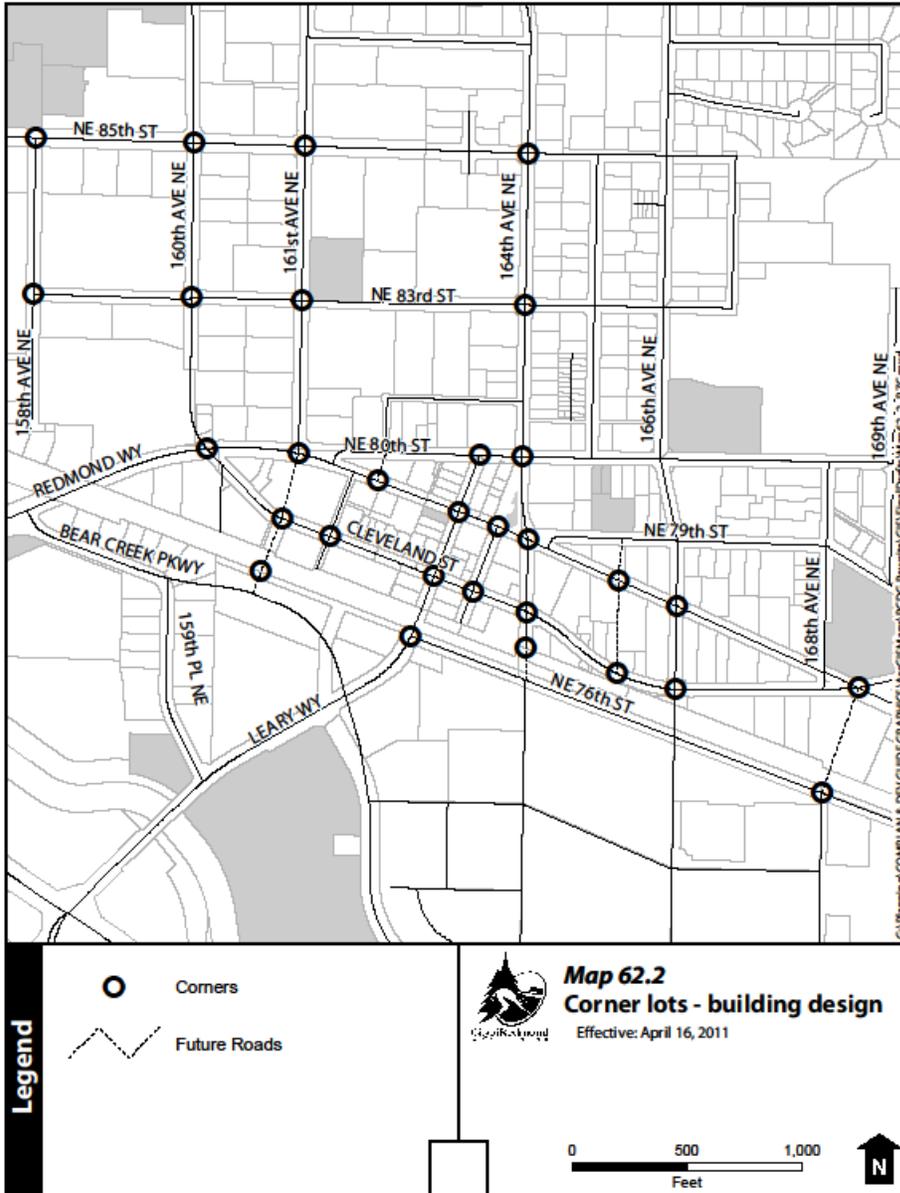
Cantilevered or extended roof, and modern Building Caps that are inappropriate within the Historic Core Overlay.

A. Corners.

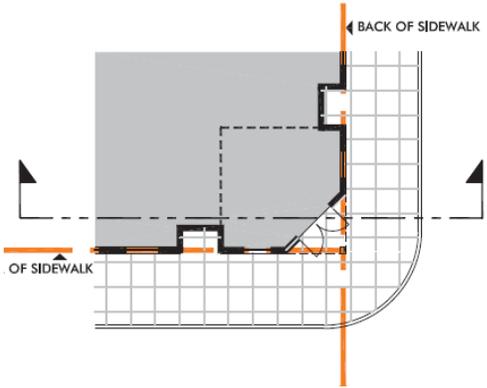
1. Intent. To ensure that buildings on corner lots:
  - a. Reinforce and celebrate the street corner;
  - b. Use distinctive architecture, design, and material;
  - c. Serve as prominent gateways between the sidewalk and the building's interior;  
and
  - d. Strengthen articulation and modulation across the structure, facilitating a softening of the building's mass.
2. Design Criteria.
  - a. Pedestrian entrances to developments located on the corner lots shown on Map 62.2 shall utilize or orient toward the street corner and shall incorporate architectural and design treatments to support pedestrian activity.
  - b. Entries should be recessed and should include glass doors and sidelights.
  - c. Entries shall emphasize the pedestrian experience and include treatments and amenities such as artwork, plazas, canopies and benches.
  - d. Building façades on corner lots shall be designed to connect with pedestrians at both street frontages.
  - e. Architectural detailing, cornice work, frieze design or other elements shall be incorporated into buildings on corner lots.
  - f. Buildings on corner lots may emphasize the building middle through curved walls or turrets, window treatments or signage.

3. Corner Lots Map.

- a. The purpose of this section is to maintain the implementation of corner architecture and design treatments as defined by Map 62.2 Corner Lots – Building Design, also found in RZC 21.62.020.D Corner Lots - Building Design.



4. Illustrations and Figures.

 <p>The diagram shows a plan view of a building corner. A dashed line indicates the 'BACK OF SIDEWALK' and another dashed line indicates the 'OF SIDEWALK'. The building footprint is shown in grey, with a specific corner treatment highlighted in black and orange. The text 'SPECIAL CORNER TREATMENT - PLAN VIEW' is centered below the diagram.</p>	<p>This illustration demonstrates an example of an appropriate corner treatment that orients toward the street corner and supports pedestrian activity on the two street frontages.</p>

5. Appropriate Implementation.

 <p>A photograph of a modern building corner. The building features a rounded corner, large glass windows, and a stone tile finish on the ground floor. A sign for 'blueare' is visible above the entrance. Pedestrians and a cyclist are visible on the sidewalk.</p>	<p>Emphasizes an entryway by rounding the corner, recessing the entrance, featuring a large percentage of glazing as well as distinctive building columns and high quality material. In this case, the Building Base is finished with stone tile.</p>
 <p>A photograph of a building entrance featuring a prominent archway supported by columns. The building has a light-colored facade and a red awning over the entrance. The text 'ARMA' is visible above the entrance.</p>	<p>Differentiation that emphasizes corner and building entrance.</p>

Exhibit A



Modern interpretation of corner that is sympathetic to designs and treatments used on historic structures within the overlay. Demonstrated here is the use of an architectural and timeless chamfer for emphasizing the building corner, decorative columns, recessed windows, tripartite architecture and design, and the use of decorative stringcourse above the building base and entablature at the building cap.



This corner treatment demonstrates recessing the entrance and connection with the pedestrian at the two street frontages.



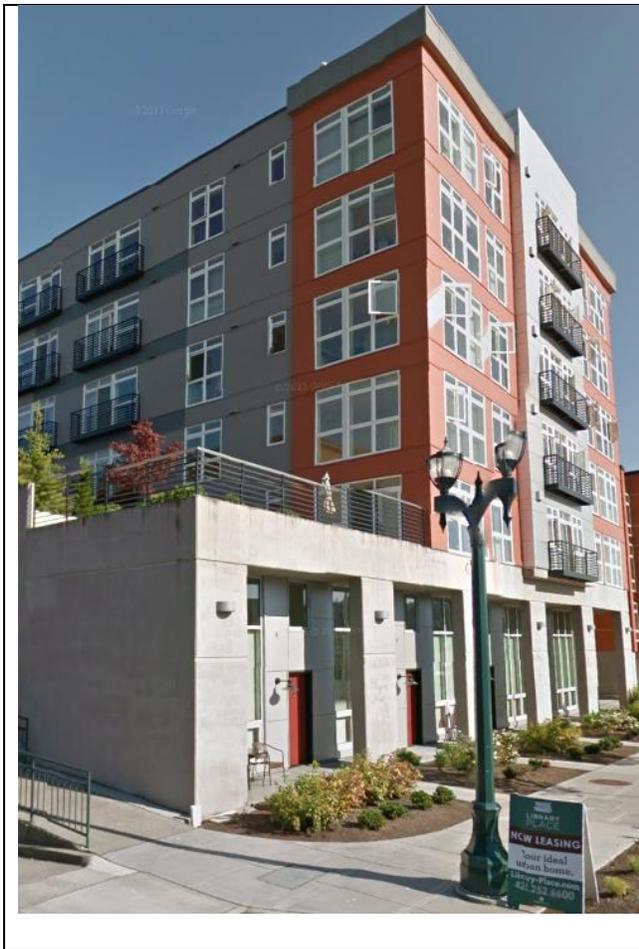
This image shows an additional approach for slightly recessing the entrance and connecting with the pedestrian at the two street frontages. This corner treatment uses architectural and design elements to emphasize the building base and differentiate the corner from the street façade.

Exhibit A



This image demonstrates a strong connection with the pedestrian at the two street frontages and appropriate use of curved walls, window treatments, signage, and other architectural and design elements in emphasizing the building base and middle.

6. Inappropriate Implementation.



The absence of corner definition and blank wall make this inappropriate for the Historic Core Overlay.

Exhibit A

7. Administrative Design Flexibility. In addition to the decision criteria for allowing design flexibility in RZC 21.76.070 C.4, corner treatments shall be applied as appropriate and the following include considerations for determining alternative corner treatments to applicable provisions above.



Corner interest may be provided in the form of additional transparency such as for retail storefronts or eating/drinking establishments.

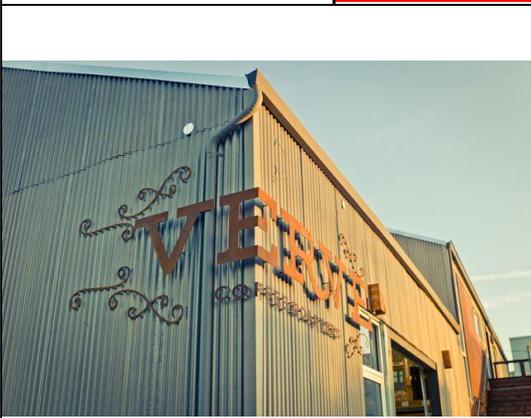


Smaller buildings may incorporate maximum interior floor area by not rounding the corner but by providing corner interest.

Exhibit A



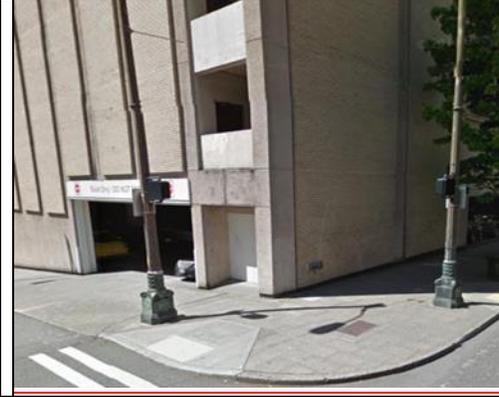
Continuation of architectural elements of building base or use of design elements on building corner can provide interest as an alternative to corner entry.



Wrapping signage or placement on masonry building wall may provide an alternative corner treatment where there is limited space or corner is near garage entrance or utility.



Exhibit A



Inappropriate  
implementation

**Exhibit B - Summary of Stakeholder Comments, Technical Committee Recommendation, and Current Code**

Topic: Code	Stakeholder's Comments (Includes Owners, Developers, Designers, Businesses, and Community)	Technical Committee Recommendations (Amendment Section Reference)	Current RZC Regulation
<b>Onsite Parking</b>	<p>1. Reduce required parking for Residential Suites to a minimum of 0.35 per bed</p> <p>(Owners, Developers)</p>	<p>Maintain current parking standards which include opportunities for flexibility and address the comments listed herein.</p>	<p>1. Applicable Parking Standard: Unit of measure is per bed; Minimum required is 0.5; Maximum allowed is 1.0</p>
	<p>2. Allow for residential/retail parking credits for shared parking after hours</p> <p>Include a street guest parking credit</p> <p>Reduce parking requirements near transit centers</p> <p>Reduce or eliminate required onsite parking in favor of additional commercial floor area</p> <p>(Owners, Developers, Designers)</p>	<p>Representatives for businesses in the Downtown, residents, and visitors to the Downtown have expressed significant concern to staff, Council and the Mayor regarding insufficient parking supply in the Downtown. Staff recommends additional observation and analysis of downtown supply, demand, and for continued outreach regarding parking choices prior to amending the minimum parking standards for the Downtown. The Zoning Code allows applicants to request a lower parking standard by completing study and demonstrating sufficient parking supply or, if the study does not demonstrate adequate parking provisions agreeing to a Transportation Management Program that is recorded with the property.</p>	<p>2 and 3. Citywide Parking Standards include the following:</p> <p>The Code Administrator may approve alternative minimum parking requirements for specific uses on specific development sites where the land use permit applicant demonstrates, through a parking study prepared by a qualified expert, that the alternative requirement will provide sufficient parking to serve the specific use without adversely impacting other uses and streets in the vicinity.</p> <p>Where a parking study does not demonstrate that available parking stalls will adequately serve the proposed use, reductions below the minimum requirement may be approved if a Transportation Management Program that effectively reduces parking demand as provided in RZC 21.52.020, Transportation Management Program, is approved and recorded with the property.</p> <p>Required parking may be provided off site within 600 feet of the site, unless otherwise approved by the Administrator, when secured by an easement.</p>
	<p>3. Consider more stringent parking requirements for new development to ensure adequate opportunity for residents and commercial uses to park onsite and not rely on vicinity parking supply. Concern that new development is not meeting parking requirements. Demand, over the 24-hour period and weekends, for street parking seems to be increasing and in the Historic Core is impacting parking supply for customers and employees.</p> <p>Parking for employees and customers of Historic Core businesses needs to be evaluated. Insufficient to support current and planned demand.</p> <p>(Business owners, Community)</p>	<p><i>(No reference to section – staff proposes maintaining current RZC regulations)</i></p>	<p>Specific to the Downtown, the Code includes:</p> <p>Developments in the downtown may provide parking in excess of the maximum allowed parking standard shown in the Allowed Uses and Basic Development Standards Tables in RZC 21.10.030 through 21.10.100 above, provided the excess parking is also available at all times to the general public, and there is signage at the facility to inform users which parking stalls are available for public use.</p> <p>For residential uses, curbside parking along the site may be counted towards up to 25 percent of the required off-street parking.</p> <p>For General Sales and Services:</p> <p>General Sales or Services parking requirements are for every 1,000 sq ft gfa, the minimum required amount of parking is 2.0. The maximum allowed is also 2.0.</p> <p>Parking standards for restaurant uses: Sit-down restaurant: 1,000 sq ft gfa (2.0, 9.0). Take-out restaurant: 1,000 sq ft gfa (2.0, 10.0).</p> <p>The Technical Committee may waive the parking requirement for restaurant/deli/café uses 1,000 sq ft gfa, or less in area that support/enhance the City's vision for creating/enhancing Downtown as a pedestrian place provided:</p>

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			<ul style="list-style-type: none"> <li>• The use is located in an office building and primarily serves the occupants and guests of the office building; or</li> <li>• The use is visible from and within 100 feet of a promenade or Downtown park, such as Luke McRedmond Park, Anderson Park, O’Leary Park, The Edge Skate Park, or the 83rd Street Promenade, for example, or within 100 feet of a critical areas buffer of the Sammamish River and access to the River Trail, and the use is designed to enliven the pedestrian environment and primarily cater to pedestrians and outdoor patrons.</li> </ul> <p>A floor area bonus is available in the Old Town zone when utilizing the fee-in-lieu of parking provision.</p> <p>The maximum number of parking stalls allowed may be increased to 5.0 per 1,000 sq ft of gross floor area for the retail components of mixed-use developments.</p> <p>Cooperative Parking Facilities. Cooperative parking facilities may be provided subject to the approval of the Technical Committee where two or more land uses can be joined or coordinated to achieve efficiency of vehicular and pedestrian circulation, economy of space, and a superior grouping of buildings or uses. When cooperative parking facilities can be provided, the Technical Committee may reduce the on-site parking requirements based on any of the following criteria:</p> <p>Peak demand occurs at distinctly different times.</p> <p>The minimum required parking for a multi-tenant facility shall be based upon the minimum amount necessary to satisfy the highest average daily peak demand generated by the uses at a single time period. In no case shall the minimum required parking for a multi-tenant facility be less than 60 percent of the total required for all uses in the facility.</p> <p>The continuation of the cooperative facility shall be assured by a sufficient legal document, such as a covenant or reciprocal easement agreement, or by participation in a local improvement district or parking cooperative or association.</p> <p>Shared parking associated with multi-tenant retail and commercial facilities will be considered to be a cooperative parking facility. Lease agreements will satisfy the requirement for a sufficient legal document.</p>

**Exhibit B - Summary of Stakeholder Comments, Technical Committee Recommendation, and Current Code**

Topic: Code	Stakeholder's Comments (Includes Owners, Developers, Designers, Businesses, and Community)	Technical Committee Recommendations (Amendment Section Reference)	Current RZC Regulation
Design Process Alternative	<p>1. Consider an alternative or “performance” process for developments that propose exemplary design to allow additional flexibility and may result in less time for review of departures from standards.</p> <p>(Developers)</p>	<p>1. Recommend continued use of the existing Administrative Design Flexibility process to incorporate flexibility into standards with “performance” type standards that need to be met with the design departure.</p> <p>Administrative Design Flexibility standards will be identified and incorporated into Historic Core standards where appropriate, such as for:</p> <ul style="list-style-type: none"> <li>-Materials</li> <li>-Transparency</li> <li>-Corners</li> </ul> <p><i>(Refer to Building Corners, June 8, 2016 Technical Report, Exhibit B, Section 7. - Administrative Design Flexibility; and to Building Materials in April 8, 2016 Technical Committee Report, Exhibit B, Section 6 Administrative Design Flexibility)</i></p>	<p>1. Administrative Design Flexibility in the Downtown includes:</p> <p>Standards that may be modified by application of administrative design flexibility in Downtown and Overlake are as follows:</p> <p>Parking Lot Location. Requirements for the location of on-site parking may be modified within the development (except for parking within residential yard areas) to provide for greater joint-use and quasi-public parking opportunities and uses which are highly desirable in the subject design area.</p> <p>For Downtown, mid-block pedestrian walkways and vehicular lanes, per RZC 21.10.150, Pedestrian System, may be modified to allow variations in locations and minimum widths for these items to provide superiority in site design and function which benefits both the property owner and public.</p> <p>Street standards for attached dwelling unit subdivision developments.</p> <p>Other Site Requirements and Standards. All other site requirements and standards except density, number of stories, and FAR may be modified within the development to provide superiority in site design; i.e., greater amounts of privacy, maintenance of views, greater environmental benefit, distinctive and high quality of design, improved pedestrian access, preservation of vegetation, provision of usable open space, and adequate light, air, and security.</p>
Building Design - Building Cap	<p>1. Pitched roofs permitted for variety</p> <p>(Owners, Developers, Designers)</p>	<p>1. Recommend a wider variety of permitted roof types. Recommended permitted roof types include:</p> <ul style="list-style-type: none"> <li>Gable</li> <li>Gambrel</li> <li>Hip</li> <li>Hip with deck</li> <li>Flat</li> </ul> <p>For clarity, the number of floors within a building shall continue to be measured based on occupancy. A pitched roof that is designed with occupied floor area shall be counted as a floor.</p> <p><i>(Refer to Building Corners, June 8, 2016 Technical Report, Exhibit B, Section E Building Cap)</i></p>	<p>1. Building Design, Details, and Materials.</p> <p>Buildings should incorporate vernacular architectural styles from the periods reflected in the zone.</p> <p>For one- to one-and-one-half-story structures, a false front is allowed on peaked roofs.</p> <p>Hipped roofs are discouraged unless they are in context with the period of architecture reflected in the zone.</p> <p>Buildings shall incorporate details prevalent in the architecture reflected in the zone.</p>

**Exhibit B - Summary of Stakeholder Comments, Technical Committee Recommendation, and Current Code**

Topic: Code	Stakeholder's Comments (Includes Owners, Developers, Designers, Businesses, and Community)	Technical Committee Recommendations (Amendment Section Reference)	Current RZC Regulation
<p style="text-align: center;"><b>Building Design - Corner Treatment</b></p>	<p>1. For street corners, allow for reasonableness, e.g., Gilman and Cleveland where garage entry is anticipated.</p> <p>Design of corners and entries is too prescriptive.</p> <p>Criteria are inconsistent with photographic examples</p> <p>(Owners, Developers)</p>	<p>1. Staff recommends changing existing “should” to “shall” but adding a new paragraph (7.) to the section which allows for administrative design flexibility.</p> <p>Administrative Design Flexibility: In addition to the decision criteria for allowing design flexibility in RZC 21.76.070.C.4, the following are considerations in determining alternative corner treatments to applicable provisions above.</p> <p>Section describes intent and uses with a series of examples in text.</p> <p>New photographic examples are provided to ensure clarity in describing conditions that support alternative considerations.</p> <p><i>(Refer to Building Corners, June 8, 2016 Technical Report, Exhibit B, Section A Corners and Map 62.2 Corner Lots – Building Design)</i></p>	<p>1. Corner Lots</p> <p>Buildings on corner lots should reinforce and celebrate the street corner by providing pedestrian entrances that orient toward the corner and by incorporating architectural detailing, cornice work, or frieze design that orient toward and highlight the corner.</p>

**Exhibit C – Evaluation of Technical Committee Recommendation to Design Standard Principles and Planning Commission Criteria**

	<b>10 Design Standard Principles (City Council &amp; Makers)</b>	<b>Integration with the Historic Core Character</b>	<b>Impact Economic Conditions &amp; Balance Community, Business, and Property Owner Interests</b>	<b>Encourage Mobility in Historic Core and Downtown</b>	<b>Implications on Parking Opportunities</b>	<b>Integration with the Downtown</b>
Onsite Parking: 1. Reduce required parking for Residential Suites to a minimum of 0.35 per bed.  (Owners, Developers)  <i>(No reference to section – staff proposes maintaining current RZC regulations)</i>	—	↑	↑	↑	↑	↑
	Does not directly address design principles	Supports the historic core character by requiring that minimum parking requirements are met or alternatively, measures are in place to reduce parking demand	The recommendation to maintain the current RZC parking requirement of .5 stall per bed takes into account feedback from Historic Core business owners and their employees and from community members, as well as property owners and developers. Applicants can continue to request Code Administrator approval of a lower parking minimum for proposed uses or sites based on a parking study and if needed a project-based Transportation Management Program, as currently allowed. This provides opportunities for lower parking standards while also providing approaches to reduce traffic generation and parking demand.	The recommendation would continue to support use of a variety of mobility choices.	Current RZC parking requirements call for private development to meet minimum off-street parking requirements needed for residents and visitors. The recommendation would continue this direction.	The recommendation would also support Urban Center policy direction such as that discussed in portions of UC-24: Implement a parking development and management program that: <ul style="list-style-type: none"> <li>• Minimizes on-site surface parking;</li> <li>• Encourages shared, clustered parking to reduce the total number of stalls needed for residents and visitors and to increase the economic and aesthetic potential of the area;</li> <li>• Creates incentives for structured parking;</li> <li>• Maximizes on-street parking, particularly for use by those shopping or visiting; and</li> <li>• Provides techniques to property owners, businesses, and organizations to manage parking demand.</li> </ul>

	<b>10 Design Standard Principles (City Council &amp; Makers)</b>	<b>Integration with the Historic Core Character</b>	<b>Impact Economic Conditions &amp; Balance Community, Business, and Property Owner Interests</b>	<b>Encourage Mobility in Historic Core and Downtown</b>	<b>Implications on Parking Opportunities</b>	<b>Integration with the Downtown</b>
<p>Onsite Parking: 2. Allow for residential/retail parking credits for shared parking after hours.</p> <p>Include a street guest parking credit.</p> <p>Reduce parking requirements near transit centers. Reduce or eliminate required onsite parking in favor of additional commercial floor area.</p> <p>(Owners, Developers, Designers)</p> <p><i>(No reference to section – staff proposes maintaining current RZC regulations)</i></p>	—	↑	↑	↑	↑	↑
	Does not directly address design principles	Supports the historic core character by requiring that minimum parking requirements are met or alternatively, measures are in place to reduce parking demand	The RZC allows some credits for shared parking and curb side parking. Applicants can also request Administrator approval of a lower parking minimum for proposed uses or sites based on a parking study and if needed a project-based Transportation Management Program. This provides opportunities for lower parking standards while also providing approaches to reduce traffic generation and parking demand. Staff's recommendation to maintain current RZC parking requirements takes into account feedback from Historic Core business owners, community members, property owners and developers and supports balance among the various interests for the Downtown.	The recommendation would continue to support use of a variety of mobility choices.	The recommendation also maintains Urban Center policy direction such as discussed in portions of UC-25: Ensure safe, efficient access to and within shopping areas for all transportation modes by: Providing for sufficient parking for retail businesses to meet normal parking demand, while avoiding excessive paving and underused land; Encouraging business driveway access onto local streets, rather than arterials, wherever feasible; Encouraging joint use of driveways and parking to minimize vehicle turning conflicts and reduce overall parking needs; and Separating and buffering walkways from vehicular circulation areas.	In addition to providing parking opportunities for residents and other on-site uses, parking is required to be provided for General Sales and Service uses such as retail and restaurants. The recommendation which would maintain this provision, would also complement the supply of on-street and off-street parking choices throughout the Downtown.

	<b>10 Design Standard Principles (City Council &amp; Makers)</b>	<b>Integration with the Historic Core Character</b>	<b>Impact Economic Conditions &amp; Balance Community, Business, and Property Owner Interests</b>	<b>Encourage Mobility in Historic Core and Downtown</b>	<b>Implications on Parking Opportunities</b>	<b>Integration with the Downtown</b>
Onsite Parking: 3. Consider more stringent parking requirements for new development to ensure adequate opportunity for residents and commercial uses to park onsite and not rely on vicinity parking supply. Concern that new development is not meeting parking requirements. Demand, over the 24-hour period and weekends, for street parking seems to be increasing and in the Historic Core is impacting parking supply for customers and employees. Parking for employees and customers of Historic Core businesses needs to be evaluated. Insufficient to support current and planned demand.  (Business owners, Community)  <i>(No reference to section – staff proposes maintaining current RZC regulations)</i>	—	—	↑	↑	↑	↑
	Does not directly address design principles	Supports the historic core character by requiring that minimum parking requirements are met or alternatively, measures are in place to reduce parking demand	Staff’s recommendation to maintain current RZC parking requirements takes into account feedback from Historic Core business owners, community members, property owners and developers and supports balance among the various interests for the Downtown.	The recommendation would continue to support use of a variety of mobility choices	Maintaining the current RZC parking requirements would continue to rely on development to provide off-street parking opportunities for residents, tenants including business employees, and customers.	The recommendation would also maintain RZC 21.40.010.D Parking Standards – Required Off-Street Parking that provides opportunity for flexibility and takes into account opportunities and impacts throughout Downtown.

	<b>10 Design Standard Principles (City Council &amp; Makers)</b>	<b>Integration with the Historic Core Character</b>	<b>Impact Economic Conditions &amp; Balance Community, Business, and Property Owner Interests</b>	<b>Encourage Mobility in Historic Core and Downtown</b>	<b>Implications on Parking Opportunities</b>	<b>Integration with the Downtown</b>
Design Process Alternative: 1. Consider an alternative or “performance” process for developments that propose exemplary design to allow additional flexibility and may result in less time for review of departures from standards.  (Developers)  <i>(Refer to Building Corners, June 8, 2016 Technical Report, Exhibit B, Section 7 Administrative Design Flexibility; and to Building Materials in April 8, 2016 Technical Committee Report, Exhibit B, Section 6 Administrative Design Flexibility)</i>	↑	↑	↑	—	—	↑
	The recommendation to continue to use the Administrative Design Flexibility process would maintain support for the following Design Standard Principles: 2, 4, 7, and 10.	Design standards for the Historic Core are proposed to provide complete information in text and photos to encourage development that supports the vision. The Administrative Design Flexibility (ADF) process currently allows departures from prescribed standards; the additional ADF recommendations for specific architectural treatments (materials, transparency and corners) will support integration of new development with the Historic Core character and provide options for approach.	The current Administrative Design Flexibility process along with proposed additional flexibility for specific items within the Historic Core supports adherence to the design intent while allowing flexibility where exemplary design solutions are presented, thus balancing community and business or property owner interests.	Does not directly address mobility	Does not directly address parking opportunities	The combination of proposed amendments to design standards for the Historic Core – which are more prescriptive, along with Administrative Design Flexibility, will encourage new developments to integrate more successfully both within the Historic Core and with other areas of Downtown.

	<b>10 Design Standard Principles (City Council &amp; Makers)</b>	<b>Integration with the Historic Core Character</b>	<b>Impact Economic Conditions &amp; Balance Community, Business, and Property Owner Interests</b>	<b>Encourage Mobility in Historic Core and Downtown</b>	<b>Implications on Parking Opportunities</b>	<b>Integration with the Downtown</b>
<p>Building Design – Building Cap: 1. Pitched roofs permitted for variety.</p> <p>(Owners, Developers, Designers)</p> <p><i>(Refer to Building Corners, June 8, 2016 Technical Report, Exhibit B, Section E Building Cap)</i></p>	↑	↑	↑	—	—	↑
	The recommendation to allow a limited variety of traditional roof forms would maintain support for the following Design Standard Principles: 1, 2, 4, 5, 7, 9, and 10.	Reflecting the current building inventory, the recommendation would increase the number of permitted roof forms to include gable, gambrel, hip, hip with deck, and flat forms and continue supporting the variety of traditional roof forms found within the Historic Core.	The recommendation provides additional variety that supports architectural and design innovation. Maintaining the RZC definition of building “story” would also address community concerns and ensure clarity regarding building heights.	Does not directly address mobility	Does not directly address parking opportunities	In addition to traditional roof forms found in the Historic Core, the recommended roof forms are also present in some portions of the Downtown, supporting integration beyond the Historic Core.
<p>Building Design – Corner Treatment: 1. For street corners, allow for reasonableness, e.g., Gilman and Cleveland where garage entry is anticipated. Design of corners and entries is too prescriptive. Criteria are inconsistent with photographic examples.</p> <p>(Owners, Developers)</p> <p><i>(Refer to Building Corners, June 8, 2016 Technical Report, Exhibit B, Section A Corners and Map 62.2 Corner Lots – Building Design)</i></p>	↑	↑	↑	↑	—	↑
	The recommendation for design flexibility would maintain support for the following Design Standard Principles: 1, 2, 3, 5, 6, 7, 8, 9, and 10.	The recommendation is consistent with existing design standards for the Historic Core and ensures the creation of corner treatments at mapped locations (RZC Map 62.2). Corner treatments will provide a focal point at street intersections and add to the dynamic pedestrian experience envisioned for the Historic Core.	The recommendations provide increased options and flexibility to meet the design intent of supporting a vibrant pedestrian experience	Architectural and streetscape elements, (including corner treatments) that add to the pedestrian experience will continue to encourage pedestrians in the Historic Core and Downtown.	Does not directly address parking opportunities	Corner treatments are identified by RZC Map 62.2 for the Historic Core area as well as remaining areas of the Old Town zone. Architectural emphasis on corners provides focal areas and pedestrian access that will serve to integrate the Historic Core with Old Town and other areas within Downtown.