



# Redmond Design Standards Evaluation & Comparative Cities Research

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**MAKERS**

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# INTRODUCTION

## Project Background

### The Redmond Context

Redmond is now a major Central Puget Sound suburb. During the day, a combination of residents at home and influx of employees increases the city's population to over 100,000. The City's two major urban centers, Downtown and Overlake, are surrounded by attractive residential neighborhoods noted for their friendliness, diversity, safety and peacefulness.

The Downtown is gradually becoming more active and walkable with the inclusion of more residences, as well as shopping, entertainment, and cultural attractions. Redmond Town Center, a major destination for shopping, employment, tourist activity, and public gatherings, anchors one portion of the Downtown. A New City Hall has been added to the municipal campus. Still, the City has retained its historic core and is working hard to protect its heritage.

Overlake is a neighborhood on the verge of change. Anchored by a major corporate, high-tech employment hub, redevelopment of a portion of this center will transform it into a vibrant, urban place to live, work, shop and play. It will be walkable, bikeable and served by frequent transit service and offer plazas, parks, trails and other amenities for its residents and visitors. Its recently updated plan allows for increased height and density to achieve residential, environmental, and urban design goals.

With growth and change come challenges. The community has stated it would like to see protection of the natural environment, protection of Redmond's heritage and character, a greater number of transportation choices, a wide range of places for socializing and recreation, a healthy economy, and a more diverse set of housing choices. By directing new development while allowing the flexibility to respond to unique site conditions and opportunities, design standards and the design review process can play a leading role in helping to achieve these objectives.

### Redmond's Design Standards and Project Impetus

In 1981, the City of Redmond established the Design Review Board (DRB) and authorized the Board to review all building permits except for "one and/or two unit residential buildings. Following the direction of this policy, projects are reviewed based on the criteria set forth in the Redmond Community Development Guide (RCDG), Section 20F.20.060(15)(b). Additionally, the Board may recommend additional review criteria for consideration for adoption into the RCDG. The early code was a general listing of design criteria that is broken down into the following topics: Building to Site Relationship; Relationship of Building and Site to Surrounding Area; Landscaping and Site Treatment; Signs; and Miscellaneous Considerations.

In 1993, the City passed Ordinance 1756 which adopted the City's Downtown Plan and which expanded the City's design standards. The new standards speak of "function" and "design" and include specific design standards for each of the individual downtown districts. This set of standards was further expanded throughout the 1990's.

In 2008 and 2009, the City of Redmond hired a consultant team (led by LMN) to conduct an assessment of the existing zoning code (including the design standards) and engaged the

community in a discussion about how the code should be rewritten and what should be addressed. The assessment report ultimately included suggestions in how to rewrite the existing zoning code to make it more user-friendly, clear, consistent, and logical. While the assessment included a description of desirable design standard attributes and opportunities for improvement, the City ultimately found that the design standards update warranted its own effort distinct from the zoning code update in order to meet objectives and effectively address the great breadth of issues at hand.

In 2011 the City of Redmond completed a major rewrite of its Zoning Code. The code was updated primarily to improve overall clarity, conciseness and usability. A wide range of interest groups including residents, representatives of the business community, City Council members, Planning Commissioners, and City staff voiced the need for this update.

During the rewrite of the Design Standards portion of the Zoning Code, it became apparent that a simple reorganization and streamlining of this code section would not be sufficient. The Code Rewrite Commission, the body that assisted in the rewriting of the zoning code, recommended to the City Council that the existing design standards be set aside and completely rewritten. The City Council took note of this as this was the only portion of the zoning code to receive such a recommendation from the Code Rewrite Commission.

In preparation for preparing new design standards, the City is now conducting an evaluation of the current standards and their response to community objectives, City Comprehensive Plan policies, emerging trends and best planning and design review practices. This draft document presents the results of this evaluation which will provide guidance in preparing the new standards.

## The Evaluation Process

Because the design standards affect not only the city's appearance, functionality and livability, but also the several aspects of the development process, the City made certain that the evaluation process included a broad range of perspectives. Therefore, in addition to direct research based analysis, the design team conducted workshops, meetings and interviews with staff, City Council members, architects, developers, and members of the general public. During work sessions at a September 30 One Redmond meeting and at an October 20 public workshop held at City Hall participants discussed the current standards' performance in directing new development to meet the City's design objectives. Participants also evaluated recent developments in and outside of Redmond that provide insights into their design preferences which will be useful in preparing new standards. The planning team also interviewed interested Planning Commission and Council members to identify their concerns. On October 14<sup>th</sup> MAKERS personnel met with members of the development community in order to identify their concerns and the issues that affect development costs and opportunities. Results from all of these outreach efforts are incorporated into the evaluation.

## About this Document

In order to serve as a useful tool for the preparation of new design standards, the evaluation presented in this document discusses each major design objective or topic addressed in the current standards and some objectives that the current standards do not address. For each design related topic the document presents:

- A summary of current standards, with comments about their performance based on direct analysis, interviews with stakeholders, and comments from public events for gathering input regarding the design standards update;
- Notable examples of standards and guidelines from other cities that resemble Redmond in context and size. In some cases, sample language that may be appropriate for Redmond's standards update is included for consideration;
- A summary of best practices and research from a variety of sources, and
- Recommendations to be considered during the standards update.

## Terminology: Standards vs. Guidelines?

The terms guidelines and standards can cause confusion. Generally, “standards” refer to a set of regulations that are mandatory and have a clear threshold for an application’s acceptance. In many cases standards may be quantified. For example, “A building must be set back at least X from a public ROW.” is a standard if there is no opportunity for a deviation from that setback. Guidelines generally allow some flexibility or more than one way to meet a specific requirement. Guidelines, especially if applications are reviewed by a quasi-judicial board, may have a much more loosely defined level which an application must meet. While there is not a clear distinction between guidelines and standards (some guidelines may be written as standards), the generalities discussed above usually apply.

The distinction between “standards” and “guidelines” s terminology is complicated in this document because Redmond calls its design guidelines “standards”. When discussing a topic in general or within the context of another City, the above definitions are used. When discussing Redmond’s existing provisions, the term “Redmond’s Design Standards” or “the City’s Design Standards” is used.

Also see the section on “Predictability vs. Flexibility” for an evaluation of the current interpretation provisions in the standards, examples from elsewhere, emerging best practices, and a summary of relevant recommendations.

## Development Economics

Development economics play an obvious role in the type and form of construction in any real estate market, Redmond included. Staff has noted that they’ve heard for years from developers that market conditions play a limiting role in design of new buildings. At an October 4, 2014 meeting with developers at MAKERS office, developers reiterated that the quality and configuration of buildings in Redmond is largely shaped by economics.

The developers noted that a combination of lower market rental rates (relative to comparable communities such as Kirkland, South Lake Union, and Portland where there is high quality

development) and higher impact fees (this study didn't examine impact fee details), impacted their ability to utilize high quality exterior cladding materials and other design features. (Note: An article in the December 30, 2014 Seattle Times quoted average monthly asking rents for one bedroom and one bath apartments: Seattle \$1,513, Bellevue \$1,475, Kirkland \$1,373, Redmond \$1,326, and Renton \$1,084).

Developers discussed materials and design constraints associated with mid-rise construction, such as fire safety limitations associated with building height variation and even rooftop deck designs. Some of the more notable material/design and review process limitations posed by economics and mid-rise construction:

- Exterior cladding materials. The most desirable contemporary materials cost a lot more to utilize. They quoted typical costs per square foot for the common materials, from highest to lowest:
  - Metal – from \$35-100 depending on type
  - Brick – from \$25-35
  - Hardi-panel/plank from \$6-7
- Upper level building step-backs (horizontal building modulation) adds considerable cost to construction. Wall offsets (vertical building modulation) also adds construction cost. While they aren't impossible, they add floor-plan and water-proofing complications.
- Predictability. Developers will often choose the safe route in design to help ensure that projects are approved without delay. This can result in a "copy-cat" syndrome, where when one project is successful, others will copy many of the elements.

Developers brought up a number of other issues that, while secondary in terms of financial implications to the items above, have an impact on the cost and design of structures:

- Balcony provisions in the Downtown Standards. The issue was brought up more as a design restriction for housing construction, but included cost implications. For instance, where developers opted against design with individual balconies, in-lieu fees are imposed (\$1,322.90) per balcony.
- Restrictions on roof decks (Fire and Building Code provisions) associated with mid-rise construction. Such roof decks are being built in similar mid-rise construction projects in other cities and are proving to be increasingly popular items for residents.
- There's a limited market for ground level retail space in many areas.
- High water table in Downtown reduces the viability of underground parking and poses a challenge in the design of midrise development and conformance with orientation and design standards.

In summary, their message was that the City takes into consideration the cost implications in crafting standards. For example, if we want certain high quality design features, perhaps we relax other high cost design requirements.

So, during the preparation to update design standards, the team might wish to flag key design provisions that include cost implications and coordinate priorities and tradeoffs with project participants and the local development community.

# Design Standards Principles

Below is a list of ten design principles that will provide guidance in updating the Design Standards:

<p>1. Ensure new buildings are of a character and scale that is appropriate to the site and are of a form and size that reflect the human scale.</p>	
<p>2. Encourage building variety while providing for designs that reflect the context of the site and that include some unifying elements of consistency within specific districts. (E.g.: Use of brick near historic core to create a more unified district.)</p>	
<p>3. Activate the urban pedestrian environments by encouraging pedestrian friendly streetscapes and block fronts and by incorporating landscaping.</p>	
<p>4. Encourage buildings with a variety of heights and interesting roof forms.</p>	
<p>5. Ensure that new buildings enhance rather than detract from nearby or adjacent historic structures.</p>	

<p>6. Encourage more public spaces (plazas or green spaces) in conjunction with new buildings.</p>	
<p>7. Promote sustainable, innovative development projects that will provide long-term community benefits and have a high environmental and visual quality.</p>	
<p>8. Encourage the use of high quality urban materials and integrated design details between floors one through three for new construction.</p>	
<p>9. Encourage the use of distinctive design, rich northwest color palates, and long lasting materials.</p>	
<p>10. Ensure that individual building elements and details are visually consistent with a building's overall architectural style.</p>	

# General Evaluation

Generally speaking, the design quality of new development is improving and diversifying, but the process of getting to the end result could be made easier. Downtown Redmond is urbanizing at a rapid pace. Major changes in Overlake are coming. The City as a whole is maturing. While many participants have complained about the banality and uniformity of new mid-rise development within Downtown, some of the most recent developments such as Allez and Legacy Town Square prove that the latest examples are becoming more diverse in character.

At the same time, the Design Review process appears to be working well. Stakeholders and staff interviewed during this study generally indicated that the review process does not include any specific procedural or administrative flaws that cause frustration for either project applicants or the general public.

However, while the design review system appears to be working well, interviewed stakeholders and staff indicated that the design standards themselves should be upgraded to provide clearer language and more helpful guidance covering the design standards' broad spectrum of objectives. Below is a list of the top nine overarching observations and suggestions in approaching an update of Redmond's Design Standards:

- 1. Update the organization and layout of the design standards** to improve legibility and way-finding. The 2009 LMN code assessment documented several shortcomings of the existing design standards. Recommendations to improve Redmond's design standards include:
  - Retain the current location of the design standards within the RZC but carefully consider whether some elements of the standards should be within other sections of the RZC, or vice versa. For example, determine how the "relationship to adjacent properties" design standards section relates to setback and bulk standards in RZC 21.10.
  - Improve cross referencing within the design standards and to RZC provisions.
  - Organize the standards in sequence that mirrors the design process. That is, present the standards most fundamental to site development and design first. This leads to a contents organization outline like: 1) Site planning (including building location and orientation, vehicle and pedestrian circulation, parking and service area location, etc.), 2) Site design elements (function and design of pathways, landscaping, open spaces, etc.), 3) Architectural character and building elements, and 4) Signs, lights and miscellaneous.
  - Revise the current organization to separate city-wide standards from those of the special districts such as Downtown and Overlake. Include all the standards that apply to a district within the district design standards. This might cause some duplication but will facilitate design and review because a project applicant and DRB will need to consider just one set of design standards instead of two.
- 2. Clarify the standards' language** in the updated design standards to provide more specific design direction to applicants, staff, and other project review participants. The 2009 LMN assessment described the problem: the frequent use of "subjective and vague language" that limit the guidance to applicants and decision-makers and perhaps expose the City to legal challenges where interpretations differ. Recommendations include:

- Thoroughly edit the document
  - Review and update definitions.
  - Clarify the meaning and use of “should” and “shall”.
  - Strengthen intent statements.
  - Include the Principles section up front in the document as a policy basis for the design standards.
- 3. Provide better graphics and photo examples** to illustrate and clarify the standards. Project participants agreed that better illustrations and photos would help to clarify the standards. Recommendations include:
- Employ a full range of graphics.
  - When using photo examples, use “exceptional” examples and use images that focus on the design issue being discussed.
  - It can be helpful to show bad examples (non-Redmond projects) to guide applicants on designs that are not acceptable.
- 4. Provide for flexibility and certainty.** A primary reason for establishing a design review process is that it allows for design flexibility. Under an effective review process administering design standards, project applicants can propose alternative design measures provided that the design intent is satisfied. The current design standards allow alternate designs for ALL such standards provided “they achieve equal or greater results in achieving the intent statements and design criteria”. But, vague intent statements and criteria are used and there is often poor guidance in determining whether specific alternatives should be approved. At the same time, project applicants need greater certainty that if they provide design measures in accordance with the design standards, the project is likely to be approved by the DRB. Additionally, the design standards must provide DRB with clear enough language that they can reject a proposal that does not meet the provisions’ intent. Therefore the design standards must provide both certainty and flexibility. Recommendations include:
- Strengthen the intent statements to clearly identify a standard’s objective.
  - Write the standards so that they clearly state a minimum level of performance that can be objectively evaluated. In some cases this may be a numerical standard.
  - Maintain provisions that allows for alternate solutions that achieve the standard’s intent. Determine if this provision applies generally to all standards or if alternative solutions are allowed only where specifically indicated. State that the DRB is the entity that determines whether or not the proposal’s intent is met. (with appeal process).
  - Include examples that help explain the intent and types of alternative measures that may be appropriate.
- 5. Incorporate the current standards that are working well.** This report identifies a number of provisions and concepts within the Downtown and Overlake Design Standards such as the Downtown courtyard standards that are well considered and might apply on a citywide basis.
- 6. Incorporate a modified “form-based” approach that identifies specific standards to specific street fronts or locations.** The current design standards include a map identifying where and what kind of pedestrian walkways and trails are required in downtown. Other

cities have applied this “form based” approach to describe the requirements related to sidewalk and streetscape standards, setbacks, view corridors, desired landscape types and other objectives. This document recommends incorporating such a location specific approach to some design issues such as ground floor building front standards on specific streets, streetscape standards, trails, open spaces, and internal pedestrian and vehicular connections.

- 7. Address most important building design considerations.** The following architectural design issues were among the most of concern to those interviewed and participants at the public workshops. It is recommended that they receive special attention during the update process.
- a. Architectural character – clarify goals and vision. Interviewed participants and citizens at the public workshops largely agreed that a diversity of architectural styles, including more modern and trendy designs with less emphasis on traditional design. Clarifying text along with the use of photo examples can go a long way in providing better guidance to applicants and decision-makers.
  - b. Approach to new development in historic contexts. Update the text and illustrations associated with the Old Town District, and perhaps the Anderson Park District. Avoid promoting a “false historicism” as noted in the 2009 LMN code assessment. Discuss key design elements and allow modern interpretations provided they respect the historic context. One suggestion was to incorporate historically appropriate materials such as brick and traditional architectural details on lower floors.
  - c. Massing. Provide better direction and more options in building mass-reduction provisions. There is an over reliance on building offsets and stepbacks as a form of articulation in the current standards. Include photo examples and graphics that show a variety of ways to articulate facades that meet the intent.
  - d. Building details. Place a high importance on design details on facades and provide better guidance to applicants and decision-makers. Provide guidance regarding the appropriateness of the details’ architectural styles. For example, note that using historically styled details on contemporary styled buildings, and vice versa, should generally be avoided. Utilize good and bad photo examples. Consider a toolbox approach (list of options to choose from).
  - e. Building materials. Emphasize quality materials on first floor in key districts and provide conditions for the use of certain materials. Consider a requirement for brick on the ground level in Old Town and perhaps Anderson Park, but allow alternatives provided the design meets the intent and supplemental criteria. Provide guidance for the use of materials such as concrete block and EIFS (exterior insulation finishing system) that warrant special treatment to add visual interest and durability. Utilize good and bad photo examples for clarification.
- 8. Emphasize coordinated development design on large sites and along internal lot lines** This is particularly important where parcels are large, site development is phased, and where coordination between property owners would benefit public and private interests. It is recommended that specific provisions for large lot and multiple building developments be included in the design standards. It may be that separate provisions for each district would be advantageous.
- 9. Overhaul the approach to internal open space** – Existing standards place a great emphasis on balconies. While these can be useful forms of semi-private open space for

urban residents, the City should consider allowing greater flexibility in how open space is regulated. Consider placing the greatest emphasis on shared common open space, but include provisions that allow for other forms of open space provided they meet design criteria for usability (including rooftop decks, which are becoming increasingly popular in urban areas).

**10. Identify what elements or characteristics make Redmond's city/landscape unique.** A simple, well articulated statement describing the city's physical character distinctive could provide a very general direction that guides more specific design decisions. A statement might be something like:

*Redmond's design image is characterized by a composition of distinctive centers and neighborhoods, each with their individual identity:*

- *The Downtown reflects both its historical origins and its emergence as a contemporary urban center. Downtown buildings provide a welcoming, unified, and traditional pedestrian environment while their upper stories exhibit a greater variety of design characters.*
- *Overlake exhibits the very latest in architectural design with contemporary buildings in an urban-campus setting.*
- *Redmond's residential neighborhoods are "green", both in their ample landscaping and their sustainable design features.*

*This diversity of settings is unified by the city's network of landscaped corridors and open spaces, including verdant streetscapes, active parks, enhanced natural areas, and crown of forested hillsides.*

# Evaluation of Specific Standards Sections: Structure & Organization

## REVIEW PROCESS

This topic involves who reviews and approves projects, how long the process takes, how meetings are conducted, and how the process is clarified in the guidelines.

### Evaluation of Current Standards

#### General Statement, Background, Examples of Reviewed Projects, etc.

- When design review is required, a pre-application conference with the Design Review Board is recommended and not required.
- These pre-application conferences are used by developers to test the water with a design. Staff has pre-application meetings with projects as they go through the PREP process. In PREP, since there is no formal application until the end of the PREP process when a project comes before the DRB we do it as a pre application.
- Staff conducts far more of the PREP pre-application conferences now than in the past.
- City's pre-application form link: <file:///C:/Users/bobb.LAN/Downloads/PreAppFormDRB.pdf>
- The city has pre-application meetings for when a developer just wants to test the water with a design. .
- We see far more of the PREP pre-applications these days. We may want a clearer distinction between the two types of pre-apps.
- City's DRB web page includes agendas, minutes, packet materials, DRB members, and staff contact.

#### Interview Results:

- *DRB should have a better connection with code; DRB needs policing to make sure they stay on track/consistent with code (staff)*
- *Redmond's DRB is the best in the region (One Redmond meeting)*
- *Staff has been more demanding than DRB in pushing for higher quality (more expensive) materials and debating appropriate colors than the DRB has (Developer)*
- *Developer suggested that the DRB process have no more than 3 meetings. Some projects have extended longer than this, increasing cost and adding time to the project. (Developer)*
- *DRB could use a better tool to guide decision making – perhaps a checklist (staff).*

#### Evaluation Summary:

- Review process provisions in code don't provide much detail or guidance as to how the meetings are run, parameters for requesting or requiring additional meetings, or the public's role in the DRB meetings.
- Provide a clearer distinction between the two types of pre-application review conferences.

- General question: In many cases, the current guidelines cover important issues with a single sentence or provision without a specific threshold or criteria that would indicate when a standard is met. MAKERS general feeling is that in many cases the language needs to be stronger and with a more explicitly Based on discussions with staff and stakeholders, this seems to work ok. We should discuss just how explicit and detailed the new guidelines need to be.

## Notable Examples from Other Cities

See the Emerging Best Practices below for analysis from the Tacoma Design Review Project for design review observations from Seattle, Portland, Gig Harbor, and Sumner. While some time has passed since the report was released, the observations are still useful.

**Redwood City (CA)** Downtown Precise Plan identifies three different review processes that projects fall under: (1) small projects, (2) large projects, and (3) historic projects. Each process utilizes a different review process, which is clarified both in text and with a clear, understandable diagram. This is not only helpful for those referencing the Plan, but for those typically unfamiliar with the review process looking to see where public comment or approval took place.

Small projects (minor remodels and new buildings less than 30,000sf) are reviewed and approved by the planning manager, whereas large projects feature recommendations by the planning manager and approval by the planning commission. The planning manager can request additional review by the local architectural review board if he/she feels that only the standards and not the guidelines have adequately been met (see discussion in next section under Predictability vs. Flexibility).

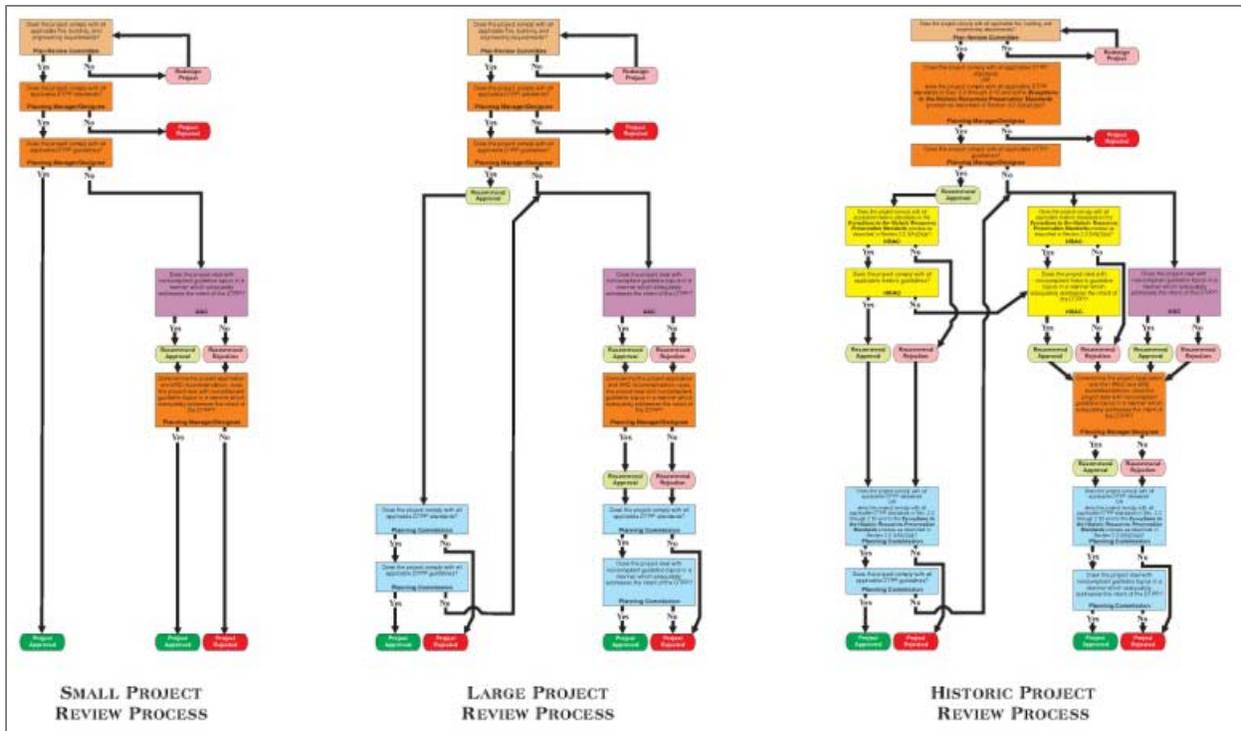
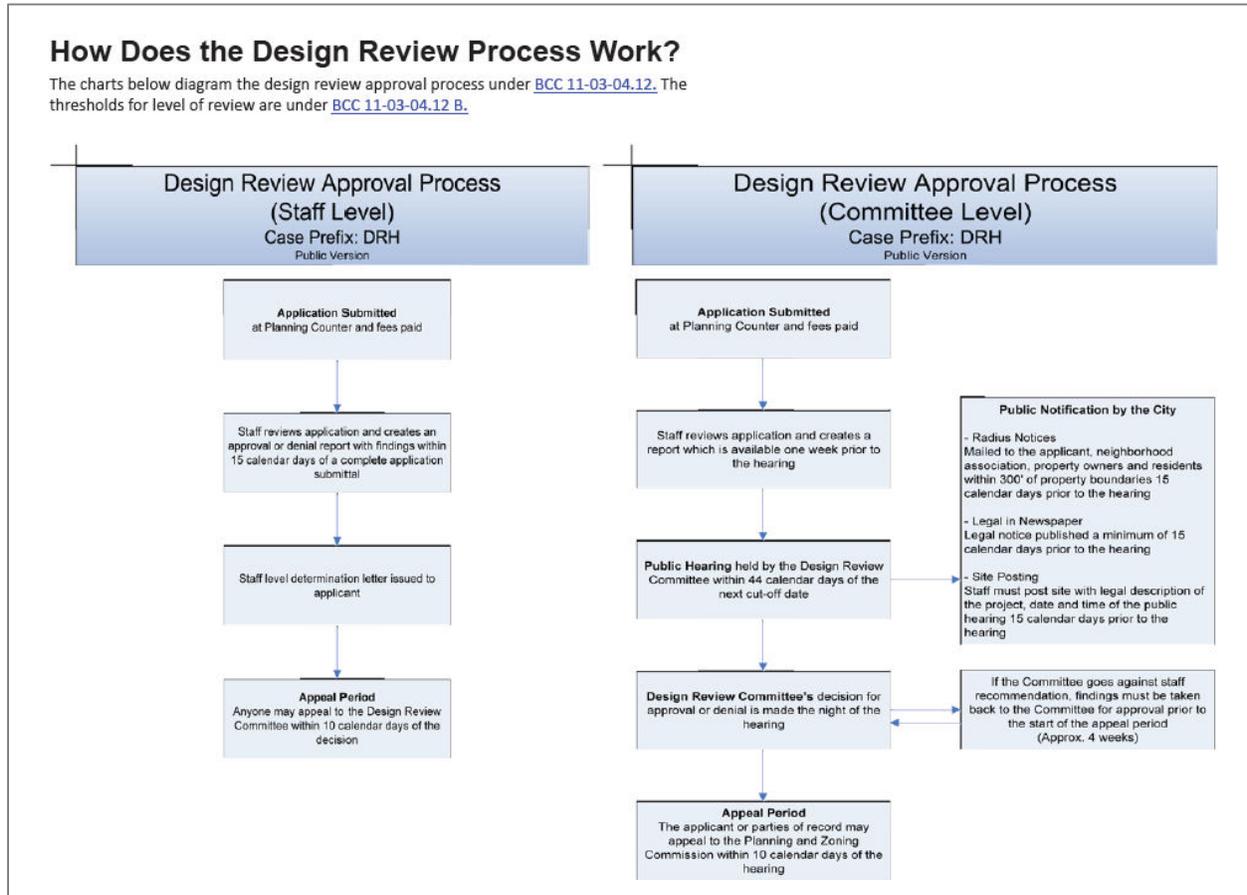


Chart explaining the Redwood City development review processes.

**New Westminster’s (BC)** Columbia Street East Design Guidelines (1997) doesn’t address review process provisions which seems to make the guidelines more difficult to use.

**Boise (ID)** Downtown Design Standards & Guidelines (2013) includes the cross references and a flow chart to explain their review process within the document.



Boise design review process flow chart

## Emerging Best Practices

### Design Review Meetings & Follow Up:

MAKERS conducted an extensive design review examination and comparative cities research for the City of Tacoma between 2006 and 2008. Below are some notable findings about the way cities conducted their design review board meetings and follow up.

#### ***Tacoma Design Review Project –Suggestions for Meetings and Follow Up***

##### Meeting scheduling

*All programs should strive for consistent and predictable scheduling. This includes a consistent day of the week and intervals between meetings (weekly, bi-weekly, etc.). The scheduling program must be based on the number of projects anticipated to go through the design review process and shall include enough “slack space” or availability to keep projects*

## **Tacoma Design Review Project –Suggestions for Meetings and Follow Up, cont.**

*on track/minimize review process delay. For example, if the board meets only once a month and meetings are booked up months in advance, then the delay will hold up applicants longer. Perhaps the board could meet twice a month? Or perhaps the program requires too many projects to go through design review?*

### Meeting locations

*Design review meetings should be held in accessible, centralized facilities with the capability to allow for presentations and to allow for variable crowd sizes. Most small cities hold their meetings in council chambers, whereas larger Cities such as Seattle, which contain multiple design review boards, hold their meetings in a variety of public facilities (including schools, libraries, and community centers).*

### Meeting time and length

*Most design review programs hold their meetings in the evenings to allow for residents and board members to more easily attend/participate. Seattle uses 90 minutes for all meetings. This length seems to be an appropriate model to keep meetings focused.*

### Agendas

*Agendas should be consistent and limited in time to keep participants focused on issues. Agendas should allow for project introductions and presentations, public comment, review board question and answer and deliberation.*

### Review board deliberation

*A reasonable amount of time is needed for the board to deliberate their comments on the proposal and formulate a recommendation or decision. The deliberation should occur in a setting where the applicant and public can observe.*

### Number of meetings

*This is a critical issue and a challenge to any design review program. Most programs strive for a two meeting format:*

- An initial pre-application meeting to review conceptual bulk/site design options and obtain early community feedback. This early meeting provides the best opportunity for meaningful public input given the opportunity to help shade the project and identify critical contextual issues. Controversial or “challenging” projects can often require additional pre-application meetings to address the conceptual bulk/site design elements.*
- Second meeting to review the detailed design proposal. Hopefully by this time, the major issues have been worked out per the pre-application meeting. The outcome of such a meeting can either be approval or recommended approval as designed, conditional approval or recommended approval (provided a number of items are addressed), or if major changes are recommended or required – an additional meeting can be scheduled to review any changes.*

*As all meetings come with costs to the City and applicant in terms of staffing hours, design work and administration, and in the case of developers, overall project feasibility, there is a strong desire on all parts to limit the overall number of meetings. The additional meetings can also*

### ***Tacoma Design Review Project –Suggestions for Meetings and Follow Up, cont.***

*lead to meeting constraints and further delays depending on the structure of the program.*

*Observations and suggestions based on our review of other design review programs:*

- Providing project information on the city’s website at the earliest possible time is a good idea and provides the community a way to comment on the project even if they are unable to attend design review meetings.*
- Through staff reports on the projects are critical and help keep the board focused on the issues at hand.*
- Allow staff to conduct follow up review – particularly after the second meeting when the review is into the smaller details. This often reduces the need for additional meetings.*
- Limit third meetings to unique circumstances or applicant request.*
- When additional meetings are required – put top priority on follow up meeting scheduling.*

#### *Follow Up/Implementation*

*The implementation of design review measures is often a challenge for a number of reasons:*

- There is often a lack of communication with building officials with regards to the final inspection and certificates of occupancy. Ideally, the Planner should be called for an inspection prior to any certificate of occupancy.*
- Lack of funding for planning staff involvement in follow through. Perhaps this should be a consideration in the funding of the program and in setting the fees for design review.*
- Frequent project change orders after design review. Such change orders should be subject to planner review/approval. Where the change orders are substantial enough, an additional design review meeting should be required.*

#### *Dialogue*

*Dialogue between participants is an essential component of the design review process.*

*However, the extent and nature of dialogue often requires limitations due to time and meeting constraints. Meetings with limited public attendance/participation can allow for more informal interaction as time permits. Controversial projects with a high number of participants reduce the opportunity for meaningful dialogue. Meeting agendas should allow flexibility to accommodate dialogue to the extent practical.*

## **Summary of Recommendations**

For the most part, the existing DRB process is working reasonably well. However, there may be room for improvement in clarifying the review process for all participants and documenting or codifying the strategy for DRB meetings and follow up. Consider integrating suggestions from the Tacoma Design Review Project identified above.

# PREDICTABILITY VS FLEXIBILITY

This topic addresses the level of specificity and flexibility found in design standards & guidelines.

## Evaluation of Current Standards

### General Statement, Background, Examples of Reviewed Projects, etc.

- RZC 21.58.020 includes a discussion on how to comply with the standards, with following details:
  - Intent statements are included to describe objectives
  - Shall = Requirement, though applicants can use alternative means of meeting the provision provided the result is = to or better in meeting intent.
  - Should = General expectation that complying with provision will help applicant meet intent, though acknowledging that other alternatives may exist.
  - Administrative Design Flexibility – allows DRB opportunity to vary site requirements based on special site conditions. Applicants use the ADF option often. It depends on the project and the developer. This is most often used in the downtown but was also used in the Capstone/Group Health projects in Overlake (staff).

### Interview Results:

- *Developers – want both predictability AND flexibility. Perhaps including a 2-track system would work well. 1) Meet standards get through quick, 2) Go through different process if proposing alternative design (One Redmond meeting).*
- *We need some parameters to provide a safe path. Even the alternative approach needs to have some guard rails.*
- *Overly prescriptive standards lead to the same-ness. Greater specificity is warranted in some cases, such as areas adjacent to single family in terms of transitions.*
- *Applicants depart from “shalls” often. There is not enough guidance for staff or applicants to guarantee that superior design is actually achieved. (Staff)*

### Evaluation Summary:

- It's notable that the City's "Shall" provision above opens up the opportunity for alternatives on ALL design standards. Perhaps it would be useful to discuss whether these "alternative" opportunities should be only strategically offered?
- The compliance language places greatest importance on the intent statements, which are often very general.
- Per the compliance language, these design standards would appear to allow a generous amount of flexibility.
- Current standards often use clear and measurable requirements.
- Some design criteria provisions start with action verbs such as "provide" which isn't defined, at least in the shall/should spectrum. *Staff's interpretation is that Provide = Should. The*

*code is very specific to the use of “shall”. The code could have defined what “provide” means or included what “shall provide” means.*

## Notable Examples from Other Cities

**Kirkland** (design review). Kirkland employs prescriptive design requirements in their zoning code (<http://www.codepublishing.com/wa/kirkland/>) supplemented by various sets of free-standing and more flexible design guidelines. While applicants, staff, and DRB members need to examine both the standards and guideline provisions, the guidelines document provides useful discussion material and illustrations on the various design topics that helps to provide context and guide decisions on designs that vary from the prescriptive standards.

**Boise (ID)** (administrative design review). Boise’s Citywide and Downtown Design Standards clarify required standards (shalls) from voluntary guidelines (should). They also offer strategic “departure” opportunities, whereby applicants can use alternative means of meeting the intent for certain standards. Since these are strategically used, there is often special design criteria for meeting departures (including good and bad photo examples). Boise also utilizes the toolbox approach frequently, whereby applicants have choice in how they can meet standards.

**Redwood City (CA)** (administrative/planning commission design review combo). The language for the Redwood City Downtown Precise Plan is a strict form-based code document. Design teams must adhere to the assigned streetscape, land use, block frontage, parking, and architectural style of the particular street or sub-district. The provisions include both required standards and guidelines. There does not appear to be flexibility with the conformance to the standards – which are very prescriptive. However, there are often optional ways to meet the standards.

There is some flexibility in conformance to guidelines. If the Planning Manager deems that projects haven’t met the guidelines, they can request that the project be reviewed by the local architectural committee.

It’s noteworthy that some provisions only offer minimum standards and no guidelines (i.e., public frontage encroachments), whereas others only include guidelines and no standards (i.e., maximum establishment length).

**Emeryville (CA)** (design guidelines). The Design Guidelines for Emeryville act as an extension of the goals and policies for the Emeryville General Plan, most notably the Urban Design Element. Language for the Emeryville Design Guidelines is less rigid and more flexible, where projects are “encouraged” and “discouraged”, “desirable” and “undesirable” - allowing the design team to explore creative design approaches to the site without strict form regulations. These guidelines are not regulatory, but still serve as tools to evaluate projects submitted for review.

## Emerging Best Practices

- “Guidard” approach, which integrates intent statements, required standards, voluntary guidelines, and strategic departure opportunities (alternatives to required standards) has proven to be an effective approach in providing both predictability and flexibility. See Boise example above.
- Another form of the guidard approach is to make all guidelines actually standards – that is they are mandatory - but then allow departures from those standards if the applicant can demonstrate to the City’s satisfaction that an alternate approach meets the intent of the guideline. This is basically how Redmond’s existing standards work as you can deviate from everything. The challenge is that the criteria the decision maker uses currently to evaluate the potential “departures” is very limited and would always be less than if you offer strategic departures with the supplementary criteria. Therefore, incorporating a more structured approach that describes the intent, standard and opportunities for flexibility might be advisable.
- Toolbox approach, whereby applicants can select from a number of ways to meet a standard has also proven to be popular. However, in order to be effective, the provisions need to include the right set of tools to be used in meeting the intent. Also, they need to be structured in a way that they are strict enough to ensure that minimum conformance equates to a design that meets the intent, yet aren’t too strict that they are too difficult or costly to meet.
- Development agreements are becoming more common. Kirkland’s ParkPlace Mixed Use development Master Plan and Design Guidelines is a thorough example of such a City-developer agreement.

## Summary of Recommendations

- Discuss and update the existing use and definitions of “shall” and “should’ to help better meet objectives.
- Consider an approach that employs strategic departures for specific standards rather than allowing alternative measures on ALL provisions. Review “Intent” statements to make sure that they provide sufficient criteria for the DRB to evaluate proposals. See the “guidard” approach in Emerging Best Practices.
- Action verbs: Consider clarifying how these should be applied (compared to shall/should).

# ORGANIZATION

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- Redmond's Design Standards are consolidated in one Article of the zoning code (RZC Title 21, Article III). Chapter 21.58 is an introduction, Chapter 21.60 includes Citywide Standards, and Chapter 21.62 includes standards for the City's Urban Centers.
- The Citywide standards are organized into three sections that go from the larger scale (Context, Circulation, Connections) to the smaller site specific scale (Design Concepts, which address building design, landscaping, and service elements. Community Space provisions are in between the two sections.
- RZC 21.10.150 includes pedestrian system provisions for downtown, including detailed maps depicting streetscape and pathway standards for existing and planned streets plus the location of planned internal connections. There are a number of cross-references to this section within RZC 21.62.020 Downtown Design Standards.
- RZC Appendix 7 includes the streetscape requirements for Overlake Village (covering design issues occurring within the ROW).

### Interview Results:

- *The design standards should be reorganized so they are less voluminous. Currently they are broken down into City Wide and Urban Centers (Downtown and Overlake). A lot of the City Wide stuff applies to the Urban Centers too. The Downtown has discrete zones that have standards that could generally apply to the other zones too, such as Figure 21.62.020N, which could apply to Type I and II streets (downtown, where ever they are). Perhaps the standards need to be organized by "situational/building use" categories, including Residential Only, Mixed Use- Commercial, Mixed Use with Live /Work, Office, Storefront? (Staff)*
- *We should identify what we want by subarea. (Staff)*

### Evaluation Summary:

- Redmond's design standard organization with separate citywide and urban center standards is a very common and logical arrangement. The Downtown Design Standards feature multiple sub-districts and one needs to scroll through the provisions to find components that apply to particular areas.
- The Urban Center Standards don't have a set of linked table of contents available. One needs to scroll through the entire document unless specific word searches are attempted. This makes it somewhat harder to find items and makes the organization harder to comprehend.
- Defined terms are underlined and when you scroll over those words, the definition pops up, which is useful.

- The inconsistent organization and treatment of streetscape design provisions is problematic. For example, Downtown streetscape provisions are addressed in Article 1 whereas the Overlake provisions are addressed in the Appendix (7).

## Notable Examples from Other Cities

**New Westminster's (BC)** Columbia Street East Design Guidelines divides design guidelines into building, streetscape and landscape related guidelines and this seems to be a useful organization.

**Livermore (CA)** Citywide Design Standards & Guidelines (2004) is organized with separate chapters for different use types from residential to industrial which makes the guidelines easy to use but also very long and duplicative. This approach makes it more difficult to have area specific guidelines but maybe it would make sense.

**Kirkland** has one set of citywide design guidelines but includes district-specific provisions within individual guidelines:

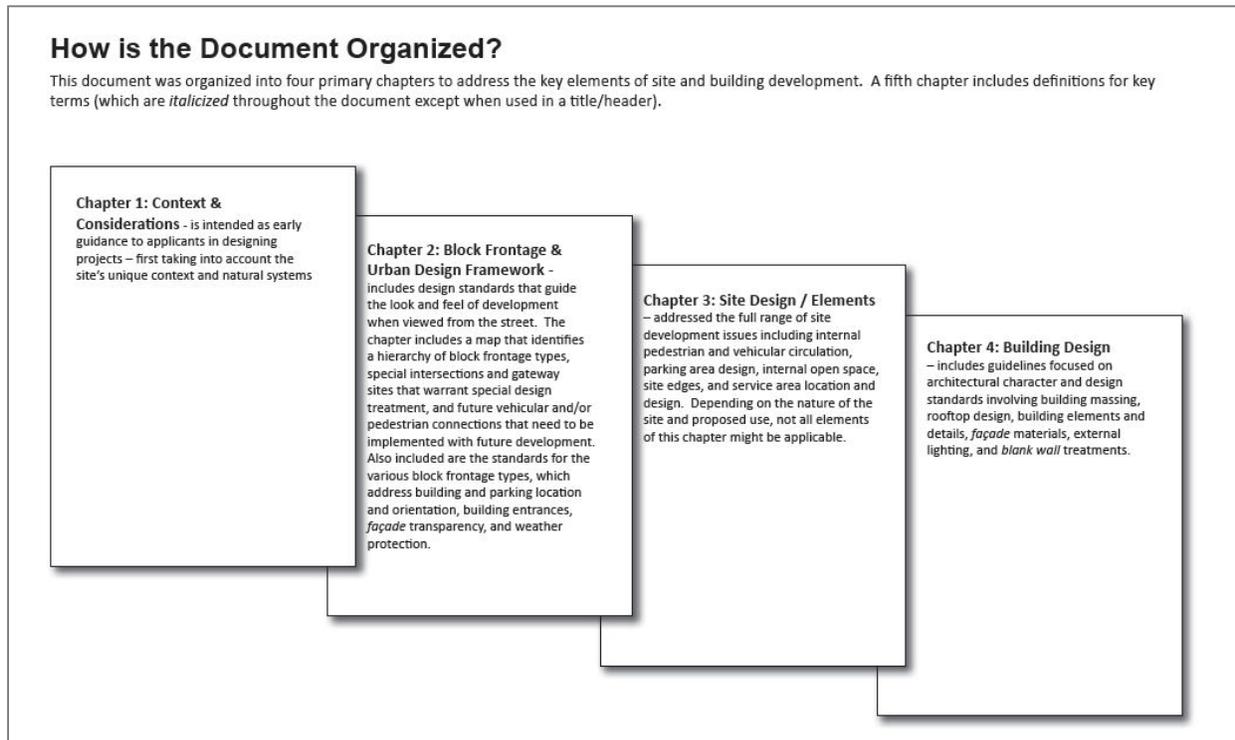
- Kirkland includes a "Discussion" section as part of the major guideline sections that serves as an intent statement but also provides a bit of the rationale or "science" behind the guideline.
- Kirkland also has a strong introduction section that provides the policy background and purpose for the different district specific guidelines.
- Kirkland's Totem Lake Design Guidelines offers an example of set of guidelines for a specific area that may be appropriate for Overlake. There is an introductory concept plan to provide general guidance and background for interpretation of the guidelines during design review. The guidelines themselves address typical issues with typical solutions. Guideline 11 on page 28, however, is instructive as it places more importance on internal circulation and coordinated access rather than pedestrian oriented street fronts because the streets themselves are arterials without much pedestrian traffic.

**San Mateo (CA)** Multi Family Design Guidelines (1994) includes an introduction that explains the relationship to the City's General Plan and other development regulations. The guidelines also include a discussion section like Kirkland's.

**Boise (ID)** Design Standards includes separate documents for Citywide and Downtown development. Both documents include informative Preface sections that clarify document organization, applicability, interpretation, remodels, and the review process with frequent links and cross-references. The core of the document includes the following chapters:

- Context & considerations, which are considerations for applicants in designing the project. This section also includes standards and guidelines for integrating sustainable design provisions into projects.
- Block frontages & urban design framework, which include maps of Downtown/City that dictate standards for individual block frontages, special street corner treatments, and where future internal connections are required.
- Site design & elements, which addresses internal circulation, parking, internal open space, special street corner provisions, and service elements.

- Building design provisions, including architectural character, massing, details, materials, lighting, and blank wall treatments.



*A page from Boise's Downtown Design Standards and Guidelines explaining the document organization.*

**Redwood City (CA)** uses a Downtown Precise Plan (2013), a comprehensive document with clear, distinctive sections that break the goals of the regulating plan into multiple categories for reference. The layout of the development regulations component of the plan generally goes from land uses, streets and public realm, and site planning on to detailed building design and signage. The integration of detailed historic preservation regulations towards the front is one distinct exception.

**Hillsboro (OR)** Development Standards and Design Guidelines have a simple organizational approach, address primary features, then focus on secondary features. Primary features include height/mass, setbacks, and roof pitch/gable. Secondary features include width, facade composition, and color/materials/details. Although the overall document organization does not appear to be easy to reference, the simple method for how guidelines are organized from the “big picture” features, and then down to the smaller elements could help refine overall guidelines into a smaller, more compact document.

**Walnut Creek (CA)** Transit Village Design Guidelines (2013) applies to a relatively small transit station area, but includes some noteworthy elements. It's organization include the following components:

- Introduction – an extended version that includes a “how to use the guidelines”, policy framework, site analysis, vision, and strategy.
- Public realm – includes goals, diagrams, provisions for specific public spaces, and general design criteria.

- Private realm – includes goals, architecture/urban design provisions for each block, and general design criteria.

This document uses frequent cross references, web-links, and graphic illustrations.

## Emerging Best Practices

In addition to the approaches described above, it is useful to organize design guidelines to model the design process. For example, designers developing a project proposal will usually start with a site plan, identifying the large features such as buildings parking and pedestrian and vehicular circulation. Next they will make sure that the internal and external functions, building massing, setbacks, buffers and other required site features can be accommodated. Third, they consider the building's concept, its overall form, and building elements and finally they will design the façade treatments, materials, colors, lighting and signage.

This suggests that design guidelines be organized in something like the following:

1. Site Planning
  - Relation to site, adjacencies, topography, natural conditions, etc.
  - Relation to street fronts.
  - Location and size of parking, entries, service areas, and other site features.
  - Pedestrian and Vehicular circulation
  - Other site planning concerns
2. Site Elements and Landscaping
  - Design of parking areas
  - Design of pathways and circulation facilities
  - Site landscaping
  - Site lighting
  - Site signage (if not covered in sign code)
  - The design of other site features
3. Building Design
  - Building form and architectural character
  - Design relationship to historic or neighborhood qualities
  - Design measures to achieve desired architectural and human scale
  - Design of building elements and details
  - Materials
  - Colors (if applicable)
  - Building signs (If not covered elsewhere)
  - Building lighting

## Summary of Recommendations

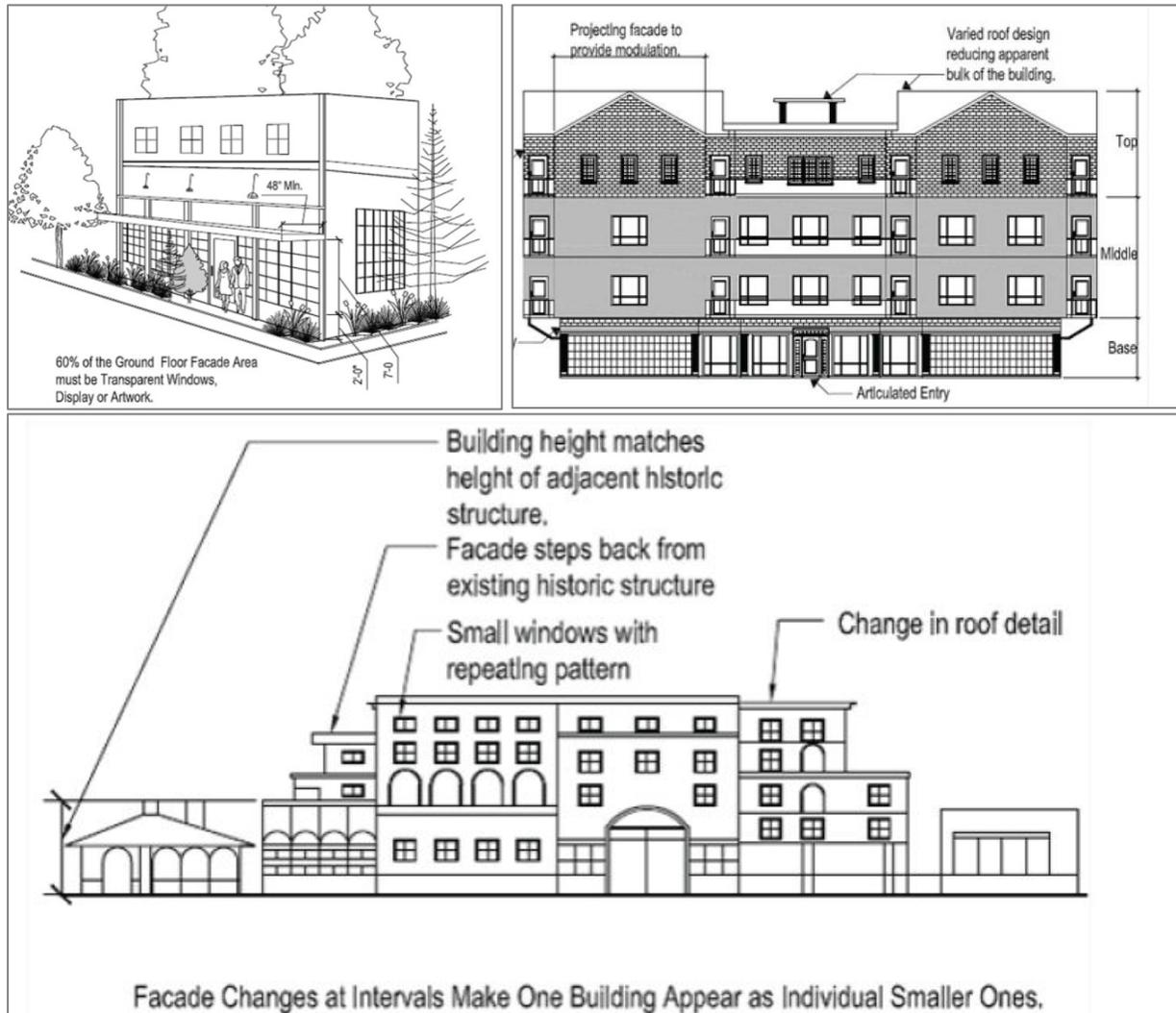
- In the introduction have a statement of how to use the guidelines and a checklist. Also consider a diagram, such as an axonometric with call-outs to identify what section of the guidelines covers what parts of the development. Linked table of contents are also a useful tool to help with navigating the document.
- Discuss alternate organizational approaches:
  - Consider the organization approach in the Best Practices section.
  - Consider one set of Redmond Design Standards that adds statements that are specific to a given district (e.g.: downtown)
  - Consider adding a “Discussion” paragraph or two for some guidelines where some background information or rationale would be useful. See Kirkland’s and San Mateo’s examples, above.
  - Consider one set of guidelines with provisions for specific districts within individual guidelines. See Kirkland’s example, above.
- Since there are already design guidelines specific to sub-districts in the Downtown, it may be useful to identify specific streets where, for example, pedestrian oriented facades are required or where there is a special setback (see Boise example). This approach has been used in a number of cities since the early 1990’s and is discussed in other sections as well.
- Since Redmond will be building its Design Standards from scratch, this would be an excellent time to discuss how they relate to the Development Code zoning provisions. For example, should landscaping standards be in the design guidelines or a separate Code section? Should building setbacks and step backs be in quantified zoning code sections or in the Design Standards? There are a number of ways to accomplish this. It appears that the current RZC organization is working well so that the updated standards should only support and reference those other existing RZC sections.

# USE AND STYLE OF GRAPHICS

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- The Citywide standards are now illustrated with a consistent form of relatively simple computerized graphics. No photographs are used.
- The Overlake Standards employ only three graphics, all of which are photographs with descriptive text.



*A sampling of illustrations in the current design guidelines.*

### Interview Results:

- *Pictures would help a lot more than the existing graphics (One Redmond meeting)*
- *One challenge with the use of photos is that developers may copy the good examples, so be careful of what images are used.*

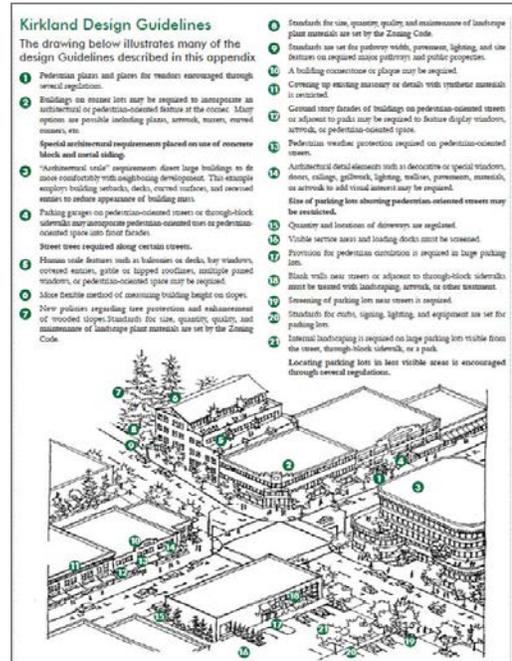
## Evaluation Summary:

Existing graphics add some very basic usefulness. There appeared to be a fear of using photographs and other illustrations and emphasis on using text in communicating the provisions. However, this approach appears to be missed opportunity to clarify both the intent of the guidelines and detailed design provisions.

## Notable Examples from Other Cities

**Kirkland Design Guidelines** includes an aerial drawing illustrating how the guidelines are applied to different aspects of site and building development as a way of introducing the guideline topics and indicating the intended integration of a wide spectrum of design objectives.

**Boise (ID) Downtown Design Standards & Guidelines** uses illustrated charts and a combination of hand and computerized graphics and photographs to help clarify the standards and guidelines. Many sections include several good and bad examples along with text to notate applicable design features. Examples below and on the following page.



	Storefront	Commercial/Mixed use	Landscaped	Other
Permitted frontages		← storefront -or- landscaped frontages are permitted →		← storefront -or- landscaped frontages are permitted
Parking location	New surface or structured parking areas (ground floor) are not allowed along street frontages (must be placed behind or under storefronts)	<p><b>GOOD</b></p> <p>Parking in back</p> <p><b>ACCEPTABLE</b></p> <p>Parking to the side</p> <p><b>NO</b></p> <p>Parking in front</p>	Same as for commercial/mixed-use and landscaped block frontages, except:	<ul style="list-style-type: none"> <li>No maximum % of parking area along frontage where parking is located to the side of buildings or where the subject building/use fronts onto another street</li> </ul>
Other key provisions	<ul style="list-style-type: none"> <li>Min commercial space depth = 30' (new buildings only)</li> <li>No ground floor residential uses except lobbies/entrances for upstairs units</li> </ul>	<ul style="list-style-type: none"> <li>Landscaping to soften <i>façade</i> and screen <i>blank wall</i> surfaces.</li> <li>Provide minimum facade windows/transparency for residential buildings (at least 15% of the entire <i>façade</i>)</li> </ul>	<ul style="list-style-type: none"> <li>Provide minimum <i>façade</i> windows/transparency for non-residential uses (between 15-40% of ground floor <i>façade</i>, depending on building setback and block frontage designation)</li> </ul>	

4.2.2 Maximum façade width (cont.).



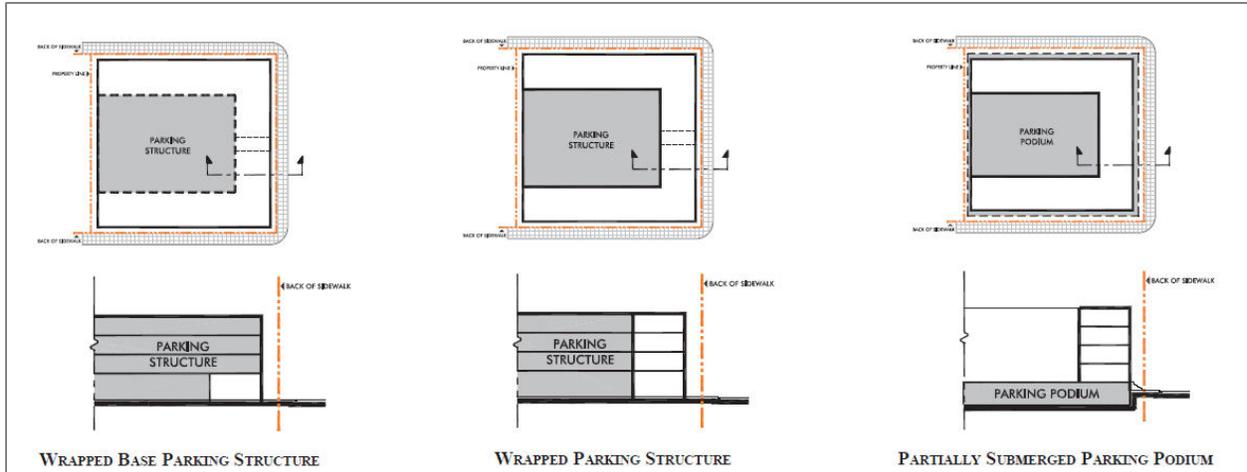
Fig. 4-21. Good design examples of design techniques that break up the massing of large buildings and add visual interest.

Fig. 4-22. Examples where facade widths are greater than 130 feet and do not include acceptable techniques to break up the facade's mass.

Sample illustrations from Boise, including an illustrated chart of permitted block frontages and photos supporting the maximum façade width standards, including good and bad examples.

**Redwood City (CA)** Downtown Precise Plan uses a combination of maps, charts, simple 2-dimensional graphics and occasional photo examples to illustrate the provisions. The maps tied to the charts are particularly useful and clear. The 2-dimensional illustrations are relatively spare but useful. They show facades, cross sections or site layout diagrams and typically focus on one or two elements tied to the applicable regulation.

Photo examples within the regulations are limited to the architectural character section. Elaborate hand-drawn sketches are included in the Plan to illustrate the long term vision for key areas (but these are not used in the regulations).



Examples of the graphics in the Redwood City Downtown Precise Plan.

**Emeryville (CA) Design Guidelines** exemplify a document that is compact, clear, and easy-to-reference. Maps identifying City Land Use, City Structure, and City Connectivity are located at the front, followed by general guidelines that support them. Supporting images and diagrams are comfortably located within each applicable page, and are legible and easy to understand. Images are used to express design elements that are both encouraged and discouraged, with supportive text to help explain the images. Diagrams used are mostly streetscape elements shown in plan view. See example images on the following pages.

**STREET LANDSCAPING**

**A-11** Design streetscapes that provide distinction, identity, and unified cohesive appearance.

**A-12** Select tree species that enable sunlight to filter along most streets in the winter, while providing appropriate shade during summer. (The City will establish a unified planting palette to define corridors and promote continuity, distinction, and identity.)

**A-13** Design generous planting strips in the landscaping/street furniture area, where feasible. Support the development of large healthy trees and tree canopies by reducing concrete area and other barriers to root growth, using City standards for compost and mulch, and restorable soil volumes.

**A-14** Follow the City's Stormwater Guidelines for Green, Dense Redevelopment, which includes measures such as bio-retention basins, biofiltration swales, cisterns integrated into the architecture, and/or green roofs, to meet stormwater treatment thresholds.

**A-15** Follow Bay-Friendly Landscaping guidelines. These guidelines represent a whole systems approach to the design, construction and maintenance of the landscape in order to support the integrity of the San Francisco Bay watershed. Key components include:

- Reducing waste and using materials that contain recycled content.
- Nurturing healthy soils with mulch and compost while reducing fertilizer use.
- Conserving water, energy and topsoil.
- Using Integrated Pest Management to minimize chemical use and prevent pollution.
- Reducing stormwater runoff.

**DESIRABLE**

*Bay-Friendly landscaping along Doris Hallis Park delineates the park edge, provides an attractive and safe sidewalk, and helps to manage stormwater through bioswales.*

**UNDESIRABLE**

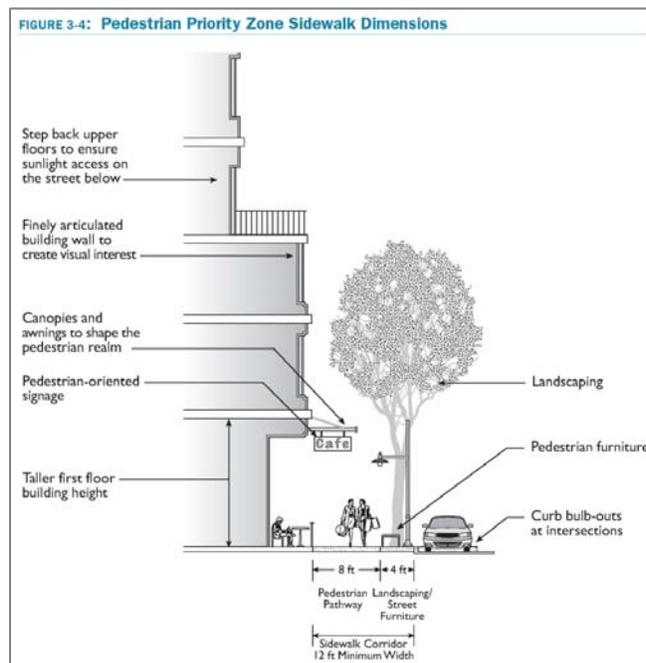
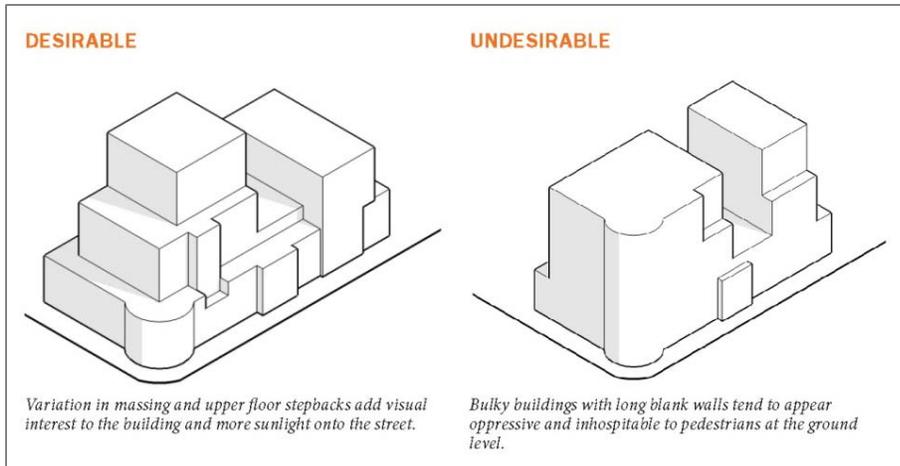
*At the north end of Hollis Street, narrow sidewalks and limited street trees create an unwelcoming street for pedestrians.*

**DESIRABLE**

*These Portland, Oregon examples demonstrate how stormwater management can be integrated into the streetscape, through the use of vegetated swales, rain gardens, and native plants.*

“Street trees are a simple intervention that is almost universally of value to walkability.”  
- Kevin Klintonberg

General Guidelines | 11



*Illustrations from the Emeryville Design Guidelines*

## Emerging Best Practices

Photographs are becoming increasingly more prevalent in the newer sets of guidelines, particularly since they are so easy to incorporate on-line and in full color. The better documents employ contemporary development examples and include text notations to point out applicable design features.

Diagrammatic illustrations and charts are prominent in the better sets of design guidelines as well. Useful diagrams point out acceptable and unacceptable examples and employ graphic techniques that focus on the key issues at hand.

## Summary of Recommendations

Illustrate the document with photos, sketches, and diagrams, as necessary to visually explain the provisions and provide examples. Special considerations for photos and illustrations:

- Be careful to use good photos. They should be clear and legible. Where used as good examples, make sure they are exemplary development examples consistent with the desired character for Redmond.
- Make sure the graphics are internally consistent.
- Use photos or graphics to show a variety of ways to meet the standards. This can be particularly important when examining issues such as façade articulation where there should be a number of ways that the requirements can be met. See the Boise illustration above.

# Context & Site Planning

## SITE PLANNING - GENERAL

### Evaluation of Current Standards

#### General Statement, Background, Examples Of Reviewed Projects, etc.

- Provisions for site planning are spread around in section 21.60.020 Context, Circulation and Connections.

#### Interview results:

- *RZC21.10.130.D.4 (Table 21.10.130B) dictates greater side yard setbacks when buildings get taller and deeper (longer). It has been interpreted that courtyards, or breaks, in the building along the side yard (including all residential floors) that are at least 15 feet wide and 15 feet deep create separate “buildings” or wings, so that the shorter building lengths along the side property lines, then dictate the side yard setback. This information should be included in paragraph 4, and/ or a diagram to explain this exception.*
- *Another thing that came up is the orientation to new and proposed trails. Need to address this issue.*

#### Evaluation Summary:

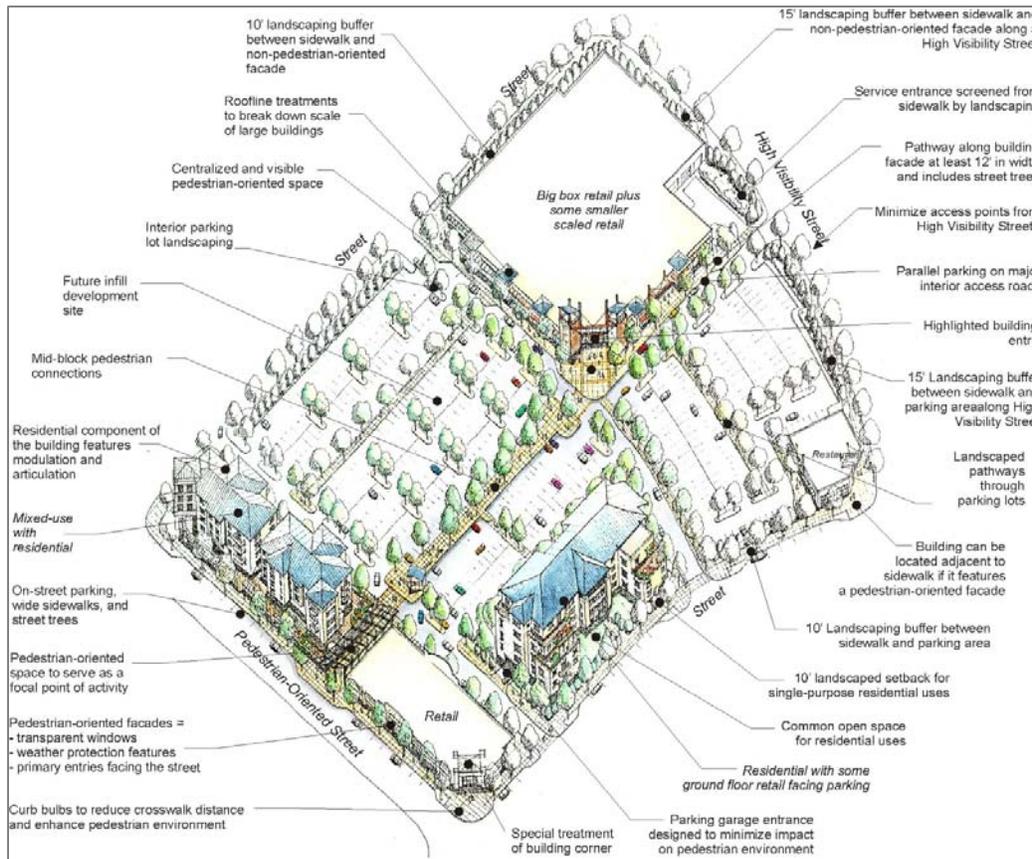
- This topic should be covered more thoroughly in an organized way. Site planning is one of the most fundamental and important aspects of development. Good architecture on a poor site plan will still produce unsuccessful development. Since various aspects of site planning are addressed in different sections of the RZC, there is not a comprehensive explanation of how the various regulations and standards are to achieve the City’s objectives. The effectiveness of the updated standards will be enhanced by a stronger section on site planning (principles) with easy to follow references to code sections for specific standards.
- Site planning for large sites with multiple buildings is evaluated in the section on “Large Lot Site Planning”.

### Notable Examples from Other Cities

Most guidelines do not address site planning principles in a comprehensive manner. Illustrations can help applicants and citizens understand how the various site planning standards work in concert. The illustration below summarizes complicated site planning and building massing provisions in Seattle’s SODO neighborhood and helps applicants work through the various requirements.



*This graphic from Seattle's SODO plan illustrates the intent of the numerous proposed zoning amendments.*



*The illustration from Renton's North Downtown Guidelines uses much the same technique in a very different context.*

## Emerging Best Practices

Some recent design guidelines, including Seattle's require that the site planning and other design aspects relate to the neighborhood form. This might be accomplished by requiring the applicant to describe how a proposal's design relates to its context in terms of relationship to street, "grain" or "scale" of development, circulation, yard configurations, etc. Another approach, and perhaps more appropriate to Redmond is to state the vision and design and planning objectives to a specific district and require the applicant to describe how the proposal relates to each of them. This would be a pretty subjective guideline but it would encourage a positive "big picture" discussion between the applicant and the Design Review Board.

Note that there are several stormwater planning objectives supporting the new NPDES regulations that can be advanced through general site planning guidelines including:

- Pavement minimization through locating and reducing parking areas and access drives.
- Preservation of existing natural landscaping.
- Locating buildings away from critical areas and percolating soils.
- Incentives for structured parking.
- Location of on site stormwater facilities.

## Summary of Recommendations

- Since site planning is the first task a designer typically addresses in designing a project, site planning principles should be presented early in the standards' contents. Additionally, during staff and DRB review, site planning objectives should be one of the first things addressed. Site planning provisions should be organized according to a consistent scheme. One organization might be:
  - Building location and orientation (orientation to street, natural areas, etc.)
  - Orientation to trails and other pedestrian routes that are not necessarily streets
  - Pedestrian and vehicular circulation (and parking)
  - Open space location and orientation
  - Preservation of native vegetation and uncompacted soils for stormwater percolation.
  - Minimization of pavement areas.
  - Large site and multiple building provisions. (See following section)
  - Service element location
  - Special provisions for unique site conditions
- Site DESIGN issues such as the quality of landscaping, site lighting, etc. should be covered under a separate section.

- For the individual district guidelines, consider an introductory discussion of the general planning and design objectives and include a requirement that the applicant describe how their proposal addresses those objectives.

# LARGE LOT SITE PLANNING

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- RZC 21.60.040(A)(6) covers this topic in the Citywide Standards under Multiple Building Design. There are several good provisions including orientation to views and solar access, consistent character, minimizing clearing and grading, outdoor uses, and open space. However, the language is rather general and some examples would be helpful.

### Interview results:

- *Not mentioned*

### Evaluation Summary:

- This section could be significantly upgraded with more specific language and examples. It may be most important for the Overlake area.
- This section should cover all the important issues related to large lot site development, including general site design concept, (how the project's basic layout relates to its context and opportunities), internal pedestrian and vehicle circulation, relationship to adjacent streets and properties, other impacts (including traffic), consistency and/or variety of architectural character, minimization of parking impacts, open space network, on site amenities, shared service provision, storm water management, energy use minimization, landscape concept, etc.

## Notable Examples from Other Cities

**Waterloo (Ontario, CA)** Design Manual (2012) includes a notable multi-page section on master planning that addresses the whole host of issues associated with large site development. The section calls for the development of a Context Plan illustrating key site features and opportunities, asking how the development addresses city urban design objectives, and calls for implementation guidelines. The section includes guidelines for mixed-use intensification, planned employment areas, and planned commercial areas.

**Tumwater's** Capitol Boulevard Design Standards (2013) include some specific multi-building or large lot design guidelines:

*Capitol Boulevard Design Standards:*

### ***Unifying Site Planning Concept***

*The following applies to properties that:*

- *Have multiple buildings or a total site area greater than 2 acres, and are also*
  - *Located either between "M" Street on the north and "U" Street on the south or between "X" Street on the north and Dennis Street on the south*
- a. *Development at sites with two or more buildings or properties larger than 2 acres in area shall demonstrate that the project is based on a unifying site planning concept that meets the following criteria:*

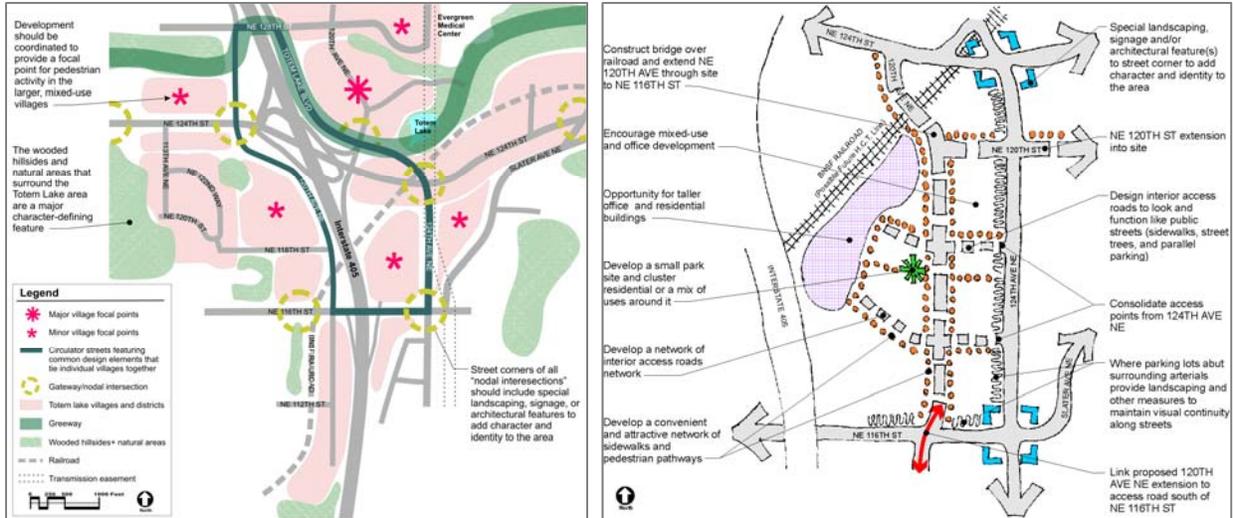
**Unifying Site Planning Concept, cont.**

- (1) Incorporates open space and landscaping as a unifying element.
  - (2) Provides pedestrian paths or walkways connecting all businesses and the entries of multiple buildings.
  - (3) Provides for safe, efficient internal vehicular circulation that does not isolate the buildings.
  - (4) Takes advantage of special on-site or nearby features.
- b. In order to achieve better pedestrian connections and a pleasant atmosphere, building entrances must not be focused around a central parking area but be connected by a pathway system and/or open space(s).
- c. A development may provide a major public entry serving several shops rather than providing a separate storefront entry for all shops. If the development employs the combined-entry option, then it must be at least 15 feet wide, with special entry features such as weather protection and pedestrian lighting.

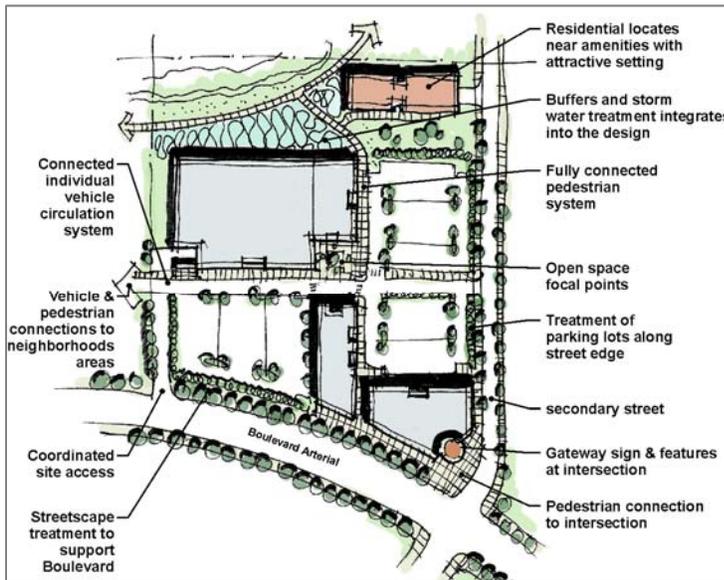


An example of a site plan illustrating the unifying site planning requirements above.

**Kirkland Totem Lake Design Guidelines (2007)** includes within its introduction a section describing the Future Design Vision for Totem Lake Neighborhood. This section features neighborhood scaled maps identifying gateways, focal points, and villages/districts. It also features vision statements and supporting design concept illustrations for six of its individual villages and conceptual guidelines for large site redevelopment within the neighborhood.



*Neighborhood and district specific vision and design concept graphics for Kirkland's Totem Lake Neighborhood.*



*Conceptual guidelines for large site redevelopment in Totem Lake.*

**Clark County Highway 99 (WA) Form-Based Code (2010)** included a detailed development example illustrating how a key large site could be redeveloped over time consistent with the design standards. Text and graphics address the following components:

- It's an example, one of many ways of meeting the standards.
- Includes assumptions and thoughts to explain the approach.
- Points out key design features and adds photo examples to help illustrate.
- Includes an example of an acceptable design departure or alternative and why it's acceptable.

Figure 1-2. A development example for the Totem Town Center.



*Illustrated development example.*

## Emerging Best Practices

Such large site planning sections typically call for approaches that relate specifically to the particular district and warrant with large scale conceptual graphics that touch upon the key issues (such as critical connections) and/or detailed site plan examples, such as the Tumwater example above.

## Summary of Recommendations

- Because large and multi-building projects usually include unique opportunities to achieve objectives such as internal circulation, active open spaces, tree and natural vegetation retention, special landscape concepts, a mix of uses, etc., the guidelines should include provisions for large lot development and master planning that are specific to the area. Development phasing may also be an issue.
- Large lot standards should allow flexibility for unique situations and opportunities but at the same time be a tool to address potential impacts that larger project can incur.
- This may be handled on a district by district basis. For example, the Overlake District might have specific standards for internal pedestrian and vehicle circulation, amount and character of open space, orientation, location and character, etc.
- Consider approaches used by Tumwater, Clark County, and Kirkland.
- Standards for large lots merit careful consideration during the development of design standards. It may be that project review processes such as binding site plans, development agreements and special DRB review would be appropriate. In such cases, large lot standards could be very helpful.

# RELATING TO NATURAL CONTEXT

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- The current Citywide Standards call for not building at the top of ridgelines and protection of wind-resilient vegetation.
- Stream corridors and natural water bodies are protected by the Shoreline Master Program and Critical Areas Ordinance.

### Interview results:

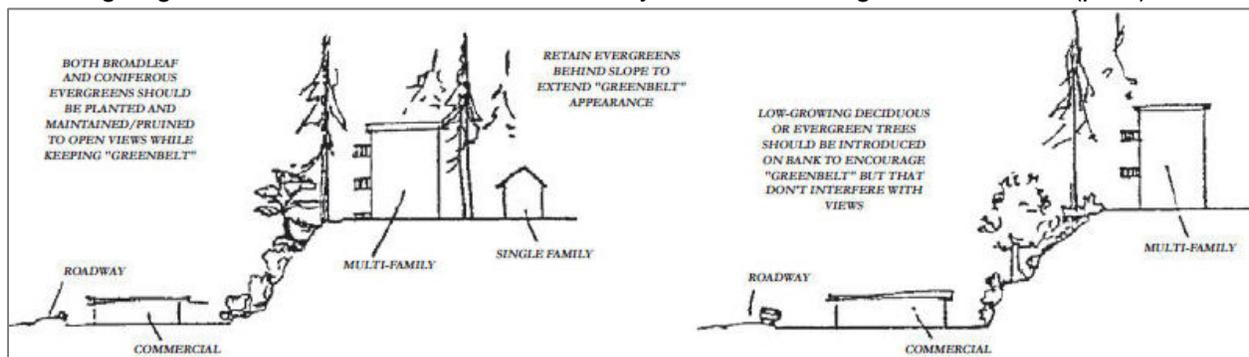
- Not mentioned in interviews. Comments taken from the workshop included interest in using regionally-specific landscaping elements and preserving established trees in future projects.

### Evaluation Summary:

The intent of standard 21.60.020.B.1.b.1 could be much clearer. Is the intent to protect ecological systems, provide visual, amenities, reduce hazards or all the above? Additionally, there are no quantitative or qualitative measures to determine if the standard is met. There are many other important natural context concerns such as existing vegetation and soils, and perhaps it would be good to mention the extending and leveraging natural features such as the Allez and City Hall does. Some more specific language might be useful in order to help the DRB determine if a development is too close to the ridgeline. RZC 21.72 contains explicit and detailed standards for tree retention, and the Shoreline Master Program and the Critical Areas Ordinance cover other aspects of environmental conservation. The key is to identify and implement ways for the design standards to support those other provisions.

## Notable Examples from Other Cities

**Kirkland** Design Guidelines for Pedestrian-Oriented Business Districts include provisions for retaining vegetation on hillsides and include a way to measure height on hillsides. (p.34)



*Illustration supporting hillside development guidelines in Kirkland.*

**Bend (OR)** Design Standards (2014) utilizes a set of native preservation standards. Vegetation that falls under protection standards allow for a set of specific building and parking setback standards.

**Walnut Creek (CA)** Design Review Guidelines requires the following for native vegetation planting/preservation:

- *In cases where existing highly protected trees are allowed to be removed for new development, substantial additional trees, other landscaping, and/or additional mitigation measures shall be required beyond the guidelines established in this section.*
- *Plant materials should be chosen which grow well in Walnut Creek's climate and the given soil conditions without requiring excessive irrigation.*
- *A plan for an automatic irrigation system and certification (preferably by a Landscape Architect) that the plan is in compliance with the City's Water Conservation Guidelines shall be provided as part of a complete project application submittal to insure that all plants receive adequate water for healthy growth.*

**Waterloo (Ontario, CA)** Design Manual includes notable sections on context/sense of place and views and vista. The content is relatively general, but encourages innovative features, such as:

- *Design buildings to provide interesting views to surrounding features and spaces. Encourage angled balconies, terraced balconies, curtain wall systems, projecting windows, roof top gardens and other strategies to promote external views.*
- *Locate amenity spaces, focal points or landmarks, to create interesting views from public areas, and from within the site.*

## Emerging Best Practices

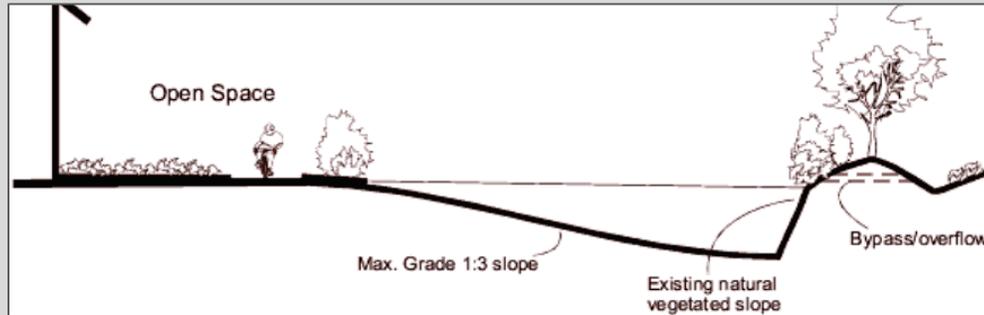
Given that Redmond's environmental regulation address environmental protection and enhancement, the updated design standards might incorporate ways to integrate environmental and design objectives as in the example below.

### **21.14.500 Biofiltration Swales.**

- (1) *Intent. To integrate grass swales, if used, into site design while maintaining biofiltration efficiency.*
- (2) *Design Principle. When used, integrate biofiltration swales and ponds into the overall site design. Methods of filtration are listed below in order of preference:*
  - (a) *Locate biofiltration swales, ponds, or other approved biofiltration systems as part of a landscape screen. Trees may be planted near the grass swale as long as they do not substantially shade the grass within the swale. The swale or pond should be designed so it does not impede pedestrian circulation or shared parking between two or more properties;*
  - (b) *Where topography is favorable, locate the biofiltration swale, wet pond, or other approved biofiltration system within the paved parking or service area. The swale or pond should be landscaped as part of the required internal parking lot landscaping and oriented so it does not impede pedestrian circulation;*
  - (c) *Locate the swale along the front edge of the property. Incorporate landscaping and screening to visually enhance the swale without reducing maintainability and sun exposure; or*

### 21.14.500 Biofiltration Swales, cont.

(d) *The incorporation of screening elements and/or landscaping into biofiltration swale designs is encouraged if the biofiltration swale is located and/or designed as a positive landscaping feature with approved design and plant materials. Where appropriate, shade tolerant plants should be used. It may be counted as part of the required site landscaping.*



*Biofiltration swale designed as an amenity.*

## Summary of Recommendations

- Redmond has a strong track record of this kind of enhancement such as the re-vegetation along the Sammamish River, so such provisions might be a way to enhance the city's design identity. Note that the City's logo emphasizes the natural environment. This topic merits interdepartmental discussion to ensure that the guidelines support other regulatory and capital improvement activities.
- The design standards should reference other RZC and regulatory provisions addressing the conservation of natural resources. Additionally, the updated standards should include, where applicable, provisions for incorporating natural areas and other environmental enhancements into the development as positive design features. There are a number of ways this objective could be implemented. Examples include:
  - Enhancing stormwater retention areas, rain gardens and other similar features as amenities and positive landscape features. The bio-filtration pond guidelines above are an example of this type of provision.
  - Incorporating low impact development (LID) features, including green roofs, as positive design elements. See section on Storm Water Management.
  - Encouraging the enhancement or extension of Native Growth Protection Areas, Critical Areas Buffers, and Shoreline setbacks as part of the development.
- Another thought not reflected in the research: it may be useful to identify specific natural areas and features and then write standards to encourage new development to take advantage of those features. For example to make sure that new development relates to the Sammamish River, uses evergreen trees to frame new development on hillsides, or to incorporate typical valley trees (e.g.; poplars, cedars and cottonwoods in open valley sites).
- Definitely separate 21.60.020 into different sections because context relationships, circulation and connections are discrete topics.

# RELATIONSHIP TO ADJACENT PROPERTIES

## Evaluation of Current Standards

### General Statement, Background, Examples of Reviewed Projects, etc.

- The intent of this set of criteria is to promote compatibility between different neighborhoods and land uses and to relate new development to its context.
- The standards (criteria) call for adherence to zoning provisions (setbacks, etc.) and Comprehensive Plan policies. The criteria emphasize consideration of building architecture and its response to adjacent historical and physical context.
- RZC 21.60.020(H) calls for enhanced site access by linking paths, driveways, and parking area to adjoining public or private open space, trail systems, and transit stops.
- RZC 21.60.020(L) calls for joint driveways between developments to achieve a unified circulation plan.
- RZC 21.62.020(F) Downtown standards address privacy issues associated with internal courtyard/open space design, but are silent when dealing with privacy issues along internal property line edges.
- RZC 21.62.020(L) Old Town standards identify upper level setbacks as one treatment to mitigate impact of taller new buildings on shorter older structures.

### Interview results:

- Not noted as a specific problem.

### Evaluation Summary:

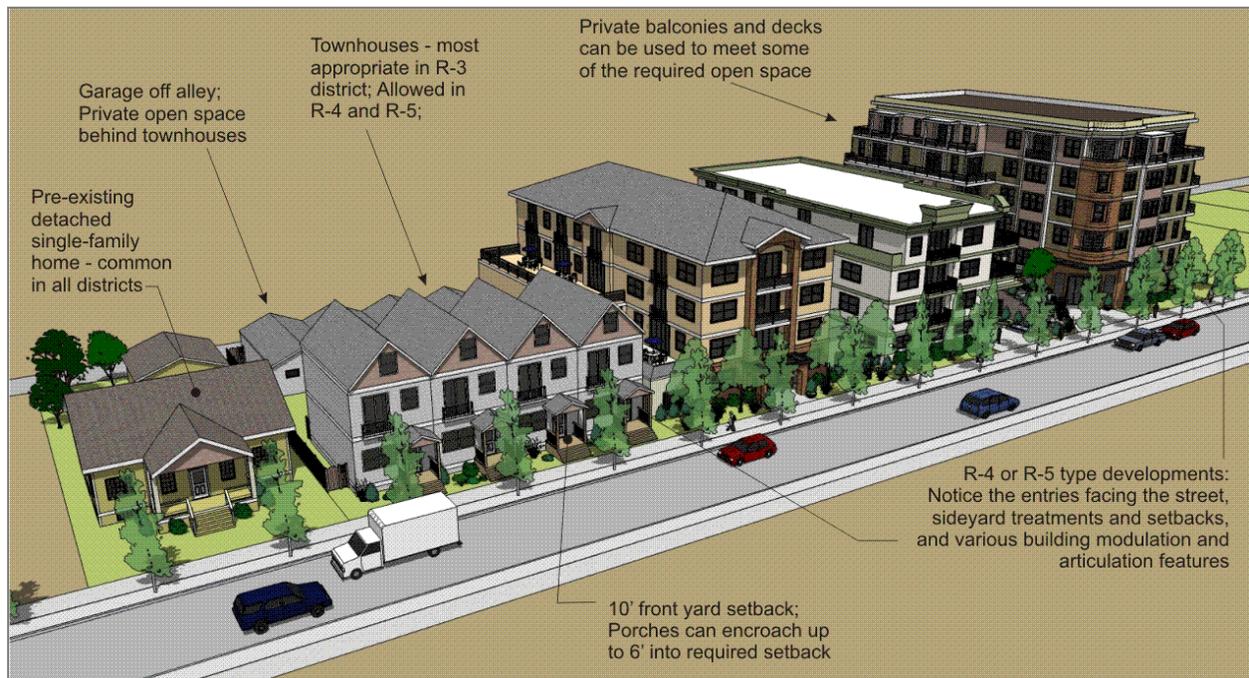
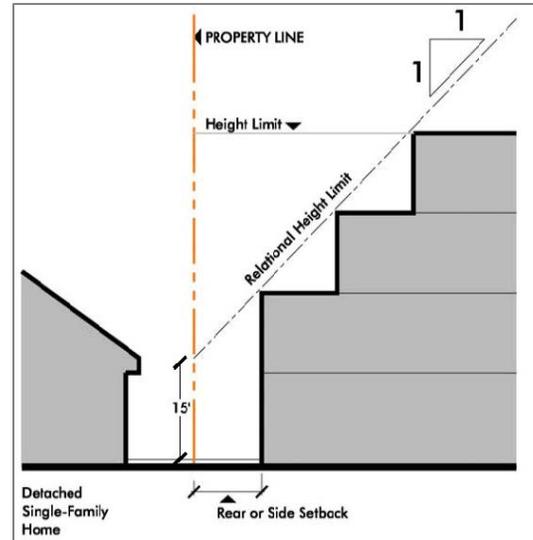
- The provisions associated with designing internal site edges are scattered throughout code and could use a more cohesive approach to guide the design of these internal side and rear property boundaries. Issues that could be addressed in a cohesive section:
  - Options for building location/design along property boundaries (i.e., is zero lot line fire wall an option?)
  - Solar access and privacy along internal property boundaries
  - Shared internal walkways, open space, drives, or parking areas
- The criteria predominantly address historic resources [RZC 21.62.020(L)] which is evaluated in another section. The figure in this section address scale and proportion but is not amplified in text. The impacts of new infill development on adjacent properties is a very important consideration that should be addressed.

## Notable Examples from Other Cities

**Redwood City (CA)** Downtown Precise Plan allows for zero-foot side and rear setbacks on most sites, but places almost no standards or regulations in how else the side and rear yards are designed (except for some areas adjacent to single family zones, shown here.)

**Everett** Core Residential Development Standards and Guidelines (2007) addresses compatibility between new infill development and existing residences in depth and offers a number of solutions especially dealing with side yard conditions. These standards sought to balance the need for flexibility in development while including some basic provisions for privacy and solar access. Some notable side/rear yard provisions for infill residential lots:

- Allow zero lot line fire walls along the side yard to enable townhouses and other residential construction all the way to the side property lines.
- Except for such fire walls, provide a 5' minimum side yard setback.
- For structures more than 3-stories along side yards, provide a 5' additional setback for each floor starting with the 4<sup>th</sup> floor.
- For buildings, or portions thereof, containing units whose solar access is only from the applicable side of the building are required to have a 15' minimum setback.



*From Everett's Core Residential Development Standards and Guidelines – illustrating side yard provisions intended to balance the need for flexibility in development while including some basic provisions for privacy and solar access.*

**Clark County Highway 99 Form-Based Code (WA)** includes a section titled Side and Rear Yard Design Options that includes intent statements, discussion text on the issues and goals, and checklist requiring developers to choose from one of the design options with graphic and photo examples. The applicable subarea features large and irregular lots, thus getting coordinated and compatible development in these areas was a high priority. The intent of the approach is to get applicants to think more about how their development is integrated with the adjacent sites as they are currently developed AND in the future if and when they are redeveloped consistent with zoning and these design standards. An image of Redmond's own internal pedestrian walkways separating different residential developments was cited as a good example of an internal edge treatment. Copies of the two pages are below.

### 5.1 Side and Rear Yard Design Options

**INTENT**

- To provide side and rear yard design options that enhance the area's pedestrian environment and the setting for development.
- To provide flexible standards that allow property owners to maximize on-site development opportunities while meeting community design goals.
- To provide compatibility between conflicting uses.

In districts that provide for a such a wide range of uses, it's impossible to develop one-size fits all standards for side and rear yards. In the long run, there's a desire along the Highway 99 corridor to use the side and rear yards to enhance internal pedestrian and/or vehicular circulation due to the current lot and incomplete street grid configuration. For example, rather than fenced and isolated commercial properties, each with their own private parking lots, a configuration with a shared internal drive along the property line with a walkway would be much more desirable. Likewise, a shared walkway between multifamily developments rather than impenetrable landscape buffers is preferred.

However, there will likely be situations where a buffer will be desired between current and proposed uses due to potential conflicts and compatibility issues. Thus the design options included here provide provisions for buffer fencing and/or screening landscaping to allow for flexibility in resolving conflicts (but not as the first design option). The Highway 99 Sub-Area will redevelop and prospective developers need to consider that adjacent uses may redevelop into something completely different over time. The ultimate design of the side and rear yards should take into account this possibility. Perhaps there are walkway stubs that could be extended by future redevelopment next door.

#### 5.1.1 Side and Rear Yard Checklist

Project applicants shall incorporate one or more of the following design options into the site's design:

- Provide an internal roadway or public street along the property line (See Section 5.4.1 Vehicular Circulation Network). Where the roadway is constructed entirely within the subject property, at least 5 feet landscaping shall be provided between the road and the property line. (a)
- Provide a trail or other internal walkway along the property line. This may be required in some areas to implement the Trails Plan set

forth in Section 9.3. Trails that span the property line require recordation of a document that will appear in the deed records to advise future purchasers of both properties of the agreement. Other trails require at least 5 feet of landscaping between the trail and the property line. (b)

- Provide a zero-lot line fire wall for commercial or mixed-use developments within Activity Centers or Transitional Areas. This configuration provides for the maximum use of property. Developments are encouraged to consider the design implications to the adjacent property. (c)
- Retain existing native or desirable mature vegetation along the side or back property line. (d)
- Provide Type A landscaping at least 10 feet deep along the side and/or back property lines. A fence may be included with the landscaping. This option may be used only where options (a), (b), (c), or (d) above are not viable as determined by the Responsible Official. (e)
- A rain garden or other low-impact development measure may be incorporated as part of the treatments above. (f)
- Shared parking measure may be incorporated as part of the treatments above. (g)
- Other treatments that meet the intent of the standards as approved by the Responsible Official. Factors that must be considered in determining the appropriate treatment include views, applicable uses, connectivity, environmental conditions, and desired level of privacy. (h)



Figure 5-2. Internal roadway (a)

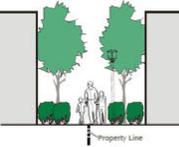


Figure 5-3. Shared walkway (b)



Figure 5-4. Internal walkway example between different multifamily developments (Redmond, WA)



Figure 5-5. This internal access road runs along property lines in Juanita Village (Kirkland, WA).

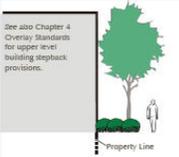


Figure 5-6. Zero lot-line fire wall (c)

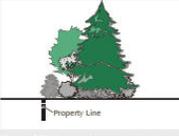


Figure 5-7. Retain native vegetation along side yard (d)

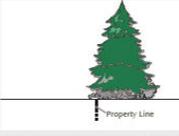


Figure 5-8. Type A landscaping along side yard (e)



Figure 5-9. Rain garden along side yard (f)

Sample pages from Clark County Highway 99 Form-Based Code on side and rear yard design.

## Emerging Best Practices

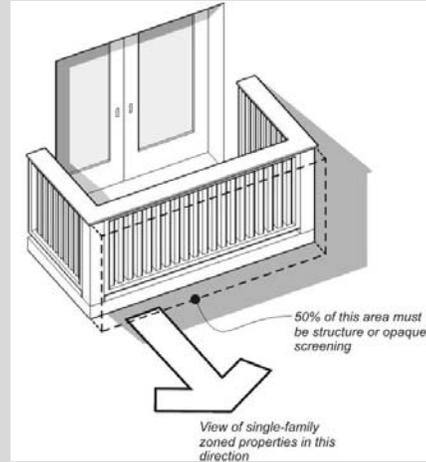
The Everett and Clark County examples described above are good models to consider as they are coordinated with zoning code provisions and point out that a number of different options are available to fit the surrounding context and goals for the proposed development.

A recent article by John Owen and Rachel Miller in Municipal Research Service Center's Planning Advisor column (<http://www.mrsc.org/focus/pladvisor/pla0211.aspx>) examines ways to reduce the impacts of new mid-rise development on adjacent single family residences based on human perception and geometric analysis. It offers a number of solutions from vegetation buffers and setbacks to allowing office uses in residences adjacent to more intense zoning. Some of these solutions may be more appropriate for the zoning code standards, although placing them in design guidelines would allow more flexibility.

Another technique for reducing impacts to privacy from new mid-rise residential buildings is to restrict transparent balconies (in those areas within close proximity and facing single family zoned properties). The following is an excerpt from the paper.

### ***Balcony design for privacy along internal property edges***

*Another means to reduce impacts to privacy along zone edges is to require that the balcony railings provide at least 50 percent visual screening; that is, the area below the hand rail is at least sight-obscuring solid material (Figure 3). This means that a person sitting on the balcony will not be able to look down on activities below but will be able to look out horizontally. At the same time, activities and objects stored on the deck (e.g., barbeque grills, furniture, etc.) will not be as visible from below, giving the new residential units a tidier appearance and their own privacy.*



## **Summary of Recommendations**

- Consider Everett's concepts for the side yard that balance development opportunity with consideration for privacy and solar access.
- Consider the checklist concept used by Clark County's Highway 99 Form-Based Code as a way to get applicants to think about how best to coordinate their development with surrounding properties while recognizing short and long term conditions. '
- Also for zone edges abutting single family districts, consider provisions identified in the Upper Story Setbacks excerpt above.

# RELATING TO HISTORICAL CONTEXT

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- 21.62.020.L includes the Old Town Standards which state that the intent of the zone is to ensure that historic landmark buildings maintain their prominence. These standards address roofline, scale, materials, windows, and detailing.

### Interview results:

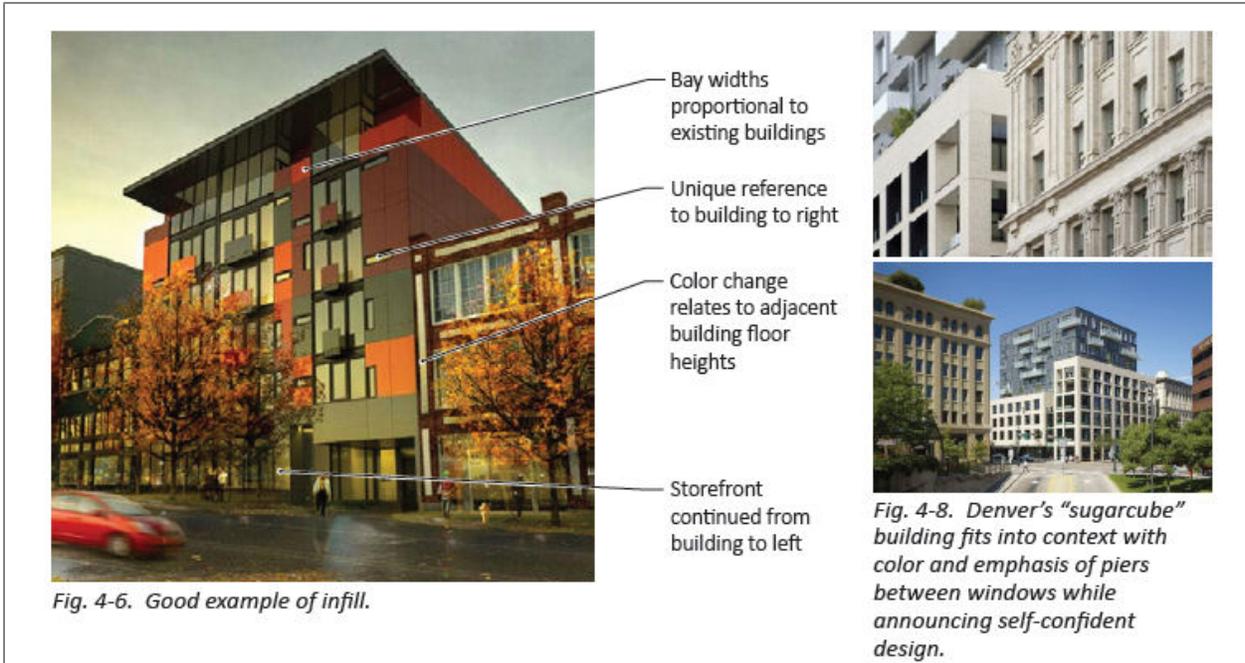
- *Code doesn't provide enough guidance on how to treat new buildings in historic context (Staff)*
- *The graphics aren't very useful (Staff)*
- *Promoting variety is very important (Staff)*
- *Don't want to promote a false sense of history, yet new buildings should respect historic context. (Staff)*
- *What makes Old Town special: Window (framing/depth) and roofline detailing? Small scale and articulation (obtain information regarding lot/building widths) (Staff)*
- *Examine examples of development elsewhere that have done a great job of integrating new with old. Good code/guideline examples are from Portland, Bellingham, and Ashland, OR (Staff)*
- *Participants in at least one Public Workshop small group indicated that retaining a historic character in the downtown core is very important. They noted that the original buildings tended to be 1-3 story brick buildings and suggested that this pattern be replicated in new buildings in the heart of downtown.*

### Evaluation Summary:

- Public workshop attendees voiced their support for contemporary architectural styles, as long as they complimented older existing structures through refinement of materials, color, and details. This did not necessarily mean architecture that re-created historic elements, but could also include architecture that respected elements from older character structures.

## Notable Examples from Other Cities

**Boise (ID)** Downtown Design Standards & Guidelines approach is to complement, but not replicate nearby historic buildings. It notes that the desired approach for infill buildings is to design buildings to respond uniquely to their context in terms of block frontage and massing/articulation. For sites adjacent to historic buildings, applicants must demonstrate how the design respects their context via massing, articulation, ground floor design, materials, detailing, and other design treatments. Photos and a graphic example are included illustrating how modern buildings can be respectfully integrated into their historic context.



*Graphic examples from the Downtown Boise Design Standards & Guidelines supporting their approach to infill buildings respecting but not mimicking their historic neighbors.*

**Boulder (CA)** Downtown Design Guidelines (2002) include a distinctive set of provisions for their historic district and other areas outside of their designated historic district. For new buildings in the historic context, the guidelines emphasize:

- Incorporating traditional design elements in new buildings (see page example below).
- Aligning architectural features with the established pattern of neighboring buildings.
- Consider the height and massing of buildings.

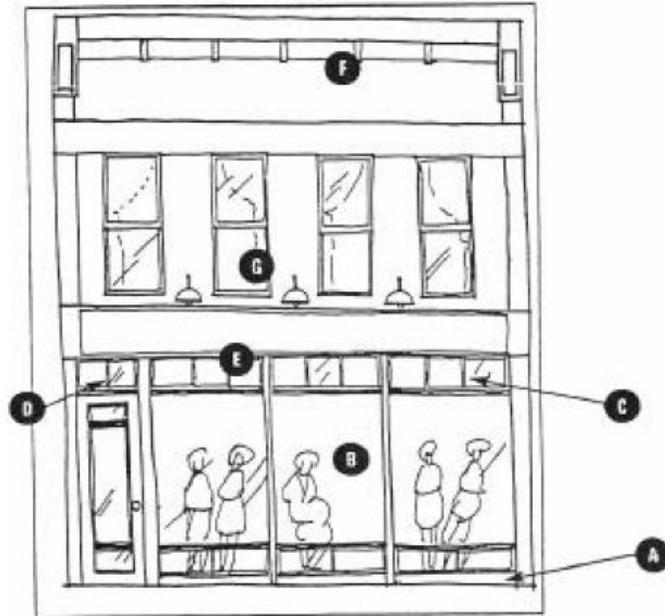
These guidelines are mostly in discussion form, with paragraph text, occasional list of options and photo or graphic examples. The document places a high importance on context. The review process (DRB) and language appear to offer flexibility in interpreting the guidelines.

## 1.2.1 Incorporate Traditional Design Elements in New Designs



Repetition of traditional facade features creates patterns and visual alignments that contribute to the overall character of the district. While these features may be interpreted in new and contemporary ways, they generally include the following:

- A. Kick plate as a base to the store front. Align the height with others in the block.
- B. First floor display window. Align with height of others in the block when others are appropriately placed.
- C. Incorporate a clerestory form in the display window.
- D. Transom, align with others when others are appropriately placed.
- E. Sign band.
- F. Parapet cap or cornices.
- G. Vertical window patterns and shapes, window sills on 2nd floor.
  - Angled entrances on corners.
  - Recessed central entrances



*Example page of the Boulder Downtown Historic District Design Guidelines.*

**Redwood City (CA)** Redwood City is one of the oldest communities in its region – and the city has undertaken an extensive historic resources survey of the greater downtown area. The Downtown Precise Plan (2011) is notable for its (1) historic resource preservation provisions and (2) its prescriptive form-based regulations that aim to promote compatible development that retains its historic character and scale.

(1) The Downtown Precise Plan identifies critical historic resources to preserve, secondary resources with more flexible standards and guidelines, and six other zones in the downtown that each have their own unique historic preservation regulations. Included are standards and guidelines for any additions or modifications to any of the 48 identified historic buildings in the downtown area (examples below).

## 2.1. HISTORIC RESOURCE PRESERVATION REGULATIONS

As one of the oldest communities in the region, Downtown Redwood City is fortunate to be endowed with many historic resources. These resources make Downtown an attractive and unique place, and preserving them is an important goal of this document.

An extensive reconnaissance survey of all known and potential historic resources in the DTTP area and the immediately adjacent parcels (called the "Area of Influence") was conducted to ensure the growth of Downtown was done in a way that was compatible with the area's historic built environment. In addition to identification, the reconnaissance survey rates the significance and integrity of the resources, which is useful in determining appropriate preservation methods. The full results of the reconnaissance survey, as well as a detailed analysis how the reconnaissance survey findings shaped the regulation of the DTTP, can be found in Appendix 1: Historic Resources Preservation Strategy.

Many of the property development standards and design guidelines contained within the DTTP have been structured with the intention of mandating or incentivizing the preservation of historic resources and the compatibility of neighboring structures to the extent feasible, consistent with the purposes and intent of the Downtown Precise Plan. Some of the regulations aid in the adaptive reuse of historic resources, while others provide guidance as to what kinds of additions or modifications—if any—are acceptable on historic sites. In areas with strong clusters of historic resources (whether part of a formal historic district or not) non-historic sites are also regulated to minimize visual impacts on historic buildings as much as possible and to preserve the historic urban feel of the area within a framework of new development.

Most of the regulations for the preservation of historic resources exist in other sections of the plan and are summarized here for convenience, while two groups of regulations—the Additions and Modifications to Historic Resources Regulations and the Additional Impact Mitigation Measures for Historic Resources—are contained within this section.

### MAP LEGEND

	Historic Resources to be Preserved		Mitigation Group 4
	Historic Resources which may be Altered, Relocated, or Removed		Mitigation Group 5
	Mitigation Group 1		Mitigation Group 6
	Mitigation Group 2		Main Street Historic District
	Mitigation Group 3		



### HISTORIC RESOURCES PRESERVATION CHART

Historic Mitigation Groups (Sec. 2.1.1)	Historic Resources to be Preserved	Historic Resources which may be Altered, Relocated, or Removed	Non-Historic Mitigation Group 1 Graceful Neighborhood Transitions	Non-Historic Mitigation Group 2 Historic Storefront Increments, Height, and Character	Non-Historic Mitigation Group 3 Historic Height and Character	Non-Historic Mitigation Group 4 Historic Corridor and Transition Heights	Non-Historic Mitigation Group 5 Historic Character	Non-Historic Mitigation Group 6 Few Historic Mitigations Necessary
<b>Additions and Modifications to Historic Resources (AMHR) Regulations (Sec. 2.1.3)</b>								
Additions and Modifications to Historic Resources (AMHR) Regulations	Required	Required	---	---	---	---	---	---
<b>Additional Impact Mitigation Measures for Historic Resources (Sec. 2.1.4)</b>								
Mitigation of Impacts of Development on Properties that Contain Historic Resources to be Preserved	Required	---	---	---	---	---	---	---
Mitigation of Impacts of Development on Properties that Contain Historic Resources which may be Altered, Relocated, or Removed	---	Required	---	---	---	---	---	---
Mitigation of Impacts on Historic Districts	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	---
Mitigation of Impacts of Development on Properties Adjacent to Historic Resources	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4
<b>Summary of Historic Resource Preservation Regulations Located Elsewhere in the DTTP (Sec. 2.1.2)</b>								
<b>Use Concessions</b> - To encourage the preservation of historic resources by enhancing their economic viability for adaptive reuse, historic buildings are exempted from mandatory ground floor retail requirements. (For background information see Appendix 1, Section A1.2.1(A)).	Applicable See Section 2.2.2(1)(d)	Applicable See Section 2.2.2(1)(d)	---	---	---	---	---	---
<b>Parking Reductions</b> - To encourage the preservation of historic resources, this plan does not require them to fully comply with parking provision requirements. (For background information see Appendix 1, Section A1.2.1(B)).	Applicable See Section 2.6.2(A)(1)(b)	Applicable See Section 2.6.2(A)(1)(b)	---	---	---	---	---	---
<b>Mandatory Front Setbacks</b> - To achieve a smooth transition to historic single-family neighborhoods, new development along "Neighborhood Street" Corridor Types must have a minimum front setback of ten feet. (For background information see Appendix 1, Section A1.2.2(A)).	---	---	Applicable See Section 2.5.1(D)	---	---	---	---	---
<b>Height Reductions</b> - To preserve the character of historic streets and to promote appropriate height transitions to historic neighborhoods, some height limits have been reduced below the typical 8 story maximum of this plan. (For background information see Appendix 1, Section A1.2.2(B)).	---	May Apply See Section 2.7.1 (D), (E), or (F)	Applicable See Section 2.7.1 (D), (E), or (F)	Applicable See Section 2.7.1 (D), (E), or (F)	Applicable See Section 2.7.1 (D), (E), or (F)	Applicable See Section 2.7.1 (D), (E), or (F)	---	---
<b>Historic Parcelization</b> - To highlight Downtown's historic small-scale character, new buildings must be articulated based on the parcelization pattern of the early 20th Century with windows, pilasters, and other elements along a portion of Main Street and Broadway. (For background information see Appendix 1, Section A1.2.2(C)).	---	---	---	Applicable See Section 2.8.3[E]1(c)	---	---	---	---
<b>Historic Architectural Character</b> - To ensure architectural compatibility in areas with high concentrations of historic resources, new development must use architectural treatments that are complementary to the historic resources in the vicinity. (For background information see Appendix 1, Section A1.2.2(D)).	---	May Apply See Section 2.9.1 (A), (B), (C), (D), or (E)	Applicable See Section 2.9.1 (A), (B), (C), (D), or (E)	Applicable See Section 2.9.1 (A), (B), (C), (D), or (E)	Applicable See Section 2.9.1 (A), (B), (C), (D), or (E)	---	Applicable See Section 2.9.1 (A), (B), (C), (D), or (E)	---

**A) 201 Arch Street (Originally Safeway Market)**

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-321-260.

**1. Standards**

- a. The historic Arch Street and Brewster Street façades, with the exception of non-historic storefront elements, must be retained and shall not be modified in any significant way.
- b. No less than 75% of historic exterior walls shall be retained.
- c. Addition Setback: No addition to this property may encroach within 30' of the Arch Street façade, or within 10' of the Brewster Street façade.
- d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

**2. Guidelines**

- a. Surviving historic interior features should be preserved.
- b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.
- c. It is recommended that any addition to this structure conform to the "Art Deco" architectural character regulations found in Section 2.9.
- d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.
- e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

**E) 2200 Broadway (Historic San Mateo County Courthouse)**

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-367-010.

**1. Standards**

- a. The dome, rotunda, Courtroom A, and Broadway, Middlefield, and Hamilton Street façades must be retained and shall not be modified in any significant way.
- b. No less than 75% of historic exterior walls shall be retained.
- c. Any addition must be located completely behind the historic 1910 structure. More specifically, no addition to this property may be located south of the 1940 North Annex, east of the Middlefield façade, or west of the Hamilton façade.
- d. No addition may exceed the height of the Broadway façade's cornice.

**2. Guidelines**

- a. All surviving historic interior features should be preserved.
- b. The Hamilton Street and Middlefield Road facades of any attached addition should be visually subordinate to the Historic Courthouse. This should be accomplished by using a "hyphen" at the junction between the two buildings, or by setting back the Hamilton and Middlefield facades of the addition further than the Hamilton and Middlefield facades of the Historic Courthouse.
- c. It is recommended that any addition to this structure conform to the "Neoclassical" architectural character regulations found in Section 2.9.
- d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.
- e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

Examples of standards and guidelines in the Redwood City Downtown Precise Plan for additions or modifications to specific buildings.

(2) The standards and guidelines for new development in downtown place a strong emphasis on consistency with existing historic character through a combination of block frontage, height, building placement, façade composition, and architectural character provisions (the most notable element). The character provisions split downtown area into six districts and identifies what type of architectural character types are permitted in the various districts (see example below). Each architectural character type comes with one page of standards, guidelines, and photo examples.

ARCHITECTURAL CHARACTER REGULATIONS CHART						
Character Zones (Sec. 2.9.1)	Historic Downtown	Stambaugh-Heller Transition	Courthouse Square	El Camino Corridor	Mezesville Transition	North of Marshall District
<b>Permitted Architectural Character Types (Sec. 2.9.3)</b>						
Neoclassical	Permitted	---	Permitted	Permitted	---	Permitted
Victorian	Permitted	Permitted	---	---	Permitted	---
Craftsman	---	Permitted	---	Permitted	Permitted	Permitted
Mediterranean	Permitted	Permitted	---	Permitted	Permitted	Permitted
Art Deco	Permitted	---	Permitted	---	---	Permitted
Contemporary	---	---	---	---	---	Permitted

Legend:  
 Permitted : These elements are allowed, by right, as indicated.  
 --- : These elements are not permitted, as indicated.

Chart in Redwood City regulations identifying acceptable architectural character types.

### A) Neoclassical

The Neoclassical Character Type is monumental and civic. It is inspired by the late 19<sup>th</sup> and early 20<sup>th</sup> Century revivals of classical architecture, brought to prominence in Redwood City and the rest of the United States by influences such as the Chicago World's Fair of 1892. Styles which have inspired the Neoclassical Character type include Neoclassical, Beaux Arts, French Second Empire, Italianate, Richardsonian Romanesque, and certain English Colonial styles such as Georgian. This Character Type should be applied with the intent of conveying a sense of permanence, solidity, and civic importance.

#### 1. Standards

- a. The Neoclassical Character Type shall be permitted as shown on the Architectural Character Chart.

#### 2. Guidelines

- a. Roofs may be flat, or may be of a mansard type.
- b. Where roofs are visible, slate should be used.

- c. Wall cladding materials should be stone, ceramic tile, brick, or stucco. Only one primary material should be used within each Façade Height Articulation Element, but materials may vary from Element to Element.
- d. Trim materials should be stone, ceramic tile, wrought iron, or stucco. Multiple trim materials may be used.
- e. The forms, proportions, and ornamentation of window and door frames, columns, pilasters, capitals, and cornices should be taken from the Classical orders.
- f. Building Base and Building Middle Caps shall be simple horizontal belt courses, an ornamented frieze, or a classical cornice. Building Top Caps should be full entablatures (architrave, frieze, and cornice) properly detailed and proportioned according to the Classical orders.
- g. Bay windows should be polygonal in plan. The angles of the inside corners of the bay should be 135 degrees.
- h. Building Middle and Building Top window shapes should be simple and rectangular. Windows may have arched tops.

- i. Building Middle and Building Top windows should be clear and should not be tinted, should be inset a minimum of 6 inches from the adjacent wall plane, and should be of the double- or single-hung type.
- j. Building Middle windows should have a simple sill and lintel, although more ornate window trim will be allowed. Building Top windows should feature a prominent molded sill, lintel, and surround.
- k. When stucco wall cladding is used, colors should be white, gray, or light earth tones. Only one primary wall color material should be used within each Façade Height Articulation Element, but colors may vary from element to element.



Example page depicting example architectural character types.

## Emerging Best Practices

The trend in addressing new construction in historic districts is to document the key site and building design elements that provide character via photos and illustrations and allow new development some flexibility in interpreting a specific design response. The most important features are typically the articulation and massing pattern, detailed façade design elements, and building materials. Most new guidelines offer opportunities of contemporary interpretations of historic facades, provided they integrate compatible articulation, human-scaled design details, and utilize high quality durable materials.

## Summary of Recommendations

- Document the key design features of the historic buildings that help to define the character and identity of the area and then craft standards that allow some flexibility in interpreting a design response. Include good photos and/or other graphics to help illustrate these features and provide direction to document users. Some key elements that warrant attention and/or updated approach:
  - Block frontage standards (for each block, including transparency, entrance, and weather protection).

- The established/desired articulation pattern (including typical length and type of façade articulation features)
- Building details (show and describe desirable examples and perhaps offer a list and have applicants incorporate a minimum number of details into the façade).
- Window fenestration and design (evaluate current language and graphics)
- Roofline design (again, show and describe examples and offer options)
- Distinguish the design provisions for remodels to (1) existing historical buildings and (2) existing non-historic buildings and new construction to provide clarity. All of the design guideline examples cited above do this well.
- One idea that came up in the public workshop is to require buildings in the downtown to feature brick or stone facades in the first 1 to 2 stories. They noted that it would add some consistency (which they encouraged) but also allow greater flexibility on upper stories. Define the specific area within downtown where such a standard should be applied. (Note: Workshop participants wanted BOTH greater architectural consistency and variety or uniqueness, and thought that this might be one way to accomplish both objectives). It would also provide a uniquely Redmond design character. However, the team will need to think through the implications of this proposal (such as clarifying what types of brick and stone should be allowed). See also sections on building concept and materials.

# BLOCK FRONTS

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- Block frontage provisions are currently addressed on a district basis rather than by street (meaning that all streets are generally treated the same). One exception is the corner lot design provision, where select corners warranting special treatments are mapped within the Downtown Urban Center Standards.
- RZC 21.62.020 in the Downtown Standards includes special block frontage provisions for lots fronting the BNSF ROW, along shorelines and parks, and at special street corners. These provisions include intent statements and address orientation and access, site and building design. Only one graphic is included (example of corner building treatment).
- RZC 21.62.020 in the Downtown Standards includes detailed frontage standards for ground floor residential uses on Type II Pedestrian Streets (note that there's no direct link to find out what a Type II Pedestrian Street is, nor could I find a map in the section), including an intent statement, setbacks (6-8') and elevation (at least 2' above sidewalk). Photo examples (good and bad) are included.

### Interview results:

- *Allowed building projections of 5 feet may be too much, especially overhanging the Type I and Type II public sidewalk walkways. See RZC 21.10.130.D.2, and RZC 21.10.150, Map 10.3. The bulk and mass of a 5 foot projection is too much, in comparison to smaller projections (2 to 3 feet) that take place in other communities. (Staff)*
- *RZC 21.62.020 D, Corner Lots (in Downtown) is not strong enough to require building entries at the building street corners. It only says "should". (Staff)*
- *Developers complained about the corner lot entry provision noting that it creates for challenges to ground floor uses – due to pedestrian circulation and design of internal space.*
- *Some of the buildings – notably Vision 5, have too many visible blank walls.*
- *Ground level floor to ceiling heights are critical to the success of retail space. 13 feet is bare minimum. 15 feet is better. One suggestion to allow up to 20' for ground level. However, another noted that creating a tall first floor is very challenging in wood-framed construction due to building code.(Staff and Developers)*
- *The existing provisions don't promote true "activation"*
- *Developer interest in allowing second floor to cantilever over sidewalk more.*
- *Not all streets are meant for retail. Focus requirement only on most critical streets. (One Redmond meeting)*

### Evaluation Summary:

- Current provisions lack the ability to effectively treat streets differently in terms of shaping block frontages to fit the context and community vision.
- There's a general lack of graphics to help illustrate the provisions.

- Better cross-referencing would be helpful.
- Public workshop attendees identified that attention should be paid to ground-level treatments, utilizing features such as high quality materials, weather protection, and well-detailed window/material elements. Comments from multiple exercises also addressed the importance of maintaining a strong connection from block fronts to surrounding open spaces and pedestrian/bike pathways. Additionally, participants voiced expanded guidance on finding design interventions into incorporating more daylighting at the ground level.

## Notable Examples from Other Cities

Most of the documents from our similar cities research do not provide a breakdown of specific block frontage standards for particular streets, let alone different standards for their hierarchy of blocks and streets. Most design guideline documents talk in generalities about transparency and weather protection, perhaps making a conscious decision to avoid specific dimensional standards or guidelines. But the drawback of this approach is a lack of guidance to users, particularly where a design document covers a range of contexts over a large area. Perhaps this is why the form-based approach is becoming more popular, as they place a greater importance on identifying and illustrating clear minimum standards.

The chart below examines the different regulatory strategies for block frontages for several different cities/districts. The chart examines provisions for a communities most and least pedestrian-oriented frontages and what's in between. It examines building placement, parking location, façade transparency, weather protection, entry location, and an overall evaluation of each of the document's provisions.

**Table 1. Examining different approaches to block frontage standards.**

<b>REGULATORY STRATEGY – COMMERCIAL/MIXED-USE AREAS</b>			
<b>City/Guidelines/ Frontage Element</b>	<b>Most Pedestrian Oriented Frontages</b>	<b>In Between</b>	<b>Least Pedestrian Oriented Frontages</b>
<b>BOISE DOWNTOWN DESIGN STANDARDS &amp; GUIDELINES</b> (➡ indicates departure opportunity)			
<b>Overview</b>	<i>Boise Downtown streets are all designated with one of four block frontage types, each with their own unique set of standards.</i>		
<b>Building placement/ setback</b>	PL/back of sidewalk <i>(extra setback OK with wider SW or ped space)</i>	0-20' <i>(storefronts OK if meet façade standards)</i>	No min or max <i>(storefronts OK if meet façade standards)</i>
<b>Parking location</b>	Prohibited along frontage	Up to 50% frontage ➡	Up to 50% frontage ➡
<b>Façade transparency</b>	Min 60% ➡ <i>(between 30"-12')</i>	15- 60% ➡ <i>(closer to the street, higher transparency % required)</i>	15- 60% ➡ <i>(closer to the street, higher transparency % required)</i>
<b>Weather protection</b>	5' deep along 50% of facade	5' deep along 50% of façade for storefronts; 5' deep over building entries for other buildings	5' deep over building entries
<b>Entry location</b>	Must face street; Max 100' building entry separation	Must face street; <i>(Courtyard entrance also possible)</i>	Must face street <i>(if use only faces subject street)</i>

**REGULATORY STRATEGY – COMMERCIAL/MIXED-USE AREAS**

<b>City/Guidelines/ Frontage Element</b>	<b>Most Pedestrian Oriented Frontages</b>	<b>In Between</b>	<b>Least Pedestrian Oriented Frontages</b>
<b>Evaluation</b>	<i>Block frontage standards are clear and the document is easy to follow. Departure provisions provide flexibility to strategic provisions.</i>		
<b>KIRKLAND DESIGN STANDARDS &amp; GUIDELINES</b>			
<b>Overview</b>	<i>Kirkland's block frontage standards &amp; guidelines (these are in separate documents) vary by district/neighborhood. Some areas have defined pedestrian-oriented streets or unique frontage standards for specific streets. Otherwise, frontage standards are the same throughout the district/neighborhood.</i>		
<b>Building placement/ setback</b>	Property line <i>(Juanita BD)</i>	NA	No min or max <i>(storefronts OK if meet façade standards)</i>
<b>Parking location</b>	Unclear in code Guidelines: Parking in front of buildings discouraged	NA	Unclear in code Guidelines: Parking in front of buildings discouraged
<b>Façade transparency</b>	Min 75% <i>(between 2-7' in the zoning code, but the design guidelines reference 2-6' in one spot and 2-10' in another area)</i>	NA	Min 75% for storefronts, otherwise no min.
<b>Weather protection</b>	5' deep along 75% of façade (code) Issue not addressed in the design guidelines	NA	5' deep along 75% of façade for storefronts otherwise no min. req.
<b>Entry location</b>	Must face street	NA	Must face street for storefronts;
<b>Evaluation</b>	<i>Standards (zoning code Chapter 92): The block frontage provisions are scattered around the document – Applicants need to examine both the standards and guidelines, which is more challenging.</i> <i>Guidelines (Design Guidelines for Pedestrian-Oriented Business Districts): Doesn't differentiate streets, but includes useful discussion text. It's noteworthy that weather protection isn't directly addressed in the guidelines.</i>		
<b>REDWOOD CITY (CA) DOWNTOWN PRECISE PLAN</b>			
<b>Overview</b>	<i>This is a very detailed plan integrated with a form-based code for their historic district plus other commercial/mixed-use areas that have evolved over time.</i>		
<b>Building placement/ setback</b>	0-10'	0-10'	0-10'
<b>Parking location</b>	Prohibited along frontage <i>(they include a useful description of various permitted parking configuration types)</i>	Prohibited along frontage	Discretionary
<b>Façade transparency</b>	50-80% <i>(no specific floor to ceiling heights referenced)</i>		30-60% glazing <i>(some exceptions for "inactive frontages, which can occupy</i>

REGULATORY STRATEGY – COMMERCIAL/MIXED-USE AREAS			
City/Guidelines/ Frontage Element	Most Pedestrian Oriented Frontages	In Between	Least Pedestrian Oriented Frontages
			<i>up to 25% of a given façade</i>
<b>Weather protection</b>	Not required		
<b>Entry location</b>	Required on façade or entry portico	Required on façade or entry portico	Required on façade or entry portico
<b>Evaluation</b>	<i>An example of a very detailed form-based code that's clearly applied to its specific place. Focused on retaining/emphasizing historic character without much room for out of the box designs. Their use of charts is useful though their graphics are cut-and-dried. Overall very text heavy.</i>		

**New Westminster's (BC)** Columbia Street East Design Guidelines. Single use block frontages are limited to 50' wide (p.5).

**Redwood City (CA).** The block frontage provisions are addressed in two chapters of the Downtown Precise Plan, including the Building Placement and Landscape Regulations and Facade Composition Regulations. The building placement provisions include a chart which prescribes minimum and maximum setbacks and the types of edge treatments allowed (for frontages with landscaped setbacks). This section also includes Frontage Coverage standards, which is the percentage of lot frontage that must consist of building frontage (which ranges from 75-100% depending on the type of street a property fronts onto).

The Facade Composition Regulations section includes a chart that identifies the type of private frontage type (from storefront to stoop) are permitted along a particular type of street or other block frontage. For each private frontage type, there's a list of standards, guidelines and supporting illustrations. The guidelines include detailed architectural provisions (including base plinth, pilaster, window, and door provisions).

One distinct element of the regulations are the "maximum establishment length" provisions. This intent is to ensure that large stretches of sidewalk are not dominated by one ground floor use. A chart dictates the guideline for maximum established length by district and whether or not the particular street is identified as an active use frontage. The guidelines range from 25' (most establishment types) to 100' (for entertainment use or anchor retail type in the Entertainment District. Some uses are exempt from the guidelines in some districts.



## Emerging Best Practices

**Block by Block Approach.** The trend in addressing block frontages is to take a form-based block by block approach where communities recognize that each street and individual block are different. While this approach requires an in-depth analysis of each block in the applicable area, it also allows for a great opportunity for the community to examine and implement their vision on a block by block basis. The best examples keep their provisions as clear and simple as possible – for example, limiting the types of block frontage standards for four or five different types. This approach also lends itself to adaptability – as both the context and vision for each block can change over time. When it changes, the community can switch the type of block frontage designation for the particular block or blocks.

**Recognizing the Sequential Pedestrian Experience – Keeping it Interesting.** Anyone travelling along a street or pathway experiences the context around him or her as a sequence of sensations, views, points of interest, and spaces. Therefore, one of the keys to designing pedestrian oriented block fronts (or street fronts) is providing a pleasant and interesting **sequential** experience. That is, to make sure that pedestrians walking down a street experience enough visual interest and spatial change to ensure that the experience is not monotonous. There are some recent research findings that correlate attention span to pedestrian movement and recommend the spacing of small, human scaled points of interest, more significant changes in architectural character and spatial character, and major entries, landmarks, or destination points.

Recent research by Jan Gehl and others suggests that an engaging pedestrian experience provides a person with a minor point of interest or variation about every 4 seconds. (For comparison, contemporary movie cuts vary roughly from 2 to 3 seconds per shot for an action movie sequence to 5 to 8 seconds per shot for a slow paced movie.) Given the basic parameters of human sight and movement (approximately 3 miles per hour or 260 feet per minute), these points of interest should be placed every 15 to 20 feet to create regular sensory stimulation (Gehl). These features may include building entrances, window displays, seats, landscaping, change of architectural character, alcoves, and artwork. Traditional main streets and shopping malls demonstrate this principle by limiting storefront bays or window displays to 15 to 30 feet to maintain a varied and interesting walking experience.

In addition to the point of interest per every four seconds discussed above, another longer attention span relates to 30 second intervals, or every 130 feet at a pedestrian travel speed. This suggests that a focal feature—an open space, pedestrian connection, activity center, or significant variation in spatial enclosure or architecture character—should be placed every 130 feet or so. While spacing of such focal points is not a hard and fast rule, it is useful to consider the variation in experience or special attractions along the corridor. (For years advertisers and television producers have used a 30 second time frame as the optimal length to hold a viewers interest. While indications are that this has been reduced to about 15 to 20 seconds in the past decade or so, it still suggests that in order to encourage a pedestrian to move along a corridor, providing some visual event or focal point every 130 feet or so.)

Linear sequences should also feature substantial focal points or landmarks that give the corridor its identity, denote a larger corridor segment, and serve to unify the corridor or define its limits. For example, a strong element at one end of a corridor can act as a “terminus” by providing a

destination or a view point that can be seen from the corridor. Similarly, a central plaza or landmark can attract pedestrians from throughout the corridor, thereby unifying the corridor's activity.

Thus, the sequence of a corridor can be viewed at three scales: the experiential details that ideally occur every 4-6 seconds (15 to 20 feet), changes in character or spatial configuration that add variety every 20-40 seconds (100 to 200 feet), and more prominent focal points or landmarks that help define the corridor or accentuate key segments.

Because Redmond is experiencing rapid mixed-use development, the opportunity and need for a high performance pedestrian network is especially important. Therefore, the considerations listed above are also important and the design of new buildings should consider these relationships when addressing issues such as ground floor building facades, entries, open space configuration, etc.

## Summary of Recommendations

- Consider expanding the (quasi-) form-based approach of applying a hierarchy of block frontage types and mapping the commercial and mixed-use zones to achieve block frontage patterns that meet goals and appropriate for the specific context of the site. (Boise Example) The current Downtown Standards incorporate this approach, identifying street types and special corner lots, but they could be much more clearly defined using maps and tables for the different conditions to identify specific areas and the range of transparency and other block front provisions for each block front type.
- Employ both good and bad photo examples to illustrate block frontage standards.
- In establishing guidelines or standards for block fronts, street fronts, or frontages along pathways or any circulation system, consider how people moving along that corridor experience it as a sequence. If the primary transportation mode is vehicular, then consider the timing and visual sequence of vehicle passengers. If the development is in a pedestrian oriented area, then consider the speed and spatial perceptions of the pedestrian. See Emerging Best Practices, above.

# PEDESTRIAN CIRCULATION, PATHWAYS & TRAILS

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- Citywide pedestrian and bicycle circulation provisions are covered in RCZ 21.60.020(H). Criteria address:
  - Where pathways are required
  - Pathway width
  - Easements for future pathways
  - ADA standards
  - Lighting
  - Pavement surfaces
  - Bike access
  - Safety and security
- RZC 21.10.150 (Pedestrian System) designates nine different types of streets and pathways, each with different streetscape and pathway standards. This includes several mid-block connections on private property where the language states:
  - The mid-block segments shown on the map represent desired connections between blocks
  - In order provide flexibility, the actual alignment shall be determined through the site plan land use permit process.

### Interview results:

- *Public workshop attendees voiced interest in creating a strong link between pedestrian and bike activity and the regional pedestrian/bike trails. A comment from the workshop addressed the need to consider how growth within the downtown core should take into consideration for the future expansion of the regional light rail network.*

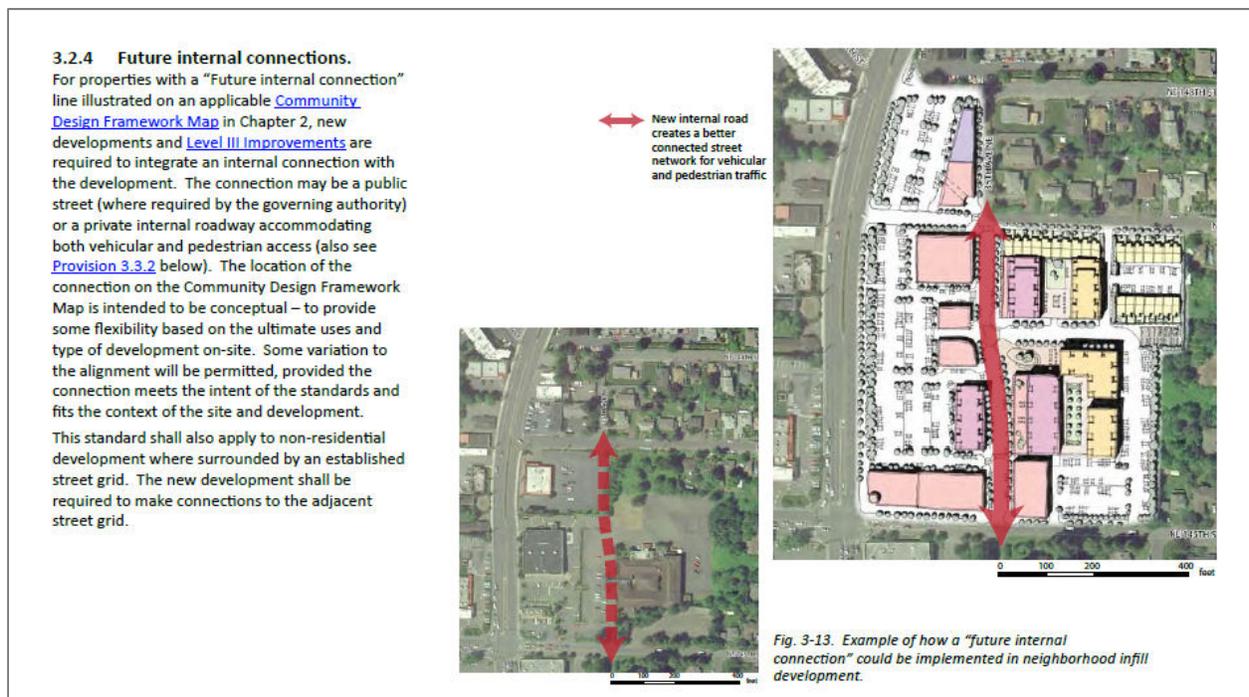
### Evaluation Summary:

- The current Citywide guidelines provide an adequate starting point but could be stronger in terms of design and connections to regional system.
- It is sometimes difficult to work between RZC sections 21.10.150, 21.60.020, and Article 21.62 or RZC Appendix 7. Better referencing and graphic communication would be very helpful.
- The Downtown Pedestrian Systems Map in RZC 21.10.150 is useful identifying desirable mid-block connections. However, more guidance in the design and implementation of these connections would be useful.
- Overlake Village – while the Street Requirements set forth in RZC Appendix 7 are well organized and user-friendly, the area could use some mid-block pedestrian system guidance similar to the Downtown Pedestrian Systems Plan and Map noted above, given the size of the lots in the district.

## Notable Examples from Other Cities

**Boise (ID)** Citywide Design Standards and Guidelines provide a distinct section on non-motorized circulation and connections. Notable features include:

- Standards requiring applicants to demonstrate how the proposal includes an integrated non-motorized circulation system that connects buildings, open spaces, and parking areas with the adjacent sidewalk system and adjacent properties.
- For large properties, the standard for non-motorized connections is every 200 feet.
- Similar to Redmond's Downtown Pedestrian Systems Map, Boise identifies several large parcels where future internal pedestrian connections are required (conceptual locations).
- Provisions for connections to adjacent properties/uses (including stub-out pathways to adjacent lots where connections are anticipated with future redevelopment on applicable sites).
- Parking lot pathway requirements.
- Guidelines for internal pathway width and design (including a 5' minimum width, though departure opportunities are available).
- Landscaping and façade standards along internal walkways.



*Example page from Boise's Citywide Design Standards and Guidelines for future internal pedestrian connections.*

**Kirkland's** design guidelines for pedestrian-oriented districts include standards for pathway width and other design considerations. (p. 14)

**Walnut Creek (CA)** Design Review Guidelines encourage the use of exterior lighting features that are integrated into the overall design style of the development through the use of concept,

materiality, and color. In addition, developments that include trailheads are asked to design a comfortable transition between the trail entrance and the street.

**Livermore (CA)** Citywide Design Standards & Guidelines provides the following guidance for trail access:

- *Trails should be sited in a manner that allows visibility and open access from surrounding land uses.*
- *Trails should be sited and designed to preserve public views of scenic vistas.*
- *Where trails run through or alongside residential, commercial, industrial and other land uses, these uses should provide landscaped buffers, fences, and sufficient setbacks along the trail.*
- *Sufficient setbacks and landscape buffers should be provided between trails and roadways.*
- *Open visual access should be provided at all trailheads and at as many points as possible along the trail for surveillance purposes.*
- *Where new development adjoins a trail, pedestrian connections should be made from the new development to the trail system.*
- *Community resources, such as schools, shopping areas, transit stops, employment centers, residential communities, parks and open space areas should connect to the City's trail system or other multi-use pathways wherever possible.*
- *Connections to trails should separate bicycle and equestrian access where feasible.*

## Emerging Best Practices

The form-based approach of identifying specific internal connections and associated design standards is becoming increasingly common. The approach is used in downtown Redmond, but could be further expanded and illustrated.

Consider how identifying street-specific and/or district-specific guidance can provide a focused effort on appropriate treatments for pedestrian pathways.

CPTED systems covered in Safety and Security section are important.

Visibility and ease-of-access to trailheads are important to respecting existing and future adjacent sites.

## Summary of Recommendations

- Consider a hierarchy of pathways ranging from low volume and residential to more public.
- Include, or at least reference, the Downtown Pedestrian System map from 21.10.150.
- Consider a public realm map such the Redwood City example in the street design section. The map 10.3 in 21.10.150 is OK but impossible to read off the web and there should be some background and clearer link to public realm standards.

- It may make sense to re-examine the total public realm as a unit or system. The map in 21.10.150 identifies the system but more explicit guidance for key areas is warranted.
- Better integration between RZC sections 221.10.150, 21.60.020, and Article 21.62 is warranted.
- Incorporate or reference RZC Appendix 7 Overlake Village Street Requirements into the standards or 21.10.150.
- While intuitively, it seems like a typology to public realm elements such as streets and paths can be easily applied, in practice conditions, especially varying ROW dimensions and unusual corners make strict dimensional standards hard to apply in all cases. Some specific flexibility, based on clear criteria, should be incorporated into the standards.

# VEHICLE CIRCULATION AND PARKING AREAS

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- RZC Sections 21.60.020.I and J address vehicle circulation and parking respectively. Criteria call for:
  - Minimizing the number and width of drives and allow the City to direct where they are located,
  - Joint driveways under specific conditions
  - Locating parking behind buildings where possible
  - Pedestrian access through lots
  - Reduced pavements
  - Architectural or landscape treatment of structured parking facades
  - Wrapping ground floors of parking structures with retail where possible.

### Interview results:

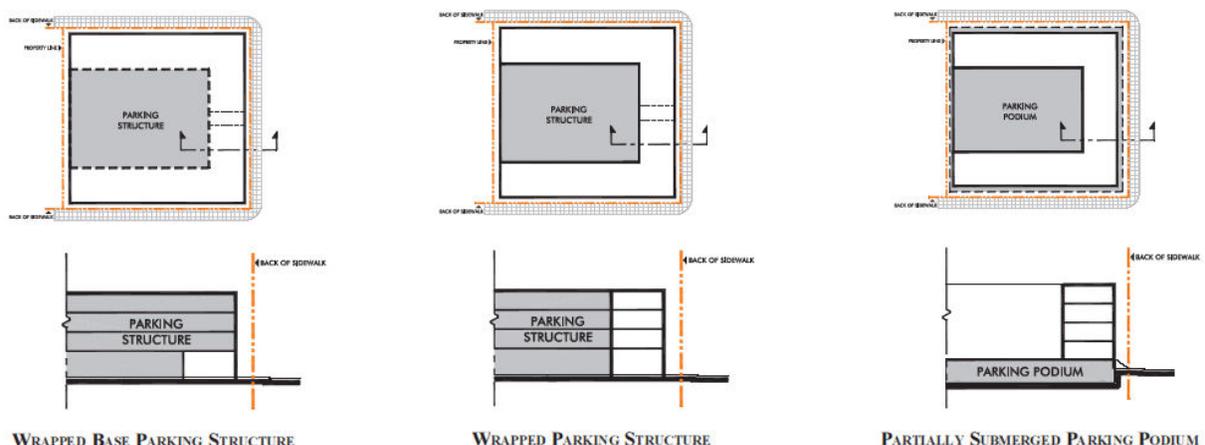
- *Public workshop participants voiced concern with parking entrances that were either difficult to enter, or were not tucked away to the back of the development away from the street view.*

### Evaluation Summary:

- The guidelines address most of the important aspects of circulation but the language could be strengthened.

## Notable Examples from Other Cities

**Redwood City (CA)** Downtown Precise Plan includes a separate section on parking provisions. This section includes parking requirements for two mapped sub-districts and for key active block frontages. Also included are provisions on the types of parking allowed on particular block frontages (including exposed or wrapped surface or structured parking).



**Waterloo (Ontario, CA)** Design Manual includes a multi-page section on the design of parking garages, with numerous photo examples. The guidelines are relatively general, but thoughtful.

**Walnut Creek (CA)** suggests minimizing the width of curb cuts, but to always meet the requirements for emergency vehicles to access a site. The minimization of multiple vehicle entrances are also encouraged, as are the location of entrances "away from or immediately opposite street intersections". Additionally, the Guidelines note that "Where pedestrian circulation crosses vehicular routes, a change in grade, materials, textures or colors shall be provided to emphasize the conflict point and improve its visibility and safety."

**Boise (ID)** Citywide Design Standards and Guidelines include special sections on vehicular circulation and connections and parking structures and drive through lanes. The most notable elements include:

- Future internal connections. The standards feature several mapped areas where such connections are identified and describes instances where they must be designed as public streets (when along property boundaries) and when they are designed as private internal roadways (mostly when internal to properties).
- Internal access roads. Such roads shall be designed to look and function more like public streets, including planting strips with street trees and sidewalks on one or both sides depending on the context.
- Parking structure design. Provision provides general guidance plus cross-references to specific applicable building design standards.
- Drive through uses/lanes. Provisions address the location of drive through lanes, adjacent landscaping, pedestrian access, and the design of applicable building facades.

**Walnut Creek (CA)** Design Review Guidelines specify special guidance for off-street parking design, including:

*A.1. The visual impact and presence of vehicles shall be minimized by generally siting parking areas to the rear or side of the property rather than along street frontages, providing underground parking, and screening parking areas from views both interior and exterior to the site. Parking areas may be considered in the front of the site in certain retail areas, such as neighborhood shopping centers, provided appropriate landscaping and setbacks are incorporated into the parking design.*

*A.4. Bicycle parking spaces shall be provided within commercial development (with certain exemptions) in convenient and secure locations. The ratio of bicycle parking spaces to auto parking spaces shall be 2 percent. In public and semi-public projects, the number of bicycle parking spaces shall be specified in the use permit.*

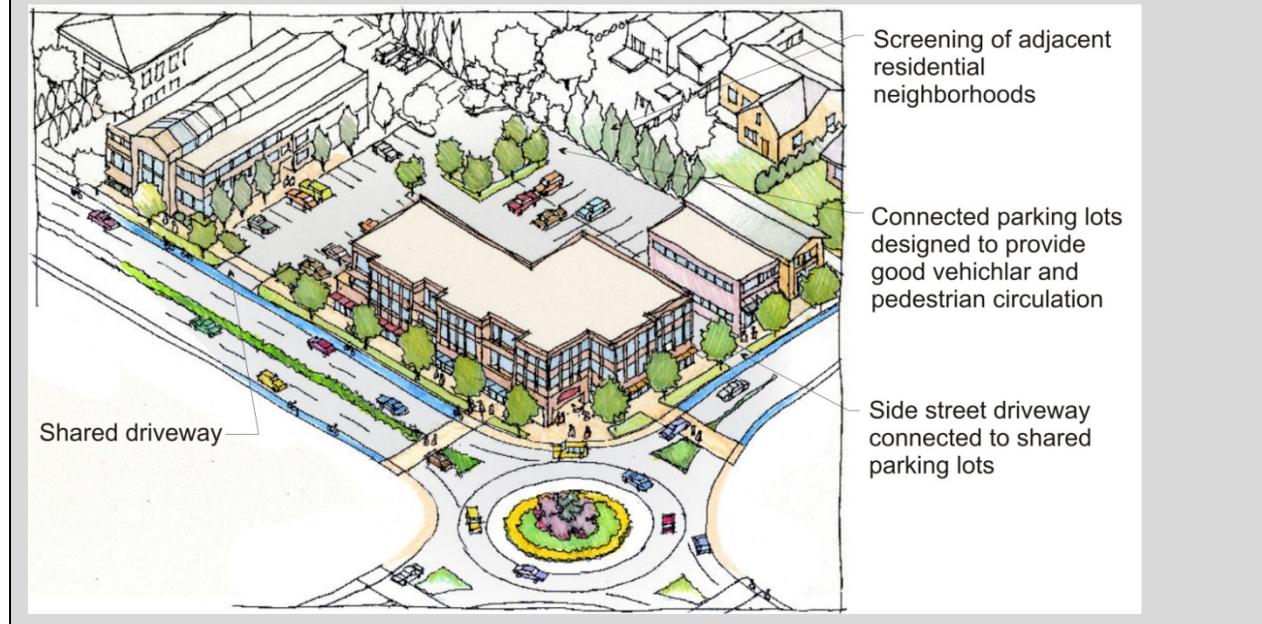
## Emerging Best Practices

Recent Guidelines for Downtown Everett and Evergreen Way include some more quantitative limitations on parking areas adjacent to streets, depending on the type of street and the availability of other locations. These may be useful in places where there still may be auto oriented uses.

Tumwater's design guidelines require vehicle circulation between sites, especially where there are no alleys. This makes it much easier to provide convenient parking at the side or rear of the lot and reduces turning movements off the arterial.

### ***Tumwater Capitol Boulevard Design Guidelines***

***Inter-site Connectivity.*** Better vehicle and pedestrian circulation is a high priority in this area, so connecting parking lots, drives, walkways, and access-ways within and between properties is required. Such access may be in the form of a dedicated or private alley, connected or shared parking lots, shared driveways, or similar features. The intent of this requirement is to provide greater connectivity to facilitate future access to all properties and relieve congestion caused by multiple driveways on Capitol Boulevard. The Director may require that such through access be provided by rearranging site features.



## Summary of Recommendations

- Consider requiring vehicle circulation between sites where it is appropriate (see Boise and Tumwater examples). Perhaps map the sites/areas where internal vehicular circulation is critical with new or redevelopment.
- Provide greater guidance on the design of internal vehicular connections (see Boise example).
- Clarify where and how parking structures can be integrated into site development. Consider example treatments from Redwood City (wrapped parking structures) and Boise (overall design guidance).

# COMMUNITY (PUBLIC) OPEN SPACE

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- Section 21.60.030 addresses this through B. Pedestrian Plazas. The intent statement requires public open space be provided as part of developments in Neighborhood Commercial Zones. Criteria call for:
  - Providing pedestrian oriented amenities
  - Encouraging site furniture, artwork, etc.
  - Restricting unscreened adjacent public parking lots, blank walls, etc.

### Interview results:

- *How do we get more plaza space at street intersections? See RZC 21.62.020 D, Corner Lots (in Downtown). Should we require greater setbacks at the intersections? What can we give as an incentive that we haven't already given away in terms of density and allowed massing?*
- *Interest in creating more outdoor eating spaces – for street activation (One Redmond meeting).*
- *Public workshop participants strongly felt that projects could do more to integrate ground-level activity with surrounding open spaces and other recreational amenities*
- *Can we do better integration with the Central Connection? (City Council)*
- *It is easier now since the connector is built? (City Council)*
- *Can we trade Juliet balconies for a public open space? (City Council)*
- *Can we allow people to build on-site covered colonnades? (City Council) We can require it. (MAKERS)*
- *We can create incentives to make the building more narrow at bottom for public open space under covered areas? (City Council)*

### Evaluation Summary:

- This section could use a bit more guidance on the amount, location and configuration of open space and tighter language about the expected amenities and adjacent conditions.

## Notable Examples from Other Cities

**Redwood City (CA)** includes shadow impact mitigation provisions that impact the permitted heights of buildings adjacent to public parks (as well as historic resources). The provisions place an emphasis on guidelines over rigid standards. The guideline notes (paraphrased):

*No new structures should cause any of the applicable public spaces (and historic building elements) to be more than 50% in shadow as of 12-noon on the Spring Equinox. Maximum permitted heights have been calibrated to help meet this goal (studied in detail in an environmental impact report).*

# Emerging Best Practices

Proposed design guidelines for South Lake Union include some detailed provisions for small public and semi-public open spaces which are excerpted on the following pages:

*South Lake Union Design Guidelines (proposed)*

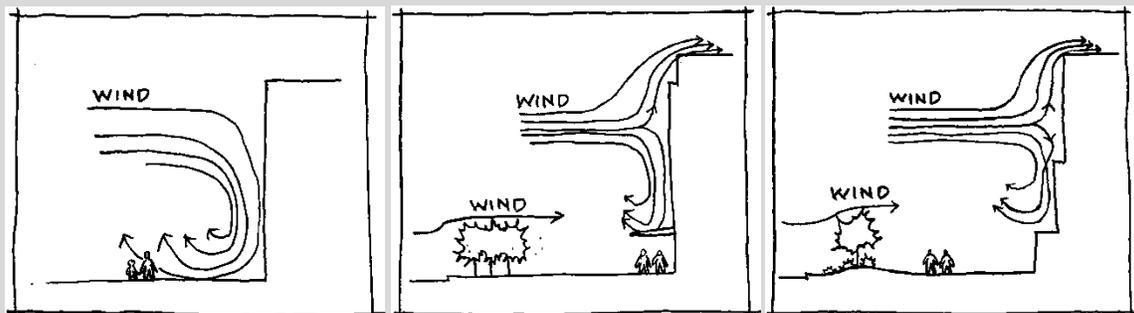
## Open Space Design

### Usability and safety

The provisions in this section are general considerations to be applied where appropriate. The guidelines focus on plazas, courtyards and multi-purpose open spaces but may be applicable to pedestrian connectors as well.

#### a. General

- **Sunlight:** All applicable open spaces should be sited to receive direct, year-round sunlight at noon, if possible. This is especially true of areas with predominantly passive activities, such as seating and picnicking. Direct sunlight is less important, although desirable, in active areas, such as sports courts and off-leash areas. Locate seating for good sun exposure. Consider “heat traps”—south-facing areas with walls reflecting sunlight.
- **Incentives:** When administering departures and incentive programs, engage developers to meet both public and private open space objectives by encouraging coordinated open space development and coordinated public/private improvements.
- **Grade:** Unless there is a compelling reason to the contrary, locate plazas and small open spaces no more than 3 feet above or below street level.
- **Views:** Take advantage of views and other amenities when possible.
- **Wind and Weather:** Avoid seating in the center of larger, unprotected areas. Avoid wind funnels (narrow openings between buildings). Provide weather protection where appropriate, especially where it can extend the hours of use.



Wind impacts

Wind protection

Another means of wind protection

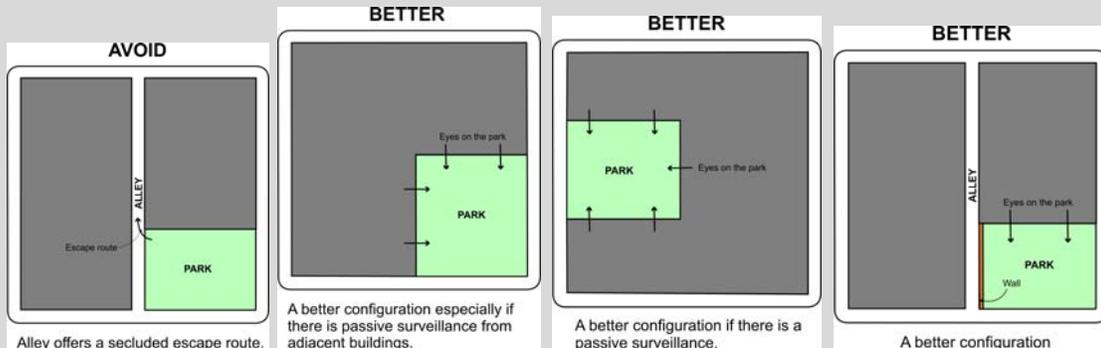
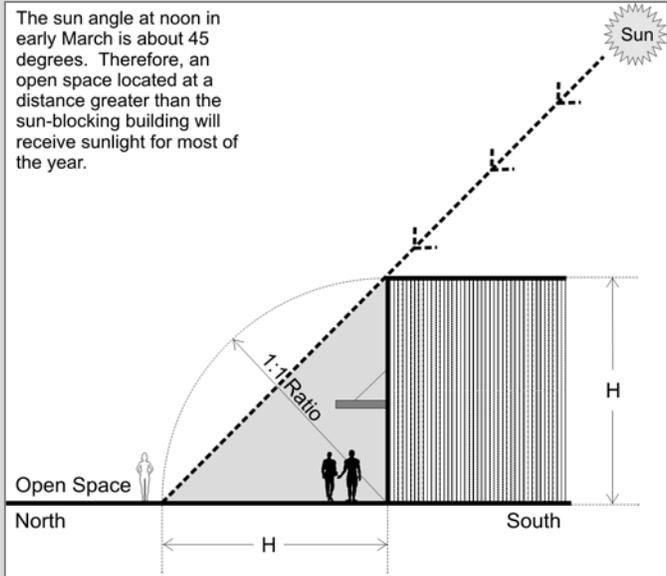
- **Size:** Urban plazas will generally have a “human scale” if they are less than 60-80 feet across. Open spaces less than 40’ in either dimension will feel intimate or “room-like”.
- **Noise:** High levels of traffic, industrial, and other ambient noises detract from the enjoyment of a plaza. Noise can be partially mitigated by detracting attention from the noise source through the introduction of such elements as fountains or waterfalls.
- **Seating:** Provide adequate seating in protected areas. Generally, for urban plazas, provide one linear foot of seating per 30 square feet of plaza. Movable seating and tables are encouraged. Ledges and steps can also serve as seating, provided they are at least 16 inches in depth.
- **Amenities:** Provide necessary site furniture and amenities, such as waste receptacles, bicycle racks, fountains, game tables, kiosks, children’s play equipment, and artwork.
- **Spatial Variety and Articulated Edges:** Unless there is a specific symbolic or functional desire

to accommodate large-scale activities, large open spaces should be spatially defined into smaller, more easily identifiable and relatable areas that facilitate orientation and territory definition. People commonly gather at articulated edges in or around a plaza. A distinct sense of place can be achieved, in part, by defining edges and establishing a sense of enclosure through the use of canopies, trees, arcades, and trellises, which must be balanced with issues of visibility and defensibility.

South Lake Union Design Guidelines (proposed)

**Open Space Design, cont.**

- **Good Management:** During planning and design, consider how the open space will be managed and maintained. Consider programmed events, regular or seasonal activities, and opportunities for Adopt-A-Park activities.
- **Adjacent Open Spaces:** Where possible, open space adjacent to or near other open spaces should feature complementary uses and appropriate circulation. Combining open space on adjacent parcels is generally desirable. Safe, well-lit pedestrian connections, especially through-block connections, are encouraged and should be a feature of open space planning on full-block developments.
- **Adjacent Uses:** Consider adjacent land uses in plaza/open space location and design. Ensure that open space design and activities are compatible as much as possible with adjacent uses. Where possible, integrate open spaces with adjacent properties in terms of circulation patterns, spatial layout, and design character.
- **Peripheral Uses:** For plazas, pedestrian connectors, and most open spaces, peripheral uses that generate activity—such as eating and drinking outlets, small retail, and music performances—are particularly important to the space’s attractiveness and liveliness.
- **Services Extending the Range of Uses:** Provide secure electrical outlets, water spigots, and other services that will encourage a greater range of uses, such as concerts, multimedia art, and special activities.

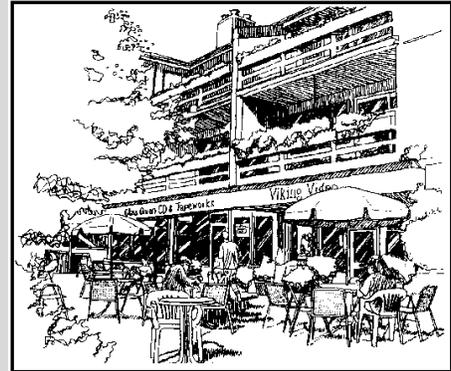


## Open Space Design, cont.

### b. Relationship to Street

A plaza's orientation to the street is an important factor for a number of reasons, including access, security, and attractiveness. The nature of the street/plaza relationship depends on both the character of the open space and that of the street. Therefore, the following guidelines should be conditioned by the nature of the adjacent street.

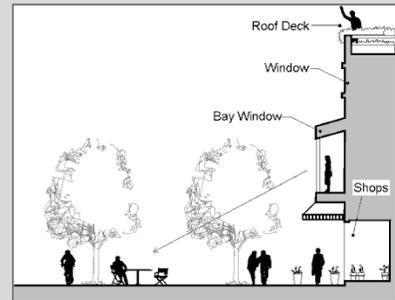
- **Orientation:** If the site fronts on a designated Green Street or street with high pedestrian activity and the open space is desirable on such a street, then the open space should be oriented to that street unless there is a compelling reason to the contrary.
- **Accessibility:** All applicable open spaces should be directly—physically and visually—accessible from the adjacent street. Depending on the type of uses and design character, the open space may either be directly integrated with the sidewalk or separated by an appropriate enclosure with one or more prominent entries.



### c. Safety and Security

Crime Prevention through Environmental Design (CPTED) refers to a group of strategies intended to reduce the fear of crime and the opportunities to commit crime. It acknowledges that the existing environment can influence criminal behavior. The application of CPTED guidelines is critical to the safety and success of new open spaces. The guidelines below are based on the City of Seattle's Facility Standards and the Seattle Police Department's Crime Prevention Program.

- **Natural Surveillance:** Natural surveillance, or "passive surveillance," occurs when areas of the open space are open to view by the public and neighbors. For example, the ability of neighboring residents or workers to look down on the open space is a major crime deterrent. Where possible, plaza and open space design should maximize the number of "eyes on the park." Another aspect of natural surveillance is the ability of an officer driving by or through the open space to see the facilities that might be targeted by offenders. The screening and vegetation around the parking lots should be trimmed to allow visibility of the ground plane. Orient restrooms, shelters, and other structures so that they are easily visible from the roadways and parking areas.
- **Lighting:** Lighting should reflect the intended hours of operation; i.e., lighting of open spaces may actually encourage after-hour criminal activities. Motion-sensing lights perform the double duty of providing light when needed and letting trespassers know that "they have been seen." Unless there is a compelling reason to the contrary, provide at least the following minimum light levels:
  - Areas of high activity, attractions (such as fountains), or special services (such as phone booths): 4 foot-candles.
  - Pedestrian paths: 2 foot-candles.
  - General areas of low activity where security is a concern and parking: 1 foot-candle.

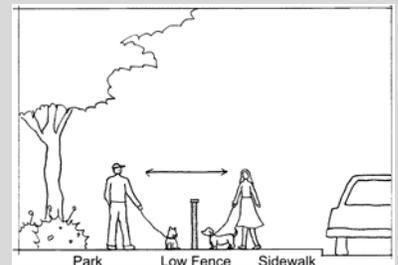
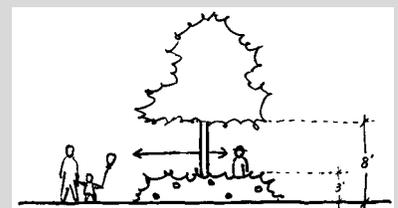


Location and configuration can affect open space safety significantly.

Use cut-off fixtures to avoid light spill to adjacent properties.

## Open Space Design, cont.

- **Landscaping:** Avoid irregularly shaped sites that offer hiding places. Plants should follow the 3-to-8 rule of thumb: hedges no higher than 3 feet and tree canopies starting no lower than 8 feet. This is especially important around entryways and windows. Landscaping should also be designed so that it does not interfere with lighting design.
- **Fencing:** Fences should allow people to see into the open space. Avoid fences that create entrapment areas.
- **Entrances:** Entrances to open spaces, including plazas, pedestrian connections and mid-block connectors should be prominent, well-lit, and highly visible from inside and outside of the space.
- **Windows:** Encourage windows that look out onto open spaces and provide good natural surveillance. Open spaces with residential and/or other adjacent uses that look out onto the open space will discourage criminal activity. Retirees, stay-at-home parents, and people working from home offices can provide good surveillance for the neighborhood during the day.
- **Natural Access Control:** Access control refers to homes, businesses, and public areas having distinct and legitimate points for entry and exit. However, this should also be balanced to avoid “user entrapment”—not allowing for easy escape or police response to an area. Generally, crime perpetrators will avoid areas that only allow them one way to enter and exit, that have high visibility, and/or that have a high volume of user traffic. This can be assured by:
  - **Entry Points:** Plaza designs with open, uninhibited visibility and a defined entry point generally, but not always, can discourage criminal activity. A good example is a plaza or courtyard with transparent fencing around the perimeter and one large opening in the gate for entry. Putting active uses near this entrance creates more traffic and more surveillance.
  - **Circulation:** Plaza and pedestrian way entries and walkways should be emphasized with lighting, landscaping, and signage so that users can clearly see them.
  - **Borders:** Visible and attractive borders that separate the public portions of the open space from private spaces should be provided.
- **Territoriality:** Territoriality means showing that your community “owns” your neighborhood. While this includes removing graffiti and keeping buildings and yards maintained, it also refers to small personal touches. Creating flower gardens or boxes, putting out seasonal decorations, or maintaining the plants in traffic circles sends a clear message that people in the neighborhood care and won’t tolerate crime in their area. This approach is often called “fixing broken windows” after the book by George Kelling and Catherine Coles, which demonstrates that such proactive actions can reduce crime.
- **Maintenance and Target Hardening:** Well-maintained open spaces send the message that the area is well cared for, observed, and owned. Target hardening, as the name suggests, is constructing the facility so that it is a difficult crime target and deals more with the design of the individual site feature than the open space’s layout. Target hardening includes methods such as:
  - **Boundaries:** Utilize appropriate plants to maintain site lines.
  - **Materials:** Durable, high-quality, and maintainable exterior materials should be used.



*South Lake Union Design Guidelines (proposed)*

### **Open Space Design, cont.**

- *Walls: Walls should be treated in a way that deters graffiti. Provide texture, anti-graffiti coverings, or landscaping, as appropriate.*
- *Defensible Space: Do not locate or design open spaces where potential perpetrators can lurk or commit a crime and then flee via a convenient escape route. Plazas and courtyards bordering on a dark alley or a secluded ravine, for example, can invite predators. The site diagrams below offer positive and negative examples.*

## **Summary of Recommendations**

Consider detailed design guidelines or standards similar to those for South Lake Union. They may not be outright requirements but issues that project proponents demonstrate they have considered to DRB's satisfaction.

# INTERNAL RESIDENTIAL (Private) OPEN SPACE

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- Citywide standards (RZC 21.06.030) community space section only includes simple guidelines for pedestrian plazas (if they build them), but does not specify how much space is needed and when.
- Urban Center standards (RZC 21.62.020) for Downtown includes strict usable open space standards for residential development:
  - 100sf of common open space/unit up to a max of 20% of site
  - Private open space required – for balconies – with a fee-in-lieu option (for off site parkland)
  - Specific dimensional requirements for common area, patios, and balconies
  - On-site recreational amenity provisions
  - Very detailed residential privacy standards (which relate to courtyard width/design)

### Interview results:

- *It is unclear when common usable open space in RZC 21.10.130.E needs to meet courtyard dimensions called out in RZC 21.62.020.F.3. These two sections were written at different times and there has never been a good link made between the two pieces of code. (Staff).*
- *We allow a reduction in the court yard width (to less than 55 feet) when the court yards are open on one or more sides (through the Administrative Design Flexibility provision (RZC 21.76.070.C). Do we need to write the exception directly into this standard? (Staff)*
- *Downtown private usable open space requirements (each unit must have something) make the street front facades too busy with balconies and overpowers the architecture. See RZC21.10.130.E.1.b. (Staff)*
- *The provisions on balconies in Downtown are too strict and have resulted in negative visual impacts on Downtown buildings. Code provisions in 21.62.020A allow in-lieu fees, but are problematic. One developer cited this provision as their single biggest complaint about the current standards. Consider options for allowing common open space to meet internal open space requirements (Developer)*

### Evaluation Summary:

- The strict balcony provision is unusual, has had an effect on architectural design, and warrants greater flexibility.
- The provisions in RZC 21.62.020.F.3 (courtyard dimensions) are very explicit and seem reasonable.
- The 5' minimum width of balconies to count as open space seems excessive to developers.
- Citywide standards lack residential open space provisions.

## Notable Examples from Other Cities

As a part of the research for the article in MRSC’s Planning Advisor titled *“Providing for usable open space in multifamily developments*, Bob Bengford developed a chart examining how different Western Washington communities regulated internal open space for multifamily uses:

*Comparing Multifamily Open Space Requirements*

	City			
	Seattle	Tacoma	Bellevue	Redmond
<b>Housing Type – Apartments (single purpose multifamily uses)</b>				
Applicable zones?	Lowrise zones	R-3 – R-5 zones and commercial zones	R-10-30 zones,	R-12 to R-30
Standards influencing amount and type of open space	Open space standards plus setbacks, density limit, parking, floor area ratio (FAR), building/ façade width limits & Green Factor provisions	Usable yard space plus setbacks, minimum lot size, parking, density limit (R-4L zone only), and landscaping standards	Multifamily play area standards plus setbacks, density limit, parking, lot coverage, impervious area, greenscape standards (front yard), and landscape standards	Specific open space standards plus setbacks, landscaping, parking, lot coverage, and impervious surface standards
Open space required/unit	L1 zone: 300sf common open space/unit (average) L2-4 zones: 25% of the lot area as open space at ground level – except 50% can be balconies/decks for L3-4 zones	10% of the lot size (R zones – but not C zones); C-zones – 10% of site not covered by buildings must be landscaped	Emphasis on children’s play areas – 800sf/10 units plus 50sf/unit above 10 units	Minimum 20% of lot
Required standards for open space	Common open space – min 10’ dimension and 250sf area; may be in front, side or rear yard; Balcony/deck – min 6’ dimension + 60sf area	Usable yard space – min 15’ dimension; May not be in front yard; May be any combination of private & shared space	800sf min size and min. dimension of 25’; Design standards on accessibility, amenity elements and separation from auto areas	All yards + decks and porches may count as open space provided they have minimum 15’ dimensions; For multi-lot developments, standard can be applied for whole development
Design guidelines/ review process	Design review required for projects over certain size threshold or for projects seeking design departures	No existing design guidelines or review process (although MAKERS recently conducted a study for examining options for city to	No design guidelines or other design review process for the R-zone development	25% of open space for large developments must be as common open space; Includes guidelines for common open space

	City			
	Seattle	Tacoma	Bellevue	Redmond
		consider)		and landscaping design; Design review process for all multifamily
Comments and observations	New code generally reduces the amount of open space required – but has a greater emphasis on the design/usability of the space; Recent increase in “green factor” requirements is more challenging/ costly to applicants	Other than dimensional standards noted above, there are no standards/ guidance for multifamily open space in the standard commercial zones	Unique in that focus is only on children’s play areas; No mention of balconies or other usable open space provisions.	For citywide standards, biggest emphasis on variety of site and building design
<b>Housing Type – Apartments (higher intensity mixed-use zones)</b>				
Applicable zones reviewed	Commercial zones	Various Mixed-Use Center districts	Downtown zones and Bel-Red corridor zones	Downtown zones, Overlake Village zones
Standards influencing amount and type of open space	Amenity area plus setbacks, density limit, floor area ratio, parking, and green factor provisions	Yard space standards plus density minimum, parking, mass reduction standards, and landscaping standards	Floor area ratio (FAR), max floorplate standards, tower stepback provisions, sidewalk/ building relationship, parking, and FAR bonus incentive provisions (some relate to outdoor open space)	Minimum open space standards, parking, setbacks and max floor area ratio standards
Open space required/unit	Commercial zones: 5% of residential floor area (amenity area)	100sf/unit yard space	No specific requirement for Downtown or the Bel-Red Corridor	Downtown – 100sf common open space/unit + min 50sf private open space/unit; Overlake – 6.25% of gross residential floor area as open space
Required design standards for open space	Shared open space – min 10’ dimension and 250sf area; Front, side or rear yards OK; Balcony/deck – min 6’ dim. + 60sf area; Must not be enclosed; Rooftop space not counted as amenity area	Recently updated: 100% of space may be common yard space – min 15’ dimension + other design standards; Balconies up to 50% required yard space – at least 35sf and min 4’ dimension; Rooftop deck up to	There are standards & guidelines for public open spaces for Downtown and the Bel-Red Corridor, but no standards or guidelines for private open space for multifamily uses (no mention of	<u>Downtown</u> – up to 100% of required open space can be common, at least 200sf in area, min 12’ dimensions; <u>Overlake</u> – up to 100% of required open space can be common, but up to 50% can be private

	City			
	Seattle	Tacoma	Bellevue	Redmond
		25% of yard space in mixed-use buildings	balconies, for instance)	and/or rooftop open space
Design guidelines/ review process	Design review required for projects over certain size threshold or for projects seeking design departures	No existing design guidelines or review process (although MAKERS recently conducted a study for examining options for city to consider)	Yes, there are guidelines and an administrative design review process, but again, no guidance for private open space for multifamily uses	Design review for all multifamily; There is more design guidance for open spaces in Overlake, than for Downtown – except there are specific courtyard dimensional standards for downtown
Comments and observations	Recent update reduces amount of open space but places more emphasis on design quality, usability	Updated standards addressed some serious regulatory shortcomings; City will probably give it some time during poor economy and see how new developments work out before creating a new design review program	Private open space isn't directly addressed at all; The focus is more on maximum building forms, street/sidewalk relationship, and incentives for public open space	It is interesting to see somewhat different open space approaches between Downtown and Overlake (perhaps the timing – Overlake Standards are newer – has something to do with it). Downtown's specific standards for minimum courtyard width are unique, amongst the four cities reviewed here
<b>Housing Type: Townhouses</b>				
Applicable zones?	Lowrise zones	R-3 –R-5 zones; Mixed-use zones	R-10 – R-30 zones	R-12 to R-30 zones, plus Downtown & Overlake Zones
Standards influencing amount and type of open space	Open space standards plus setbacks, density limit, floor area ratio, green factor, and building/ façade width limits	Usable yard space plus setbacks, minimum lot size, and density limit	There are no standards specific to townhouses – see open space standards referenced above for apartments in multifamily zones	There are no standards specific to townhouses – see open space standards referenced above for apartments in multifamily zones.
Open space required/unit	300sf private ground level space (avg) with min dimensions of 10'	10% of the lot size in R-zones; 200sf/unit yard space in MX zones	There are no standards specific to townhouses – see open space standards referenced above for apartments in	For <u>Downtown</u> – Townhouses with at least 200sf of private open space and minimum dimension of 10' are exempt from common open
Required design standards for open space	Space must be directly accessible to unit; For sloping lots,	Usable yard space – min 15' dimension; may not be in front	standards referenced above for apartments in	

	City			
	Seattle	Tacoma	Bellevue	Redmond
	decks can qualify as ground level space	yard	multifamily zones	space standards.
Design guidelines/ review process	Administrative design review required for all townhouses; Process may allow some flexibility in the amount and design of open space	No existing design guidelines or review process (although MAKERS recently conducted a study for examining options for city to consider)		
Comments and observations	Updated standards and administrative design review process provide greater flexibility than old standards and focus more on the quality of open space	New townhouse standards in MX zones addressed serious shortcomings, but the R-3-5 zones outside of MX centers still lack open space standards/guidance	The setbacks and lot coverage provisions will be most influential for townhouses (other than basic market conditions); The play area provision ensures that there will be some common open space	The 20% open space with min. 15' dimensions seem very restrictive and challenging; There isn't a lot of undeveloped R-12-30 zoned land left in the city.

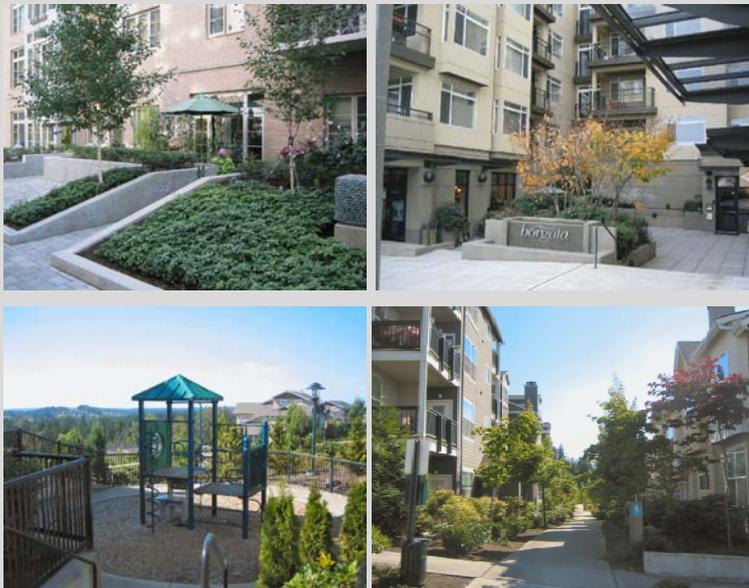
**Everett (WA)** Core Residential Standards require 100sf of on-site open space per unit, which may be in the form of common open space (up to 100% of requirement), balconies (up to 50% of requirement), and indoor recreational space (up to 50% of requirement). Below are some details.

<p><i>Everett Core Residential Standards</i></p> <p><b>Open Space Provisions</b></p> <p>a. <i>Common Open Space. Where accessible to all residents, usable outdoor open space may count for up to one hundred percent of the required open space. "Usable outdoor open space" includes landscaped courtyards or decks, entrance plazas, gardens with pathways, children's play areas, or other multipurpose recreational and/or green spaces. Special requirements for common open spaces include the following:</i></p> <ol style="list-style-type: none"> <li>(1) <i>Required setback areas shall not count towards the open space requirement, unless it is part of the space that meets dimensional requirements.</i></li> <li>(2) <i>Space shall have a minimum dimension of fifteen feet to provide functional leisure or recreational activity.</i></li> <li>(3) <i>Space should feature paths or walkable lawns, landscaping, seating, lighting, play structures, sports courts, or other pedestrian amenities to make the area more functional and enjoyable.</i></li> </ol>
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**Open Space Provisions, cont.**

- a. *Common Open Space. Where accessible to all residents, usable outdoor open space may count for up to one hundred percent of the required open space. “Usable outdoor open space” includes landscaped courtyards or decks, entrance plazas, gardens with pathways, children’s play areas, or other multipurpose recreational and/or green spaces. Special requirements for common open spaces include the following:*
  - (1) *Required setback areas shall not count towards the open space requirement, unless it is part of the space that meets dimensional requirements.*
  - (2) *Space shall have a minimum dimension of fifteen feet to provide functional leisure or recreational activity.*
  - (3) *Space should feature paths or walkable lawns, landscaping, seating, lighting, play structures, sports courts, or other pedestrian amenities to make the area more functional and enjoyable.*
  - (4) *Common space shall be separated from ground level windows, streets, service areas and parking lots with landscaping, low-level fencing, and/or other treatments as approved by the city that enhance safety and privacy for both the common open space and dwelling units.*
  - (5) *The space should be oriented to receive sunlight, face east, west or preferably south, when possible.*

**Good examples of common open space, including street level courtyards (top pictures), a children’s play area (lower left), and a pedestrian corridor (lower right)**



## **Open Space Provisions, cont.**

- b. *Balconies.* Individual balconies or patios may be used for up to fifty percent of the required open space. To qualify as open space, balconies or patios must be at least thirty-five square feet, with no dimension less than five feet.
- c. *Rooftop Decks and Terraces.* May be used to meet up to fifty percent of the required open space, provided the following conditions are met.
- (1) Space must be accessible (ADA) to all dwelling units.
  - (2) Space must provide amenities such as seating areas, landscaping, and/or other features that encourage use as determined by the city.
  - (3) Space must feature hard surfacing appropriate to encourage resident use.
  - (4) Space must incorporate features that provide for the safety of residents, such as enclosures and appropriate lighting levels.
- d. *On-site indoor recreation areas* may be used to meet up to fifty percent of the required open space, provided the following conditions are met.
- (1) Space must be accessible (ADA) and walkable to all dwelling units.
  - (2) The space is designed for and includes equipment for a recreational use (e.g., exercise, group functions, etc.).

## Emerging Best Practices

The following are excerpt conclusions from Bob Bengford's article in MRSC's Planning Advisor titled "Providing for usable open space in multifamily developments. The article compared dimensional and design standards for multifamily open space between Seattle, Tacoma, Bellevue, and Redmond in 2012.

- *Craft standards to encourage a range of open space types for apartment/mixed-use buildings. Visible common open spaces such as courtyards are typically the most important open space resources, but other types of open space should be encouraged.*
  - *Balconies provide a usable private open space resource where residents can barbecue, create a container garden, or sit outside to enjoy the view. While the percentage of time that residents typically spend on balconies is small, it's noteworthy to consider how balconies can allow greater daylight into units and help to expand the perceived living space within the unit. The book Housing as if People Mattered suggests that the minimum size of a balcony to be functionally useful is 60 square feet with no dimension less than 6 feet. Consideration: Allow combined balcony square footage to apply up to 50% of the minimum required open space standards.*

- *Rooftop decks are becoming an increasingly important resource for infill multifamily developments in heavily urbanized areas. These spaces are more likely to be used where they feature good views, feature a range of amenities, and include design features that enhance accessibility and safety. Consideration: Allow combined rooftop deck square footage to apply up to 50% of the minimum required open space standards for mixed-use buildings.*
- *Pea patches are a feature that should be increasingly encouraged, in response to a renewed interest in the local food movement. However, the location, design, and management of pea patches are very important to ensure they can be effectively used and maintained. To be sure, they are likely to be used by only a fraction of residents, but they can serve as a visual (and even social) amenity for other residents. Consideration: Encourage the integration of pea-patches in the design of common open spaces and provide photo examples and guidelines or standards in the design of these spaces.*
- *Children’s play areas should always be considered and be required to some extent in larger developments. Like nearly all open space types, visibility to/from adjacent dwelling units is critical.*
- *Indoor recreational areas should also be an option to meet a portion of the total internal open space needs for the development (but not all of it) of infill housing types in more intensive urban areas. These spaces should be specifically designed for recreational activities and be housed in accessible and visible areas. Consideration: Allow combined indoor recreational space square footage to apply up to 50% of the minimum required open space standards for mixed-use buildings.*
- *Woonerfs might also be considered as a usable open space resource in townhouse developments depending on the anticipated level of vehicular traffic and design. A woonerf is a Dutch term for a street that is designed equally for pedestrians and automobiles - typically where there is special paving in a curbsless design integrated with trees and other landscaped elements that can also function as a play court.*
- *Consider reduced on-site open space needs for developments adjacent to public parks. “Adjacent” is the key word, as it’s the direct visibility and accessibility that provide the link.*
- *Provide examples – both good and bad. Photos and other graphic examples are helpful for developers, staff, and other participants in the development review process. We’ve found the bad examples to be just as helpful as the good ones. We also suggest to communities to build a photo library of completed projects that they can share with prospective applicants when needed.*

## Summary of Recommendations

- Consider applying some of the Downtown specific open space provisions on a citywide basis.
- Consider the suggestions covered in emerging best practices above.
- The provisions from Everett may also be useful in refining specific standards.

# Building Design

## ARCHITECTURAL COMPOSITION AND CHARACTER

### Evaluation of Current Standards

#### General Statement, Background, Examples Of Reviewed Projects, etc.

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- RZC 21.60.040 Citywide building design provisions focus on the following:
  - Support the vision for an area as defined in the Comprehensive Plan (relate to site features and character of the surrounding area)
  - Proper orientation (depending on site characteristics)
  - Creating a clear and unifying architectural composition
  - Including details and materials that create a distinctive architectural style (though no specific architectural styles are encouraged or discouraged)
  - Compatible building scale
- RZC 21.62.020 Downtown Design Standards include:
  - Special site/building orientation provisions for sites adjacent to the BNSF ROW, shorelines and parks and key streets.
  - For the Town Center area, special building material standards are included (combination of brick and stucco-like material).
  - For Old Town, buildings shall incorporate vernacular architectural styles from the periods reflected in the zone. Design provisions for Old Town promote details such as parapets, windowsills, doorframes, multi-paned windows, and transom windows.
- RZC 21.62.030 Overlake Village Design Standards emphasize the look of permanence through the use of superior cladding materials (otherwise, allow flexibility in architectural styles).

#### Interview results:

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- *We need more detailed graphics/photos of urban mid-rise buildings that we want to create. Our standards are very generic. See RZC21.60.040 B (Staff)*
- *We need a design standard to address parking levels that are above the 1<sup>st</sup> floor (between the first (or 2<sup>nd</sup>) floor and other floors that is along the street front. How to deal with the screening architecturally to hide it. How do other communities do it? (Staff)*
- *There is general agreement that the DRB and others aren't interested in limiting the architectural styles of new development. And most appear to think that integrating more modern designs with plenty of glass and steel is acceptable and even desirable (Staff)*
- *Architects/developers often play follow the leader. If one design is successful, it gets copied, since they think it will get approved easier (One Redmond meeting)*
- *How do we support/encourage superior, out of the box design? Current guidelines promote repetitive design. (One Redmond meeting)*

- *Roofline provisions should be more flexible (Developer).*
- *What are the unifying themes? (City Council)*
- *How do you get variety when everything is being built at the same time? (City Council)*
- *Even if we change the plan, give the architect more license to design more interesting stuff. (City Council)*
- *The same thing (sameness of design) is happening in SLU, with all the money being spent. (MAKERS)*

### **Evaluation Summary:**

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- While the current standards generally do not emphasize one particular architectural style, most participants agree that the city should promote and/or allow for modern architectural design concepts, provided they complement surrounding development, respond well to unique site conditions, include high quality and durable façade materials, and integrate design details that add visual interest at the pedestrian scale.
- General comments from the public workshop activities suggested that residents would like to see more variation in overall building modulation. Several workshop attendees also expressed the desire to refine overall allowed roof composition. Some participants noted that while the majority of new construction uses flat roofing, projects using pitched roof features could benefit from additional guidance. Additionally, comments from the visual preference survey indicated support for encouraging creative design methods to break up monotonous balcony/patio elements.

## **Notable Examples from Other Cities**

**New Westminster (BC)** Columbia Street East Design Guidelines emphasizes that front facades should “turn corners” (p. 5). Also, large mixed use and residential buildings should feature a single (main) residential entry with a lobby (p.13).

**Walnut Creek (CA)** Design Review Guidelines encourage a variety of architectural styles, but discourage “theme” architecture, especially in established and/or historic neighborhoods. “Theme” architecture is only encouraged if it contributes successfully to benefitting the surrounding older structures. Additionally, architectural styles that look as if it is a form of advertising is encouraged. Temporary architecture is to meet the same requirements as permanent architecture.

**Boise (ID)** Citywide Design Standards and Guidelines promote “original and distinctive” building design”. Applicants are encourage to integrate:

- Creative façade composition with a rich layering of design elements
- Design that responds to unique site conditions and context
- Integrates sustainable materials and elements

The particular section includes several photo examples of local and out of town buildings with captions pointing to notable building elements. Example page below.

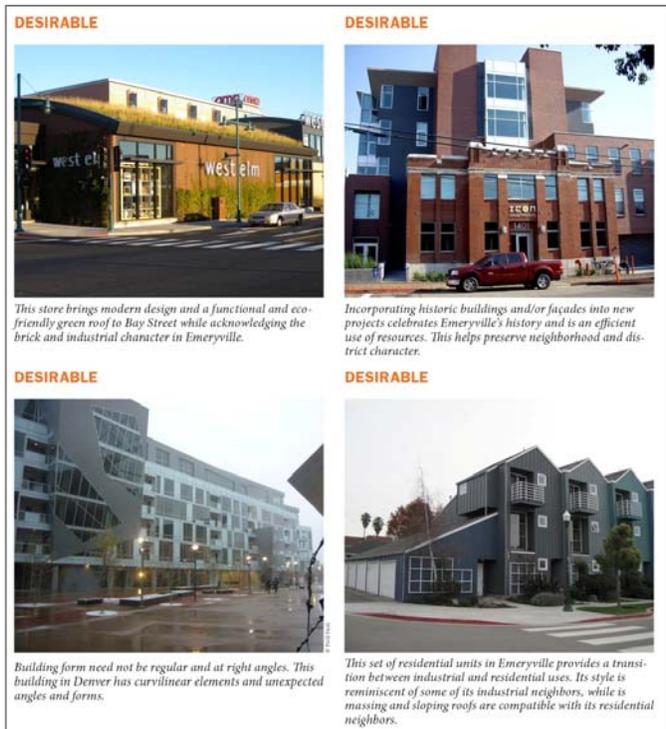
4.1.2 Promote original and distinctive building design (cont.).



Boise image examples promoting original and distinctive building design.

**Emeryville (CA)** Design Guidelines also encourage a variety of architectural styles, as long as they consider a respect for adjacent residential site massing, use of climate-appropriate materials and treatments, and a respect for surrounding architectural context.

**Redwood City (CA)** Downtown Precise Plan regulations include detailed guidelines (no standards) for the types of architectural styles that are permitted in six sub-districts of downtown. The chart below dictates which of six architectural character types are permitted in the sub-districts. Following the chart are an example of the types of guidelines included for a particular architectural style.



## 2.8. FAÇADE COMPOSITION REGULATIONS

The creation of satisfying and successful urban places transcends the issue of specific architectural styles. Great places may be of any style, or many styles. However, the arrangement of architectural elements such as doors, windows, caps, and pilasters on the walls of buildings which face public streets and plazas is an important part of good urbanism. *Façade Composition* drives the safety, convenience, and comfort of our sidewalks by establishing where people enter and leave buildings, how people in the buildings can see out onto public spaces, and how pedestrians "read" the buildings. This Section sets forth regulations which ensure that whatever architectural style is used, all buildings create pleasant streetscapes, contribute to a vibrant 24/7 streetlife, and present comprehensible, dignified Façades to public streets.

### MAP LEGEND

- Boulevard
- Downtown Core Street
- City Street
- Neighborhood Street
- Lane
- Redwood Creek
- Public Open Space\*
- Historic Parcelization (See Section 2.8.3(c))

\* Please note that not all Public Open Spaces are shown on this map. The only Public Open Spaces shown here are those which are to be treated as "pockets" by adjacent development. For a full enumeration of Downtown Public Open Spaces, see sections 1.2.3, 3.2.1, and Appendix 2.



FAÇADE COMPOSITION REGULATIONS MAP

### ARCHITECTURAL CHARACTER REGULATIONS CHART

Character Zones (Sec. 2.9.1)	Historic Downtown	Stambaugh-Heller Transition	Courthouse Square	El Camino Corridor	Mezesville Transition	North of Marshall District
<b>Permitted Architectural Character Types (Sec. 2.9.3)</b>						
Neoclassical	Permitted	---	Permitted	Permitted	---	Permitted
Victorian	Permitted	Permitted	---	---	Permitted	---
Craftsman	---	Permitted	---	Permitted	Permitted	Permitted
Mediterranean	Permitted	Permitted	---	Permitted	Permitted	Permitted
Art Deco	Permitted	---	Permitted	---	---	Permitted
Contemporary	---	---	---	---	---	Permitted

**Legend:**  
 Permitted - These elements are allowed, by right, as indicated.  
 --- These elements are not permitted, as indicated.

#### D) Mediterranean

The Mediterranean Character Type is inspired by the Mediterranean Revival style, and related styles such as Spanish Colonial Revival, Mission, and Spanish Eclectic, which first became popular in California beginning in the 1920s. The historic heritage of the California Missions, the exotic imagery of Spain and Mexico in movies, and California's climate being likened to that of the Mediterranean regions of Europe were sources of inspiration for this school of design.

##### 1. Character

a. The Mediterranean Character Type shall be permitted as shown on the Architectural Character Chart.

##### 2. Details

- a. Roofs should be tiled or gabled. Gabled roofs should have a low pitch. Flat roofs with parapet walls with a shaped top profile may be used in both tiled and gabled types.
- b. All visible roofing materials should be tile.

c. Stucco should be the primary wall cladding material. Wood (shiplap or tongue-in-groove) or stone may be used as accent wall cladding materials.

d. Trim materials should be ceramic tile, terra cotta, wrought iron, or dark painted or stained wood. Multiple trim materials may be used.

e. Building Base and Building Middle Cornices shall be simple horizontal belt courses or a cornice. Building Top Cornices should be deep roof overhangs featuring brackets, corbels, or other expressed roof overhang supports. The walls on the underside surface of the roof overhangs should be designed as a visible feature and incorporated into the overall architectural composition. Built-in awnings, awnings, light fixtures and other design articulation are encouraged.

f. Bay windows should be polygonal in plan. The angles of the acute corners of the bay should be 135 degrees.

g. Window shapes should be simple and rectangular or may have arched tops.

h. Building Middle and Building Top windows should be clear and should not be frosted; should be inset a minimum of 8 inches from the adjacent wall plane, and should be of the double- or single-hung type.

i. Building Middle and Building Top windows should feature a prominent lintel and/or sill.

j. Wall colors should be white or light earth tones such as cream, ochre, or tan. Only one primary wall color material should be used within each Façade Height Articulation Element, but colors may vary from element to element.



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## Emerging Best Practices

Emeryville, Boise and many other recent design guideline documents are using photo examples with text explanations to help communicate desired architectural character. Many of these communities are also explicit in identifying specific forms and types of architecture that they don't want as well.

### Summary of Recommendations

- Consider adding text and graphics that encourages contemporary forms of architecture, provided they complement surrounding development, respond well to unique site conditions, include high quality and durable façade materials, and integrate design details that add visual interest at the pedestrian scale.
- Consider adding language to discourage architecture that promotes a false sense of historicism or mixes design details or elements from different architectural styles in a single building.
- Expand on the importance of the design of pedestrian realm – notably the streetscape and the first 1-2 floors of buildings, including:
  - See recommendation to consider encouraging brick or stone on the lower floors within Downtown core areas in the materials section. This would give buildings in the downtown core a unique character but it might lead to a certain uniformity there.
  - Expand upon the importance of integrating human scaled design details into building facades.

# BUILDING SCALE AND MASSING

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

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- RZC 21.60 Citywide Standards include the following notable provisions that relate to building scale and massing:
  - "The site's zoning and Comprehensive Plan policies shall be considered as indicators of the desired direction for the area and project". That language is balanced with:
  - "Consider the impact of building mass.....upon adjacent open spaces....." and "designs shall minimize impacts on historic structures."
  - The apparent mass and scale of large buildings should be reduced through the use of modulation and articulation that provides a pedestrian scale and human interest.
  - Figure 21.60.040G makes it appear that 3-story facades without upper level stepbacks are "to be avoided" which appears rather excessive (even though it's not directly a required standard).
  - Tripartite articulation is emphasized (top, middle, and bottom).
- RZC 21.62.020 Downtown Design Standards include modulation standards for residential facades at 40' intervals depending on unit separation and buildings in the neighborhood. Minimum depth of 4 feet. Maximum width of building shall generally be 120 feet before major breaks. Brick facades are allowed extra flexibility with these provisions.
- RZC 21.62.020(G) The Valley View, Bear Creek and Trestle Zones have an upper level stepback requirement for the fourth floor of 20 feet.
- RZC 21.62.020(I) The Town Center Zone - encourage a variety of shapes, angles, and reliefs in the upper stories of structures over four stories.
- RZC 21.62.020(L) Old Town Zone places a heavy emphasis on modulating structure size to promote compatibility with existing older structures, even if they are only one story (per multiple graphics).
- RZC 21.62.030 Overlake Design Standards - buildings over 6 stories shall include upper level stepbacks at least 10 feet in width. Design large buildings to avoid long continuous flat facades. Building facades shall be stepped back or projected forward at one or more intervals to provide a minimum of 25 percent modulation of the horizontal width of the structure (no graphic explanation provided). Like the Downtown standards, the maximum facade width before major modulation is 120 feet.

### Interview results:

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- *Perhaps the Modulation Standards in RZC 21.62.020.F.6 (Table 21.62.020J) are creating front facades that are too busy and less urban (coupled with the private usable open space requirement for balconies. Perhaps a trend into desirable aesthetics is moving more toward clean, but interesting flat urban facades (or facades that have less modulation that what we are dictating here. We need fresher graphics and photos to depict acceptable faced styles that are less modulated, but highly articulated. Paragraph 7, exempting modulation when facades are clad with brick, is a good exception. Perhaps this should be expanded to*

*include other types of cool/modern façade materials. What do other communities do with this issue? We have encouraged departures from the modulation standards through the Administrative Design Flexibility provision (RZC 21.76.070.C). Is this modulation standard still desirable, or should we eliminate it? (staff)*

- *Better graphics are needed to address ground floor (base) of the building for bigger buildings. Figure 21.60.040.H shows a very short base. We have criticisms for our short bases. (staff)*
- *We also need better graphics and discussion on what appropriate “top” features/treatments are for flat roofed buildings. See RZC 21.62.040.2 (staff)*
- *Allow greater flexibility with roofline and façade modulation. Building code for wood frame construction creates challenges for façade modulation, particularly for upper level setbacks (One Redmond meeting and Developers)*
- *Keeping less than ten stories? Is that the message? (City Council)*

### **Evaluation Summary:**

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- Overall, support was given for the refinement of bulk/massing on future projects at the public workshop, both at mid-block and corner sections of projects. Some comments included supporting guidance on how different bulk/massing treatments could break up large, monotonous facades. Responses from the visual preference survey also identified giving guidance on expressing the bulk/massing at a buildings corner.
- The Downtown and Overlake Standards use good concepts for small and large scale articulation/modulation, but place too heavy of an emphasis on building offsets and desperately need better clarifying graphics and more real life examples.
- Whereas the current design standards allow for alternative design treatments for the upper level setback standards, this is one area where design criteria and graphics/photos that illustrate acceptable (and perhaps unacceptable) examples would be useful.

## **Notable Examples from Other Cities**

**Boise (ID)** Citywide Design Standards and Guidelines include clear and distinct articulation provisions for residential and non-residential buildings plus maximum facade width standards. Articulation standards for commercial frontages emphasize 50' maximum intervals whereas residential facades emphasize 30' maximum intervals. The provisions includes a list of 6-7 articulation treatments (building offsets are just one of them) and require buildings to incorporate at least 3 features. Graphic illustrations and photo examples are included and highlight the specific articulation features. Unacceptable articulation examples are included as well. Departure opportunities are offered with special decision making criteria.

The maximum facade width standards emphasize the same 120' dimension as for Downtown and Overlake Redmond. Three design options are offered as options, buildings must utilize one of the options, though departure options are available. Page example below.

**4.2.2 Maximum façade width.**

For most buildings, small scale *articulation* techniques (see [Provision 4.2.1](#) above) are sufficient to reduce the perceived scale of buildings, add visual interest, and contribute to the pedestrian environment. Larger buildings need more substantial articulated/modulated features to break up the massing and add visual interest.

Building *façades* wider than 120 feet shall include at least one of the following features to break up the massing of the building and add visual interest:

1. Provide vertical building modulation at least 20 feet deep and 30 feet wide. For multi-story buildings, the modulation must extend through more than one-half of the building floors.
2. Use of a contrasting vertical modulated design component featuring all of the following:
  - a. Component extends through all floors above the first floor fronting on the street. Exception: upper floors that are set back more than 10 feet horizontally from the *façade* are exempt.
  - b. Utilizes a change in building materials that effectively contrast from the rest of the *façade*.
  - c. Component is modulated vertically from the rest of the *façade* by an average of six inches.
  - d. Component is designed to provide roofline modulation per [Provision 4.2.4](#) below.

**3. Façade employs building walls with contrasting articulation** that make it appear like two distinct buildings. To qualify for this option, these contrasting *façades* must employ all of the following:

- a. Different building materials and/or configuration of building materials; and
  - b. Contrasting window design (sizes or configurations).
- ↳ *Departures* will be considered provide the design meets the intent of the standards. Consideration for approving *departures*:
- Width of the *façade*. The larger the *façade*, the more substantial *articulation/modulation* features need to be.
  - Block frontage designation. *Storefront* designated block frontages warrant the most scrutiny while undesignated streets warrant more flexibility.
  - The type of *articulation* treatment and how effective it is in meeting the intent given the building's context.



Fig. 4-14. Example of a big box store effectively using articulated entries plus other distinctive features to break up the massing and add visual interest. (Employs all three design options).

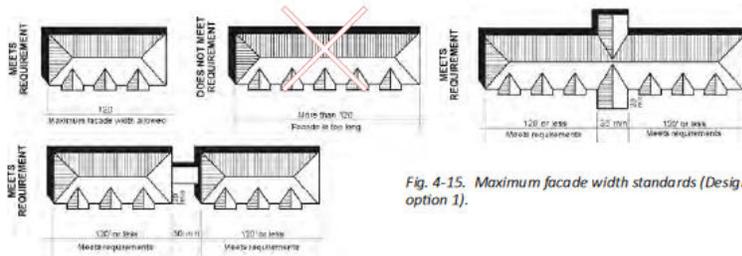
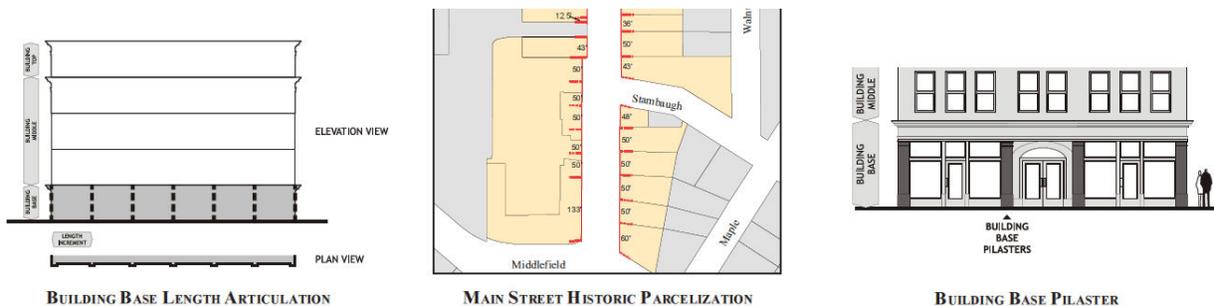
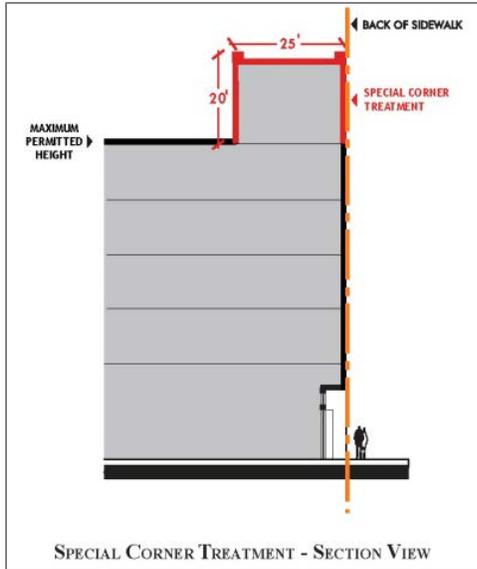


Fig. 4-15. Maximum facade width standards (Design option 1).

*Boise Citywide Design Standards and Guidelines - Maximum Façade Width standards.*

**Redwood City (CA)** Downtown Precise Plan's Building Base Façade Composition regulations place a strong emphasis on articulating facades consistent with historic parcelization of key streets. Facades are divided into base, middle, and top, with articulation standards and guidelines for each. The building base articulation increment ranges from 25-50 feet depending on the type of street a lot fronts onto. Building middle and top articulation increments are consistent with each other and range from 50-100 feet depending on the fronting street. The guidelines place an emphasis of modest 1-5 foot wall offsets to reduce the perceived scale of buildings. In addition, special corner treatments are allowed to exceed the maximum permitted height, but only at the corner of the building.





**Kirkland** zoning code includes special upper story setback requirements within downtown. Notable provisions:

- *Lake Street: No portion of a building within 30 feet of Lake Street may exceed a height of 28 feet above Lake Street except as provided in KZC 50.62 (which provides 4' exception for parapets and 5' exceptions for peaked roofs over 3:12 slope).*
- *Central Way: No portion of a building within 30 feet of Central Way may exceed a height of 41 feet above Central Way except as provided in KZC 50.62.*
- *Third Street and Main Street: Within 40 feet of Third Street and Main Street, all stories above the second story shall maintain an average setback of at least 10 feet from the front property line.*
- *All other streets: Within 40 feet of any front property line, other than Lake Street, Central Way, Third Street, or Main Street, all stories above the second story shall maintain an average setback of at least 20 feet from the front property line.*
- *The required upper story setbacks for all floors above the second story shall be calculated as Total Upper Story Setback Area as follows:*
- *Total Upper Story Setback Area = (Linear feet of front property line(s), not including portions of the site without buildings that are set aside for vehicular areas) x (Required average setback) x (Number of stories proposed above the second story). See Plate [35](#).*
- *The Design Review Board is authorized to allow a reduction of the required upper story setback by no more than five feet subject to the following:*
  - *Each square foot of additional building area proposed within the setback is offset with an additional square foot of public open space (excluding area required for sidewalk dedication) at the street level.*
  - *The public open space is located along the sidewalk frontage and is not covered by buildings.*
  - *For purposes of calculating the offsetting square footage, along Central Way, the open space area at the second and third stories located directly above the proposed ground level public open space is included. Along all other streets, the open space area at the second story located directly above the proposed ground level public open space is included.*

- *The design and location is consistent with applicable design guidelines.*
- *The Design Review Board is authorized to allow rooftop garden structures within the setback area.*

**Kirkland Design Guidelines.** There is a good discussion of setbacks and building modulation (horizontal and vertical) in Kirkland’s design guidelines for pedestrian-oriented districts. (p. 24-28). They provide a variety of ways to address upper story setbacks. They also reduce setback requirements if ground level open space is provided. They also allow cantilevering over sidewalks if a sidewalk dedication adds to sidewalk width (screen shot to the right).

**Guideline - Building Cantilevering Over Sidewalks**

*Buildings may be allowed to cantilever over sidewalks if a sidewalk dedication and/or easement is required consistent with following guidelines:*

- ◆ *The total length of cantilevered portions of a building should be no more than 1/3rd of the entire length of the building façade. The cantilevered portions of a building should be spread out and not consolidated in a single area on the building façade.*
- ◆ *Unobstructed pedestrian flow should be maintained through the subject property to adjoining sidewalks.*
- ◆ *Space under the building cantilever should appear and function as part of the public realm.*
- ◆ *The sense of enclosure is minimized.*



*Examples of downtown Kirkland buildings incorporating the required upper level building setbacks.*

## Emerging Best Practices

The best examples utilize clear language and approval criteria along with supporting illustrations and photo examples that highlight applicable design features.

Kirkland and Boise provisions above are good examples.

## Summary of Recommendations

- Downtown and Overlake massing provisions are a good starting place. Consider techniques used in the Boise and Kirkland documents (in terms of articulation concepts, objectives, and examples). Consider the prescriptive approach used by Boise with design options and departure options – with good criteria and examples to draw from. Determine the appropriate articulation intervals along with acceptable and unacceptable articulation techniques.

- Expand upon the maximum facade width provision and provide acceptable and perhaps unacceptable examples.
- It may be useful to discuss the results of Kirkland's scale/building massing related guidelines with City staff.

# BUILDING HEIGHT & ROOFLINES

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- RZC 21.08-13 includes height and bulk regulations by area/district.
  - Downtown provisions regulate height by the number of stories rather than a specific dimension. For example, in the Anderson Park zone, the limit is 5 stories for standard development and 6-stories if TDRs or GBP are integrated.
  - Downtown provisions include a strict FAR provision, but exempt mixed-use developments.
- RZC 21.10.110 includes height trade-off provisions: *The maximum building height on a site may be exceeded when building height reductions are required at building edges, along a street or park, to achieve better design and stepped building height through the land use permit process.*
- RZC 21.16.020 mechanical equipment and related rooftop enclosures may exceed height limit by up to 15 feet.
- RZC 21.60.040 addresses citywide rooflines and calls for variable rooflines that create a visually interesting skyline. The width of a continuous flat roof shall not extend more than 100 feet without modulation (includes prescriptive parameters)..
- RZC 21.62.020 Several Downtown districts require upper level building setbacks for the tallest floor allowed in the district.
  - Within the Park and Town Square Zones, rooftops shall incorporate features that soften rectilinear forms (no examples are provided).
  - Town Center Zone - encourage varieties of shapes, angles, and reliefs in the upper stories of structures over four stories.
  - In the retail core, some variation in height contributes to the variety and complexity of the experience.
  - Old Town - Hipped roofs are discouraged.
- RZC 21.62.030 Overlake emphasizes design and massing of large buildings to make them appear as multiple buildings.

### Interview results:

- *We need better graphics and discussion on what appropriate “top” features/treatments are for flat roofed buildings. See RZC 21.62.040.2 (staff)*
- *Allow greater flexibility with roofline and façade modulation. Building code for wood frame construction creates challenges for façade modulation, particularly for upper level setbacks (One Redmond meeting and Developers)*
- *Fire code provides limitations as to the height of buildings and what could be done on the roofs. (developers)*
- *“Step backs” is a chicken bone in the throat for developers. (City Council)*
- *How can you do it by asking? (City Council)*

- *Can you say if you have a 50' wide lot you can go so high? If you have a 100' wide lot you can go higher than a 50' wide lot. (City Council)*
- *Are there economic attributes to these buildings in Seattle, not allowed in Redmond? (City Council)*
- *Is the fire code the limiting factor? (City Council)*
- *Do we allow TDR trades from a property to another property? (City Council)*
- *Think about requiring less parking and counting on street parking. (MAKERS)*
- *Require each building to be unique. (MAKERS)*

### **Evaluation Summary:**

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- Very little attention is paid to rooftops and roofline design (compared to other issues). The primary guidance is the prescriptive roofline modulation standards in the Citywide Standards.
- There's a significant emphasis on upper level building setbacks.

## **Notable Examples from Other Cities**

**Kirkland.** Relevant Zoning provisions for downtown:

- *Decorative parapets may exceed the height limit by a maximum of four (4) feet; provided, that the average height of the parapet around the perimeter of the structure shall not exceed two (2) feet.*
- *For structures with a peaked roof, the peak may extend five (5) feet above the height limit if the slope of the roof is greater than three (3) feet vertical to 12 feet horizontal and eight (8) feet above the height limit if the slope of the roof is equal or greater than four (4) feet vertical to 12 feet horizontal.*
- *Within CBD 1A and 1B, the height of rooftop appurtenances and related screening shall not exceed the maximum applicable height limitation beyond the height exceptions established in subsections (3)(a) and (3)(b) of this section. In addition, the appurtenances and screening shall be integrated into the design of the parapet or peaked roof form. The height of rooftop appurtenances and the height of related screening may not be modified through [KZC 115.120](#).*

See Building Scale & Massing section for related Kirkland provisions on upper level setbacks. Kirkland's Design Guidelines for Pedestrian-Oriented Business Districts largely focus on vertical and horizontal modulation and less on the detailed design of the rooftops themselves.

**Boise (ID)** Downtown Design Standards & Guidelines include the following provisions related to rooftop design:

- Modulation of rooftops is not required, but it can be one technique to help meet façade articulation standards.
- Special cornice/roofline design provisions – that simply call for a distinctive roofline for flat roofs and call out numerous acceptable examples and one bad examples (see below).
- *All buildings must design rooftop mechanical and other related technical equipment/materials in an integrated, coherent manner consistent with the composition*

below them. All vertical screening elements must incorporate high quality cladding materials the same or similar to the type of materials used for the walls below.

- All roofs should be considered as a fifth elevation. Downtown buildings should exhibit patterns of roofing colors and/or materials to add visual interest from surrounding taller buildings. Green roofs are encouraged.



Screenshot of Boise’s cornice and roofline provisions.

**Waterloo (Ontario, CD)** has a special roofline design section emphasizing the following:

- Design buildings with articulated rooflines (includes several examples).
- Select roof styles that complement and enhance the surrounding character.
- Consider flat roofs for a range of non-residential buildings including office, institutional and industrial buildings. Enhance or articulate flat rooflines through architectural elements such as cornices, coping, cantilevers and parapets. Encourage upper storey step-backs and terracing for mixed use and residential buildings.

**Livermore (CA)** Downtown Design Standards & Guidelines for Commercial and Mixed-Use Buildings include the following notable roofline provisions:

- Roofs shall match the principal building in terms of style, detailing, and materials. They shall contribute expressive and interesting forms that add to the overall character of the Downtown.

- *Roof overhangs are encouraged to add depth, shadow and visual interest... (other details follow).*

**Richmond (BC, CD)** Design Guidelines (2012) include the following notable roofline provisions:

- *Roof design should relate to the size and scale of the building, relate to the character of the surrounding buildings and contribute to the streetscape*
- *Flat roofs are considered appropriate at strategic locations if provided with large overhangs.*

**San Diego (CA)** Downtown Design Guidelines (2011) include the following roofline provision:

- *A strong horizontal cornice/canopy, stepback, or parapet should be established between 45 and 85 feet on all street walls, broken and corresponding with the modulated volumes, to maintain an appropriately scaled frame for the public right-of-way. To achieve modulation, primary structural columns should be recessed 3 to 5 feet from street property lines, affording design flexibility for wall planes and volumes.*

## Emerging Best Practices

The examples cited above reflect that roofline provisions warrant good policy direction rather than strict prescriptive standards. Photo examples are particularly helpful.

It's also noteworthy that most of the comparable cities focus more on façade massing and composition rather than the rooflines themselves.

## Summary of Recommendations

- Consider updates to maximum façade width provisions as discussed in the previous section (including close examination of other examples noted). While this doesn't directly refer to rooflines, it will help to effectively break up the massing and monotony along block frontages.
- Closely reexamine current upper level building step-back provisions and develop special departure design criteria and acceptable design examples.
- Consider roofline provisions from examples provided above.
- Coordinate with building and fire officials on applicable building height and roofline issues and limitations.

# BUILDING DETAILS, MATERIALS AND COLOR

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- RZC 21.60.040 addresses citywide details, materials and colors. The provisions cite some prohibited materials, but largely the provisions here are general “guidelines” that emphasize “should” and “encourage”.
- RZC 21.62.020(I) Town Center provides the most distinct material standards of all the districts: “...use a combination of brick, stucco-like finishes, smooth finished concrete, and architectural metals. Photographs of existing buildings are used to help clarify, though no captions or text are included that could help to clarify the purpose of the photos.
- RZC 21.62.020(L) addresses details and materials in Old Town. Example of the typical language: “Buildings should incorporate vernacular architectural styles from the periods reflected in the zone.”

### Interview results:

- *The standards are very general. See RZC21.60.040 B. Perhaps we need to be more specific about the desire for brick/masonry/stone at the base of buildings, and better define what the base is for big buildings (which may not mean just the ground floor – in terms of scale. (staff)*
- *Developers indicated that they would like to use higher quality materials but they are limited by economics. The market in Redmond is not as high as other places so they have to cut costs. One way they can do that is by lowering the cost of building shell materials. (developers)*
- *They have large opening doors/windows at the street (picture shown). (City Council)*
- *Have more covered space over the sidewalks. (City Council)*
- *Northwest color palate is too strict. (City Council)*
- *Open up the color palate. (City Council)*

### Evaluation Summary:

- Citywide provisions here are often general in nature and offer limited guidance in determining the minimum requirements. Graphics only offer very limited clarification.
- Old Town language and graphics tend to promote a false sense of historicism, as the 2009 LMN code assessment alluded to.
- Various public workshop comments were captured within this category. Overall, participants felt that new architectural styles are appropriate, but guidance should be given to require refinement of details along the facade, including utilizing durable, high-quality materials, incorporating detailed window trim elements, and using colors that either complimented or contrasted well with surrounding architecture and landscape. Additionally, participants expressed interest in guidelines that provided examples of architectural elements that were contextually-appropriate for Redmond.

- The height limit prevents interesting roof features and parapets, so it is difficult to achieve a “top-middle-bottom” façade configuration.

## Notable Examples from Other Cities

**New Westminster (BC)** Columbia Street East Design Guidelines includes special standards for stucco and stucco-like materials (p.11). Other notable provisions:

- *Use traditional materials and building elements for buildings with traditional character.* I.e.: don't use sheer metal windows for buildings with traditional gables, entrances, etc. (New Westminster p.12) This seems an important and innovative idea that would really help architecture like the projects on Cleveland.
- *Use “punched” windows* (recessed windows with a reveal) on buildings with traditional character. (p.13)

**Livermore (CA)** Citywide Design Standards & Guidelines - notable language:

- *Unless appropriate to an architectural style, windows should not be flush with walls. Glass should be inset from the exterior wall and/or frame surface to add relief to the wall surface.* (p.135 – this is for residential buildings)

**Boise (ID)** Citywide Design Standards and Guidelines include distinct sections on building details and materials. The details section uses a toolbox approach where applicants must incorporate at least one detail from a list for three different types of detail, including window or entry treatments, building elements and façade details, and building materials and other elements. Several photo examples are included for each of the three categories and design details are circled in the photo to clarify the detail. The provision allows departures provided the number, quality, and mix of details meets the intent of the standards.

4.3.1 Façade details – non-residential and mixed-use buildings (cont.).

2. Building elements and façade details:

- a. Custom-designed weather protection element such as a steel canopy, cloth awning, or retractable awning;
- b. Decorative, custom hanging sign(s);
- c. Decorative building-mounted light fixtures;
- d. Bay windows, *trellises*, towers, and similar elements; or
- e. Other details or elements that meet the purpose of these standards.

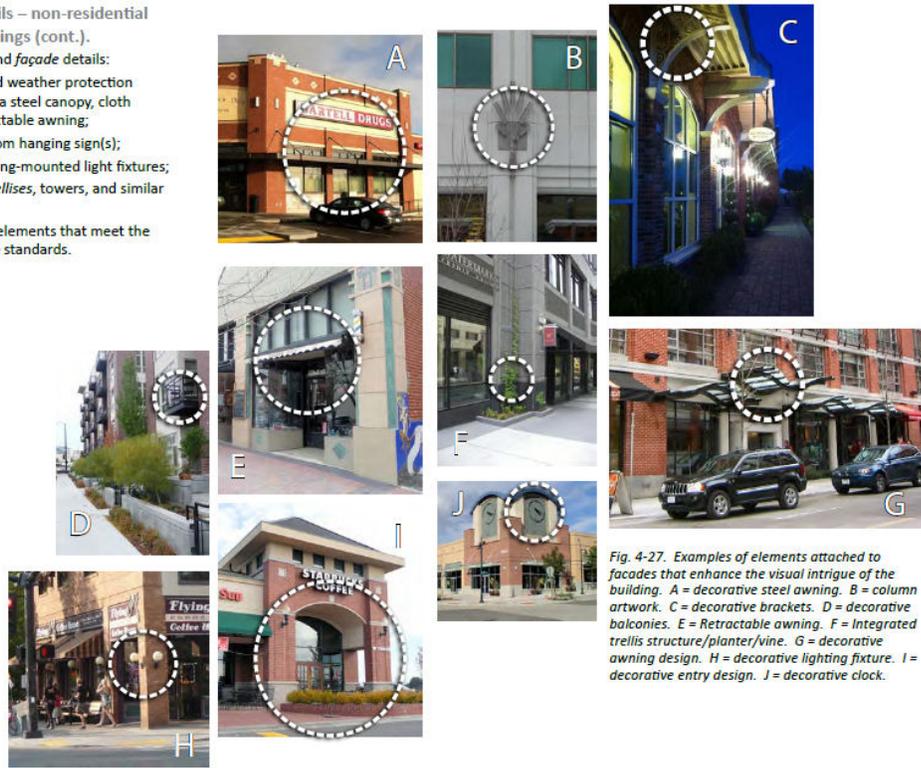


Fig. 4-27. Examples of elements attached to facades that enhance the visual intrigue of the building. A = decorative steel awning. B = column artwork. C = decorative balconies. D = retractable brackets. E = retractable awning. F = integrated trellis structure/planter/vine. G = decorative awning design. H = decorative lighting fixture. I = decorative entry design. J = decorative clock.

One of Boise’s three “toolbox” pages on design details. In this case, applicants must employ one of the building element and façade details from the list.

While Redmond and many other design guidelines encourage or require “punched” or recessed windows, Boise provides some clear language along with several good photo examples and one unacceptable example. Departures along with specific language are included where buildings employ other window or façade treatments that add a sense of depth to the façade or visual interest to the building.

Boise also includes special conditions for the use of concrete block, metal siding, and stucco-like materials along with photo examples. See below.

#### 4.4.2 Conditions for the use of special materials.

1. **Concrete block** - when used for the primary *façade*, buildings must incorporate a combination of textures and/or colors to add visual interest. For example, combining split or rock-*façade* units with smooth blocks can create distinctive patterns.



Colored and split-faced concrete block in articulated storefront pattern

Extensive smooth-faced concrete block along sidewalk degrades the character of the street

Fig. 4-36. Good and bad concrete block examples.

2. **Metal siding** may be used if it is incorporated with other permitted materials and it complies with the following:

- It features visible corner molding and trim and does not extend lower than two feet above grade when adjacent to a public sidewalk, internal pathway, or drive aisle. Masonry, concrete, or other durable material must be incorporated between the siding and the ground plane; and
- Metal siding shall be factory finished, with a matt, non-reflective surface.



Fig. 4-37. Examples where metal siding is well-trimmed and integrated with stucco (top) and brick.

3. **Standards for stucco or other similar troweled finishes.** Such material/finishes may be used if it is incorporated with other permitted materials and it complies with the following:

- Stucco must be trimmed in wood, masonry, or other material and must be sheltered from extreme weather by roof overhangs or other methods and are limited to no more than 50 percent of the *façade* area facing a public right-of-way for commercial and mixed-use buildings (75 percent for *multifamily residential buildings*).
  - ☞ *Departures* to this standard will be considered provided design treatments are included to enhance the visual character of the building at all observable scales;
- Stucco shall not extend below two feet above the ground plane. Concrete, masonry, or other durable material must be used for wall surfaces within two feet of grade when adjacent to a public sidewalk, internal pathway, or drive aisle to provide a durable surface where damage is most likely.



Fig. 4-38. Masonry, concrete, or other durable material must be incorporated between metal siding and the ground plane.

#### *Special materials standards in the Boise Citywide Design Standards & Guidelines.*

**Waterloo (Ontario, CA)** Design Manual includes a number of notable details/material/color guidelines:

- A building design provision that encourages contrasting elements, color, and asymmetry particularly for landmark buildings, gateway locations and upper stories. See picture example.
- In a section called "Sympathetic Development" the guidelines call for the use of bold or contrasting color for accent purposes and to create interesting building elevations.
- Under building materials, the guidelines encourage architecturally innovative materials that result in interesting and expressive building design. Relief from other guidelines may be provided to facilitate innovative building designs.
- Reserve stucco and EIFS (exterior insulating finishing system) for architectural features, accent(s) and additions rather than primary wall material.

**Redwood City (CA)** Downtown Precise Plan identifies detail and color elements that are appropriate for neoclassical, victorian, craftsman, mediterranean, art deco, and contemporary styles. These styles are only allowed on specific streets within the downtown core, resulting in a homogenous architectural style for different downtown districts. Additionally, window element standards are specified in general context prior to the street-specific architectural detail standards. Although this level of specificity for building details, materials, and color are important to enforcing high-quality design, it may not need to necessarily be street-specific.

## B) Victorian

The Victorian Character Type is inspired primarily by a subset of Victorian architecture known as "Queen Anne," which was dominant in the Bay Area for many years and still characterizes the area today in the minds of many. The Victorian Character Type was also inspired by a wide range of residential styles popular during the late 19<sup>th</sup> Century and the first years of the 20<sup>th</sup> Century, such as Edwardian, Eastlake, Greek Revival, National Folk, and Steamboat Gothic.

### 1. Standards

- a. The Victorian Character Type shall be permitted as shown on the Architectural Character Chart.

### 2. Guidelines

- a. Roofs should be eclectic and varied, organized around a hipped roof or cross-gabled arrangement. A prominent steeply-pitched gable (centered or to one side) should dominate the top of the front façade. Turrets with steeply pitched conical roofs are encouraged at corners. Flat roofs should not be used.
- b. Roofing may be slate, wood shakes or shingles, or standing metal seam.

- c. Wall cladding should be wood or brick. When wood is used, acceptable siding types are clapboard, tongue-in-groove, and scalloped shingles. Types of siding should vary among Height Articulation Elements (Building Base, Building Middle, Building Top). A typical arrangement is scalloped shingles in the Building Top, clapboard below in the Building Middle, and tongue-in-groove in the Building Base (excepting Pilasters and Storefronts, which should be treated as trim).
- d. Where wood is the wall cladding material, trim materials should be wood. Where brick is the wall cladding material, trim materials should be stone, ceramic tile, or terra cotta.
- e. Façades should be richly ornamented. Gables should feature carved bargeboards. If a front porch is used, it should be decorated with elaborate latticework. Porches and stoops should include spindles.
- f. Building Base and Building Middle Caps shall be simple horizontal belt courses, an ornamented frieze, or a cornice. Building Top Caps should be cornices. All cornices should be properly executed and proportioned according to the classical Doric, Ionic, or Corinthian orders.

- g. Bay windows should be used generously, and should be polygonal in plan. The angles of the inside corners of the bay should be 135 degrees. At corners, Bay Windows may be round, forming a turret.
- h. Window shapes should be simple and rectangular or may have arched tops. Gable windows may have exotic shapes appropriate to Victorian architecture.
- i. Building Middle and Building Top windows should be clear and should not be tinted, should be inset a minimum of 3 inches from the adjacent wall plane, and should be of the double- or single-hung type.
- j. All windows should feature prominent sills and lintels and ornate surrounds with a composition of base, shaft, and ornamental cap.
- k. Rich multi-color combinations of wall and trim colors may be used.
- l. Porches, gables, protruding window bays, angled or rounded corners, and turrets should be used to create complex surfaces. Ornate portico or aedicules should be used to give emphasis to entry doors.



*Guidelines for design details for Victorian architectural style buildings in Downtown Redwood City.*

The Building Base provisions include some notable detail provisions for facades of the various permitted frontage types. This includes provisions for building base cap, base plinth treatment, door design, and window proportion.

**Emeryville (CA)** Design Guidelines encourage lighter colors on upper floors to maximize daylight on streets and open spaces. Additionally, accent materials are encouraged at the ground level to add texture, color, and visual interest at the pedestrian level. The use of recycled materials are also strongly encouraged. Plantings along facades are encouraged to help insulate and cool interiors.

**Walnut Creek (CA)** Design Review Guidelines discourage highly reflective materials. In addition, rooftop equipment is to be screened, using different methods that must be cohesive to the overall architectural concept.

**Pike/Pine District, Seattle WA.** To save older 1-4 story buildings in a rapidly redeveloping district, Seattle has incentivized developers to retain the original buildings and build contemporary structures over them. This often produces a building with a masonry base and glass and steel upper stories. If the City wishes to encourage downtown buildings to have a more traditional base and a greater variety of expressions in upper stories, it might be useful to examine the results in Pike/Pine.



*A couple of examples of buildings in Pike/Pine with traditional lower floors and contemporary upper stories.*

## Emerging Best Practices

A common and important theme is to generally keep materials and details (e.g.: windows balconies, etc. consistent with the style of architecture. In other words, don't mix traditional forms with modern materials, unless it is done in a way that is demonstrably consistent with the building's architectural character.

Photographs, particularly of newer development examples, are becoming increasingly common in newer sets of standards and guidelines. The best examples are clear in pointing out the most relevant details or material information discussed in the standard or guideline.

## Summary of Recommendations

- Add design guidelines to strongly encourage that building elements and materials be consistent with the style of architecture unless it is done in a way that is demonstrably consistent with the building's architectural character or that produces positive and unique building, as determined by the DRB.
- One idea that came up in the public workshop is to require buildings in the downtown to feature brick facades in the first 1 to 2 stories. They noted that it would add some consistency (which they encouraged) but also allow greater flexibility on upper stories. (The group wanted both greater architectural consistency and variety or uniqueness, and thought that this might be one way to accomplish both objectives. It would also provide a uniquely Redmond design character. However, the team will need to think through the implications of this proposal. See also the standard, Relating to Historic Contexts and the example from Pike Pine above.
- Provide photo examples to help illustrate the provisions. Include a variety of examples to emphasize there's more than one way to meet the provisions. Consider using Redmond examples (for good examples only!). Newer building examples are typically more relevant and useful since the provisions herein most often apply to new buildings.
- The standards should include provisions to make sure that materials are appropriately used and detailed to provide durability and a greater sense of quality. For example, hardy plank might be restricted to certain areas and only with specific detailing and concrete masonry units allowed only if architecturally treated with contrasting materials or enhancements. (E.g.: split faced or textured CMU's are in themselves not sufficient treatments when near pedestrian walkways or areas.)
- Consider the quality and inset of windows in the design standard. Again, photo examples can be very helpful.
- Consider integrating incentives for the most desirable exterior materials. Current provisions already offer some modulation flexibility where brick is used. Perhaps expand on this topic, provide more examples, and consider other incentives.

# Site Details & Other Elements

## STREET DESIGN

### Evaluation of Current Standards

#### General Statement, Background, Examples Of Reviewed Projects, etc.

- RZC 21.10.150 (Downtown Pedestrian System) includes a map that designates nine different types of streets and pathways, each with different streetscape and pathway standards. The standards for sidewalk width, trees and landscaping, and other planting setbacks are included in the legend of the map.
- RZC 21.60.020(F) covers improvements in the public ROW (citywide). The design criteria calls for the installation of shade trees on all streets according to the city's street tree plan, accommodating transit, framing vistas of retail areas and natural features and enhancing the shoreline.
- Appendix 7 of RZC Article 21 includes the street requirements for Overlake Village, which includes provisions for four different types of streets (including some provisions specific to individual streets, such as 152<sup>nd</sup> Ave NE). Included are:
  - Concept description
  - ROW, roadway, and sidewalk width
  - Other standard section elements such as traffic, parking, bicycle, curbs, paving, intersections, etc.
  - Variations from standards

Cross section graphics and photo examples are included to illustrate the document.

#### Interview results:

- *The quality of the streetscape is perhaps even more important than the buildings – including the sidewalk width, fixtures, type of landscaping, and whether there's on-street parking or a bike lane between moving cars and pedestrians. Consider emphasizing more planting strips than trees in grates (One Redmond meeting & Staff)*

#### Evaluation Summary:

- The dimensional standards in 21.10.150 are quite specific and detailed which is in stark contrast to the very general considerations in 21.60.020.F. It seems like there is a mismatch between the highly specific cross sections and the general design standards. A review of these two sections may be warranted to examine how the design character of the individual streets relate to the cross section dimensions. In other words, establish the same type of typology for pedestrian realm as in Table 21.10.150B. Although it might not be quite as complicated.
- Several comments from the Public Workshop included support for stronger integration of small public amenity spaces along streetscapes in the downtown core. They included small pocket parks, larger open spaces, and connections to regional pathways.

## Notable Examples from Other Cities

**New Westminster (BC)** has an excellent set of design guidelines and permit procedures for Sidewalk Cafes completed in January 1997. This document addresses the whole range of sidewalk café issues - e.g. insurance, clearance, fences, lighting, and good neighbor policy.

**Everett** has a street-by street set of streetscape design standards for their downtown streets (adopted 2009). This document includes the overarching design concept, design palette for streetscape elements, street design provisions for each street, implementation provisions, and appendices with tree and shrub lists and planting standards. Link:

[http://www.everettwa.org/Get\\_PDF.aspx?pdfID=2595](http://www.everettwa.org/Get_PDF.aspx?pdfID=2595)

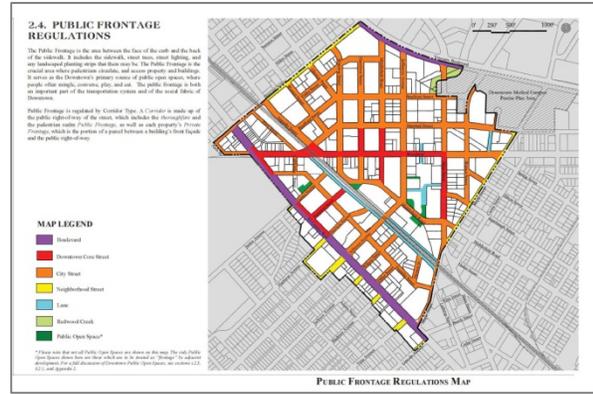
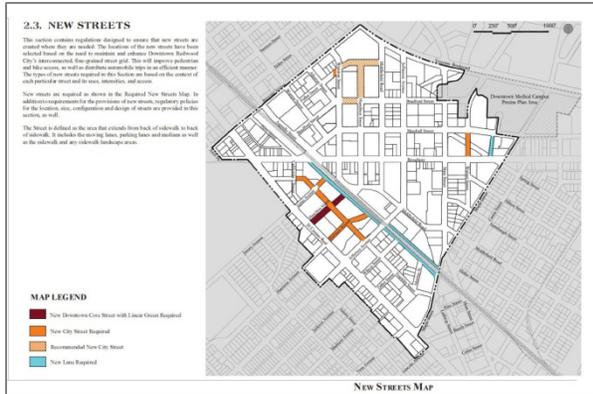
**Seattle** has a program of "Street Design Concept Plans" that allows individual neighborhoods, districts, or streets to develop their unique series of design provisions. Concept Plans are proposed by a project proponent, typically a property owner or developer seeking to create an enhanced streetscape treatment for their project. The proponent may also be a community group that is interested in enhancing or preserving certain street features that are unique to their neighborhood. The proponent will then work in consultation with SDOT and DPD to develop the Concept Plan. Link: [http://www.seattle.gov/transportation/rowmanual/manual/6\\_1.asp](http://www.seattle.gov/transportation/rowmanual/manual/6_1.asp)

Any project that is constructed in an area that has an adopted Concept Plan must still meet the currently adopted minimum requirements for the streetscape and roadway outlined in the Land Use Code, the design criteria in [Chapter 4 Design Criteria of the Right-of-Way Improvements Manual](#), and any applicable [City of Seattle Standard Plans and Specifications](#).



*Example image from one of Seattle's many Street Design Concept Plans (Denny Way)*

**Redwood City (CA)** Downtown Precise Plan contains a section on new streets and public frontage standards associated with all existing streets. The new streets section maps out the location of required and recommended new streets and lanes, implementation provisions, and detailed design standards and guidelines. The public frontage standards map out locations for four different street types and the location of "lanes". The standards address lighting design and placement (including a very detailed and specific chart), street tree provisions, encroachments, and sidewalk width.



*Redwood City Downtown map of new streets and illustration of the various street types (each coming with their own set of streetscape standards).*

**Emeryville (CA)** Shellmound Streetscape Design Guidelines includes sections through the neighborhood identifying where appropriate streetscape uses could occur. Guidance also includes suggested width proportions for proper sidewalk width. Each street is separated into three portions: public amenity zone, frontage zone, and the pedestrian zone. A list of encouraged amenities, both active and passive, are identified for the pedestrian amenity zone which includes landscaping, seating, and transit stations.



**Emeryville (CA)** Design Guidelines separate the sidewalk area into three sections: building entry/public space, pedestrian pathway, and landscaping/street furniture. The building entry/public space realm serves as an opportunity to locate transitional elements from the entry to the pedestrian pathway section. The landscaping/street furniture section serves as a space to create a buffer to street traffic. A notable suggestion for this section is compliance with the City's Stormwater Guidelines, in addition to the regional Bay-Friendly Landscaping guidelines. The resulting guidance encourages street landscaping elements to not only function as a means to improve the pedestrian realm, but also double as a means to support the natural environment. Examples used from the City of Portland, Oregon, serve as guide for stormwater-appropriate landscaping.



**Walnut Creek (CA) Design Review Guidelines** encourage the addition of the following tree additions along streetscapes:

- *In commercial areas, street trees shall be required in addition to any proposed on-site landscaping to provide the shading, visual enhancement and continuity for the streetscape.*
- *Street tree placement shall include consideration for vehicle line of sight, entrance and exit curb cuts, street light and traffic control devices, and other site specific conditions as part of design review process.*
- *Street trees shall be installed consistent with planting standards maintained by the Community Development Department which specify soil depth, irrigation requirements, tree grates, staking, and other planting details.*
- *Pedestrian pathways shall be separated from auto circulation routes.*

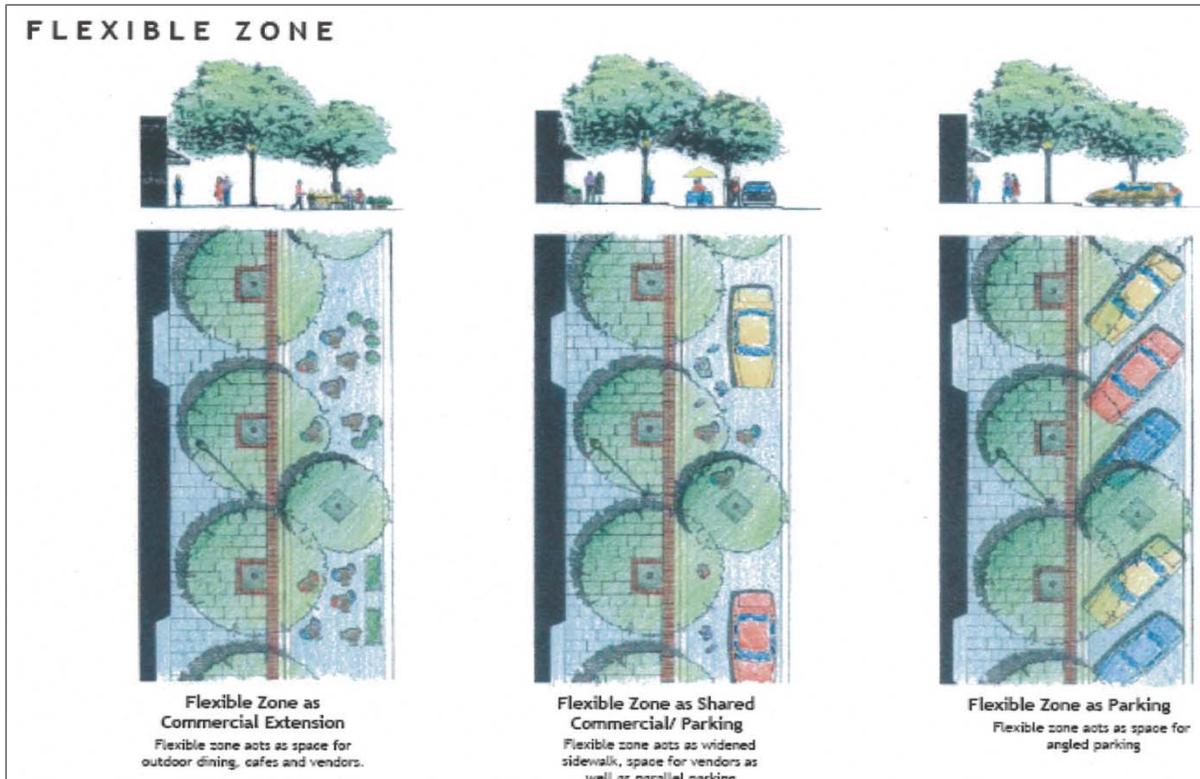
**Livermore (CA) Downtown Specific Guidelines (2002)** identifies specific pedestrian-related improvements to be completed within its downtown core to stimulate economic development. These include:

- *Creating a "flexible zone" of landscaped pedestrian space with site-specific paving and materials,*
- *Pocket plazas located every 200 FT,*
- *Wide bulb-outs at specific intersections,*
- *Custom planters for pedestrian comfort.*

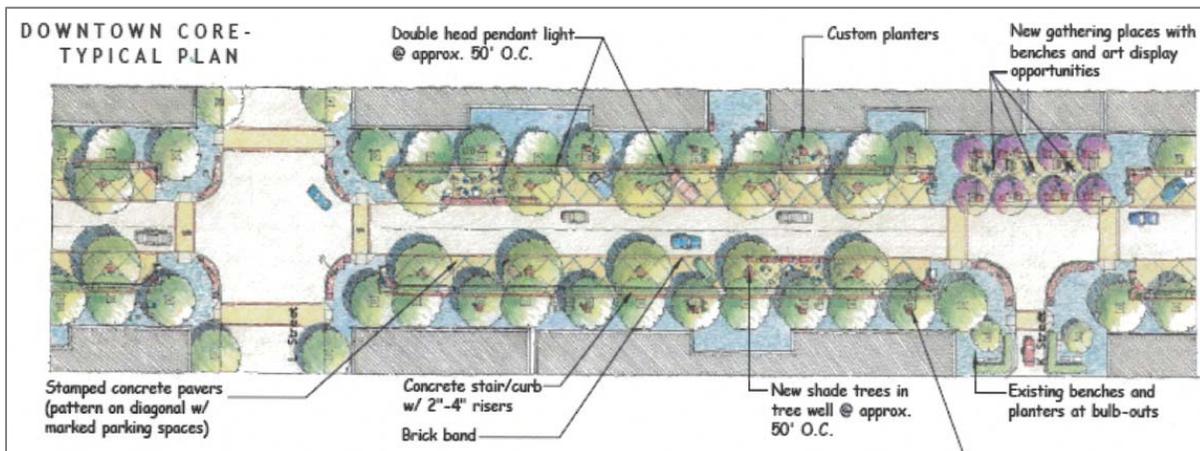
The "flexible zone" is to also be extended within zones reserved for vehicle parking with the goal in mind to give the space an additional use besides parking. The plan encourages uses such as:

- *Outdoor eating at restaurants and cafes,*
- *Sidewalk vendor activities, and*
- *Locations for vendors or kiosks during special events or parades.*

Concept plans for the "flexible zone" are shown below:



Concepts for flexible streetscape zones in Livermore, CA (above and below).



## Emerging Best Practices

Redmond's Overlake Street Requirements match up well with the trend in providing specific streetscape parameters/guidelines on a block by block basis.

A major trend in urban streetscape design is to integrate creative planting bed designs over the standard sidewalk with trees within grates. The result is a softer environment that can better respond to the unique context. While this is often installed as a type of low impact development, the landscape designs' visual impacts can be striking and character-building.

There have been numerous manuals and materials dealing with complete streets, road diets, and streetscape improvements. These could be consulted if the City decides to really open up its street design manual. On the other hand, the tendency to try to accomplish too many different objectives within limited ROW has led to some difficulties in other jurisdictions. Another approach to pursue is “complete networks”. For example if bike lanes do not fit within an arterial ROW, a complete network approach would consider an alternate side street for bike facilities.

## Summary of Recommendations

- The first step in addressing this topic should be to meet with public works staff to identify an approach to streetscape design. It may be that a streetscape typology should be developed, perhaps in a manner similar to Overlake’s Street Requirements. Integrate opportunities for streetscape variation within basic functional parameters for sidewalk width.
- It may be that the design standard could offer the opportunity for flexibility for the street standards if an alternative street design concept such as a shared street or woonerf emerges.

# LANDSCAPING

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- Landscaping is addressed in 21.60.040.D and includes criteria that call for:
  - Retention and enhancement of existing vegetation,
  - Usable open space (Which would be better located with open space provisions)
  - Providing a design transition to adjacent sites and natural areas (Need some examples or clarification of what that means.)
  - Mitigation of adverse visual impacts and definition or emphasis to highlight site features or use areas
- Most of the operable landscape standards are assertively handled in RZC 21.32 Landscaping, which includes general standards, ecological score requirements, parking lot landscaping, screening type specifications and street trees.
- Generally, the landscape quality of development is quite high and so it seems that the landscape standards of RZC 21.32 are working well.

### Interview results:

- *Workshop participants identified the need to include natural landscape features within parking lots, citing the Whole Foods parking lot as a good example. A workshop participant suggested that regulations should limit landscape elements to regionally-contextual plant-life. Additionally, results of the visual preference survey indicated that participants supported a strong use of landscape elements at the ground level to help transition ground-level residential from the street.*

### Evaluation Summary:

- The citywide provisions of RZC 21.32 are much more progressive than most of the other identified similar cities. They are very clear and appear to have integrated best practice techniques for integrating native plant species and ensuring planting survival. The ecological score requirement is certainly a progressive provision. The alternative plan provisions of 21.32.020, however, provide much needed flexibility that's often very important when matching prescriptive landscaping standards with site development in a great variety of contexts.
- The design standards' main purpose is to augment the landscape standards in RZC 21.32. It seems that they could be much more inclusive in providing guidance about specific situations such as for courtyard or LID related landscaping in the downtown design standards. Graphics and photographic examples might help communicate intent.
- Specific landscape standards to take advantage of special opportunities in the downtown and Overlake could really help accentuate their individuality. For example, the landscaping on sites adjacent to publically landscaped corridors such as the Sammamish River or the new trail might be encouraged to use a similar plant materials palette in order to increase

design continuity. Or, landscape design might be an element that ties development in Overlake together.

## Notable Examples from Other Cities

**Waterloo (Ontario, CA) Design Manual** includes a notable section of guidelines on landscape design supported by photographs (including referenced location of particular examples) of new development that meet particular guidelines.

**2.1.8 Landscape Design**

- Guideline Objective: To design sites with a balanced level of sustainable landscape treatment that complements the surrounding character, adds interest to the site and provides effective buffers and screening.

Master Plan	Public Realm	Development Theme	Site Planning	Information
✓	✓	✓	✓	✓

**Basic Design Principles:**

- Design sites to incorporate existing natural vegetation as focal points or for tree preservation opportunities.
  - Guideline Tip:** prepare tree preservation plan to preserve prominent vegetation on site. Review Ministry of Natural Resources Species at Risk Act to ensure plant species are not subject to Ministry regulations.
  - Reference:** refer to SPRC for Landscape and Buffer standards.
- Provide sustainable and drought resistant planting with variation to improve disease tolerance and reduce urban heat island effect. Encourage indigenous plant species and prohibit invasive plant species.
  - Reference:** refer to SPRC for preferred plant species list.
- Provide planting schemes that define edges to strengthen the streetscape and improve streetscape quality.
- Design planting schemes that provide coherence and unity achieved through the coordination and repetition of landscape elements and patterns, and further, contributes to the surrounding neighbourhood character and sense of place.
- Design planting schemes that establish a sense of hierarchy and proportion. Maximize opportunities for large tree canopy growth.
- Design planting schemes that add visual interest (variation in height, colour and size) and accentuate building design.
- Design planting schemes that provide effective buffers to different land use(s), changes in intensity and other impacts.
- Select plant species to address maximum size and growing medium. Provide appropriate growing medium based on site condition including structural soils and insulated planter boxes for hard surfaces or raised planting areas.



The quality of site development is largely affected by landscape design, including front yard and side yard landscape treatment, buffers and amenity spaces.



Large canopy trees provide an appropriate transition between high-rise development and the public realm (Toronto).



Visual interest is increased through variation in height, form and material (Waterloo).



Decorative pavement contributes to an attractive entrance (Waterloo).

**General Guidelines**

- Group trees and shrubs to frame building elevations and provide vertical plant forms to accentuate architectural features.
- Provide hard and soft landscaping treatments to enhance building entrance. Encourage public art and other landscape elements that add interest and promote social interaction.
- Provide decorative furnishings, particularly at building entrance locations and amenity areas that relate to a development theme or complement the streetscape character.
- Provide shrub and ground cover to provide definition of walkways, building entrances, amenity areas and open spaces. Encourage bollard lighting to illuminate pathway.
- Provide foundation material to soften building elevation and to provide definition of walk ways and open spaces.
- Encourage architectural structures, such as arbors, trellises, porches and other elements that accentuate building design, pedestrian entrances and contribute to a sense of place.
- Integrate site landscaping with site signage. Avoid plant species that may grow to block signage and pedestrian sightlines. Encourage low shrubs, grasses and stones appropriate to sign height.
  - Guideline Tip:** refer to Zoning By-law regarding height restrictions within daylight corners.
- Encourage decorative fence details, particularly as an entrance feature, architectural fencing and screening purposes.
- Provide decorative retaining walls. Avoid wood, large concrete or intricate stacking wall systems in public view. Ensure retaining walls do not compromise landscape buffer requirements.
- Incorporate landscape islands to reduce heat island effect in parking lots and to provide opportunity for infiltration and other storm water management functions.
- Reduce the scale of parking areas through site landscaping including landscaped islands, enhanced streetscape planting and integrated amenity spaces. Consider opportunities to incorporate creative design solutions that add interest in parking areas and contribute to a development theme.
  - Reference:** refer to 'Site Circulation' Guidelines (Parking Areas) for additional strategies.



Foundation planting softens the building elevation and provides a transition between the building and parking area (Waterloo).



Pedestrian walkways are enhanced through decorative structures (Waterloo).



Urban heat island effect and the scale of large parking areas is reduced through landscaped islands and walkways (Waterloo).



Creative details, such as an industrial curb stop, can add interest in a development and contribute to a development theme (Monroe).

**Livermore (CA) Citywide Design Standards & Guidelines (2004)** provide good guidance to designers in how landscaping elements can enhance the built environment and contribute to the spatial organization of the site. Notable provisions:

- Landscaping should be used to provide an attractive setting for development; soften hard building contours; shade walkways, parking areas and other large expanses of pavement; buffer and merge various uses; mitigate building height; and screen unsightly uses
- Planting plans for building setbacks should include a hierarchy of plantings in terms of size and types of plant materials that mark the transition between the horizontal ground plane at the sidewalk or parking area and the tall, vertical façades of buildings.
- The use of trees for purposes of creating focal elements, including tree clusters, is encouraged. Such a design element would augment rather than replace required street tree planting.
- All undeveloped portions of each occupied parcel shall be maintained as landscaped area.

**Sammamish** has a strong set of landscape requirements as part of their Town Center Standards. Notable provisions include their irrigation provisions:

- 21B.35.120 Water use – Applicability of water budget for landscape areas.
- 21B.35.130 Water use – Irrigation water budget calculated.

- 21B.35.140 Water use – Estimated water use calculated.
- 21B.35.150 Water use – Irrigation efficiency goals and system design standards
- 21B.35.160 Water use – Irrigation system design, design review and audit at installation
- 21B.35.170 Water use – Irrigation design plan contents
- 21B.35.180 Water use – Irrigation schedules.
- 21B.35.190 Water use – Irrigation system maintenance.

Sammamish' tree retention provisions (SMC 21B.35.200 – 220) also warrant a close review.

**Walnut Creek (CA)** Transit Village Design Guidelines identify that projects should incorporate pervious paving in pedestrian/vehicular areas. The pavers should be unique to the project, contemporary in nature, and assist in delineating plaza edges.

Walnut Creek (CA) Design Review Guidelines incorporate multiple standards to general landscape design in parking lots, including:

- *Tree and shrub planting should be grouped together to create strong accent points within the site plan unless circumstances dictate otherwise.*
- *Dense landscaping and/or architectural treatments shall be provided to screen unattractive views and features such as storage areas, trash enclosures, freeway structures, transformers, generators, and other similar elements.*
- *Landscape planting areas shall be provided an average of every ten parking stalls within a surface parking lot to provide visual relief and summer shade. Landscape planting areas which are used for separation between banks of parking stalls shall be a minimum of 4' in width.*
- *All plant materials shall be sized so that the landscaping has an attractive appearance at the time of installation and a mature appearance within three years of planting.*
- *In certain prominent public areas, trees larger than 24" box size may be required to create a strong design element.*
- *Screen hedges shall offer frequent visual breaks for accent planting.*
- *Trees shall be carefully selected and located where they will compliment the building elevation and shall not block all retail storefront signage from view.*

## Emerging Best Practices

While Redmond's existing citywide landscaping provisions align with the industry's best practices in many ways, the provisions should be compared with those of Walnut Creek, Waterloo, and Sammamish for additional concepts.

## Summary of Recommendations

- Review how standards in 21.72.060, 21.32 and 21.60.040 relate to and support one another. Consider LID guidance from Dept. or Ecology that focuses on minimization of GRADING and retention of natural soils as well as vegetation.

- Consider Livermore's requirement that "All undeveloped portions of each occupied parcel shall be maintained as landscaped area.". Compare with 21.72.060 Tree Protection.
- Review Sammamish Town Center, Waterloo and Walnut Creek examples and compare.
- This is one subject where staff, along with interested parties might conduct a charrette to discuss Redmond's landscape character and how to enhance it, noting what makes it unique. For example: Even the downtown has a park-like character so what opportunities there are to build on it. How can landscaping be used to add continuity to the cityscape? How can existing efforts (e.g.: Sammamish River enhancements) might be leveraged, etc.
- The ecological score provisions warrant an evaluation after a few years to help evaluate whether it's meeting objectives and identify whether there are areas of improvement.
- Add more specific guidance for downtown districts and Overlake to take advantage of unique opportunities in these areas.
- Place greater emphasis on landscaping as a character giving element.
- Include photos of good landscaping examples in the design standards and keep a library of additional good examples to use with prospective applicants prior to plan submittal.
- Although RZC 21.32 already discusses LID treatments with landscaping, this may be an area that merits review, given the new NPDES requirements. See section on Stormwater Management

# TRANSIT & BICYCLE FACILITIES

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- Transit access is covered in Section 21.60.020.G and calls for wider sidewalks (at least 10'), good pedestrian connections to the transit stop, pedestrian-oriented development in areas surrounding transit stops, and integration of pedestrian amenities at transit stops.
- Bicycle facilities such as long and short term bicycle parking, changing areas, etc. are covered in RZC 21.40.020.

### Interview results:

- *Not mentioned*

### Evaluation Summary:

- The criteria seem like a good starting point which might be embellished with photos and graphic examples.
- RZC 21.40.020 provides quite specific requirements for the number and location of bicycle facilities. Design standards might be employed to provide greater flexibility in unusual situations such as well designed joint facilities in large office complexes.

## Notable Examples from Other Cities

**Emeryville (CA)** Shellmound Guidelines incorporates street-specific guidance at a detailed level, identifying where specific street elements should be placed, future transit stop locations, where special crosswalks should be located, and where bike lanes should be placed. The following guidance addresses considerations for multi-modal transportation amenities:

### *Bicycle Locking Mounts*

- *Mounts or racks should be located along the street near each destination such as retail destinations and transit facilities. Multiple and frequent locations of one or two racks is preferred over a large cluster. The mount should be situated so that pedestrian access is not blocked by parked bicycles. Locations should be highly visible to promote security.*

### *Multi-modal facilities*

- *Shelters and Seating. Transit shelters should be provided at heavily used transit stops such as those near Amtrak and major retail destinations; all stops should provide seating.*
- *Architectural Design. Transit shelters should be designed to provide protection from sun, wind, and rain. Transit shelters and other amenities should be distinctive through strong architectural design that reflects the character of the district.*
- *Sustainability. Transit shelters should be designed to promote transit and energy efficiency by incorporating features such as solar panels, LED lights, etc.*
- *Bike lanes should be provided on Shellmound Street consistent with City bicycle route planning."*

## 2.7 Multi-modal Facilities

**PRINCIPLE:** The use of transit shall be supported by providing attractive, comfortable, and highly functional transit stops. Bicycle use should be encouraged by providing safe and efficient routes.

### Background & Intent

In order to encourage and support community use of transit, it is imperative that transit service and facilities reflect a care and quality that conveys its importance to the City's vision for transit and land use. People will only leave their cars for transit if the experience is a pleasant and rewarding one.

Transit riders are presently served by AC Transit and Emery-Go-Round. The Amtrak station is located directly across the railroad tracks from Shellmound Street and due to its high use, should be supported by the transit facilities.

### Guidelines

2.7.1 Schedule Information. All transit stops should be prominently signed and all pertinent route and schedule information, including major connecting services, should be posted.

2.7.2 Shelters and Seating. Transit shelters should be provided at heavily used transit stops such as those near Amtrak and major retail destinations, all stops should provide seating.

2.7.3 Architectural Design. Transit shelters should be designed to provide protection from sun, wind, and rain. Transit shelters and other amenities should be distinctive through strong architectural design that reflects the character of the district.

2.7.4 Amenities. Amenities such as Global Positioning System (GPS)-based real-time arrival information, ticket machines, nighttime lighting, and trash receptacles should be provided.



Attractive transit facilities, such as comfortable shelters with posted route information, encourage transit use. (Portland, OR)

## Emerging Best Practices

Planning for multi-modal transportation can assist in guiding how future projects interact with the streetscape. Also, the use of different visuals can provide clear guidance for future projects without seeming too regulatory.

## Summary of Recommendations

- Consider the provisions in the Emeryville example.
- Review the recent implementation experience of bicycle parking provisions to see if the design standards could add some provisions for flexibility or to address other design considerations.

# SECURITY

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- Section 21.60.040.A (maybe should be B).7 addresses safety in building design and there are other criteria related to safety in other sections.

### Interview results:

- *Public workshop attendees expressed interest in providing guidance on well-designed, outdoor lighting that utilized contextually-appropriate materials. Additionally, participants also expressed a desire for standards that provided guidance for safe, pedestrian-friendly ground level design.*

### Evaluation Summary:

- A much more robust section on safety and security is warranted.

## Notable Examples from Other Cities

**New Westminster (BC)** Guidelines for Safe Urban Design (1999) includes a description of CPTED tools and an explanation of basic CPTED principles. Additionally, the City follows a prescribed review process for CPTED, requiring that all new projects comply with a review of CPTED guidelines, and complete a site safety analysis throughout the design process.

## How New Westminster Implements CPTED Guidelines

New Westminster has planners and police officers who have been trained in CPTED to review and comment on proposed plans at the Design Review Panel and Consultative Design Committee reviews. New Westminster also has the Crime Free Multi-housing Program, administered by the New Westminster Police Service. This program incorporates CPTED principles to make multifamily housing developments safer, and is now used province wide.

Finally, CPTED is an important part of the New Westminster Official Community Plan (OCP), adopted June 15, 1998. The OCP's aim of creating sustainable, safe, and livable communities is consistent with the Greater Vancouver Regional District (GVRD) Livable Region Strategic Plan.

Typically, CPTED follows several steps, for medium and large- scale projects.

- 1) **Site Visit**  
First, a **site visit** is required in order for the CPTED practitioner to see the site and the context of its surroundings at day and night times.
- 2) **Safety audits**  
A safety audit with stakeholders at night around the site can also yield places in the neighbourhood that generate high levels of emotional discomfort and feelings of vulnerability.
- 3) **Preliminary Review**  
In this stage of the assessment, meetings with planners are necessary to uncover demographic and statistical information on the character of the neighbourhood under study. Crime data may be gathered at this point from the police. Sometimes a series of interviews and data gathering in the form of mail out surveys and questionnaires may be required to gain information on crime patterns.

Planning at this stage allows stakeholders to examine how well the site layouts respond to known crime patterns in the neighbourhood, and make appropriate design changes early on.

**Emeryville (CA)** Shellmound Streetscape Design Guidelines suggest using installation and interactive artwork as a means to activate the public realm underneath overpasses. Example art encouraged includes lighting installations and colorful pieces that provide visual comfort for pedestrians. The following principles applies:

*2.10 Powell Street Bridge and Environs: A special focus on public art and programming should be given to the areas under the bridge and the structure itself to overcome the challenging conditions.*

**Waterloo (Ontario, CA)** Design Manual includes a 2-page section with safety and security guidelines for new development. Applicable pages copied below.

**2.1.4 Safety and Security**

• **Guideline Objective:** To design sites and buildings for safe and secure use for all users and to reduce the incidence of feature and crime.

Master Plan	Public Realm	Development Review	Site Planning	Interim
✓	✓	✓	✓	✓

- Apply the basic concepts of Crime Prevention Through Environmental Design (CPTED) in all projects including:
  - promoting natural surveillance and activities;
  - incorporate natural access control;
  - define territory, and;
  - effective maintenance.
- Design sites, buildings and landscaping to avoid entrapment areas with emphasis on:
  - locating and designing buildings, structures and the site with clear sightlines into building entrances, parking areas, amenity spaces and site servicing areas;
  - flanking open spaces with public roads to improve the safety of park use through casual surveillance;
  - providing low growing plant material in areas along pedestrian walkways and in areas of potential entrapment;
  - providing adequate lighting in areas of pedestrian activity and use, and;
  - avoiding recessed or narrow spaces which are not supported with natural surveillance and security lighting.
- Provide visible sight lines and direct pedestrian access to:
  - parking and site service areas;
  - publicly accessible spaces including lobby and elevator vestibule areas, and;
  - daylight visibility corners including street intersections and driveway intersections.

• **Guideline Tip:** Review Zoning By-law, Ontario Building Code

• **Reference:** refer to SPRG for daylight corner criteria.
- Encourage other measures such as directional signage, video surveillance, phones and mirrors to broaden sight lines and increase security.

Natural surveillance is improved when public spaces have direct access and view from street and surrounding building windows (Mississauga)

Low growing planting schemes delineate site subdivisions and potential entrapment areas along pedestrian routes (Toronto)

An unobstructed view provides adequate sight lines between the private and public realm (Waterloo)

Daylight corners improve pedestrian and vehicular safety at street intersections and site entrances (Waterloo)

- Provide uniform lighting levels for improved visibility and provide lighting in areas which may be dangerous such as stairs, ramps or changes in grade. Avoid abrupt changes in lighting levels.
  - **Reference:** refer to "Lighting" Guidelines and to SPRG for Lighting standards and criteria for more information.
- Design sites with priority given to pedestrian access including:
  - clearly sign vehicular, pedestrian and fire access routes;
  - locate buildings close to the street to provide direct pedestrian access from street to building entrance(s);
  - clearly identify pedestrian routes across sites and minimize conflicts with other site functions and potential blind spots;
  - consolidate vehicular entrances to reduce pedestrian-vehicular conflicts along property frontages;
  - provide dedicated pedestrian routes across large parking areas;
  - locate direction signs, light fixtures and other elements adjacent to travel path;
  - ensure curb cuts do not encroach into pedestrian or barrier free routes and walkways;
  - locate barrier free parking spaces close to building entrances and minimize conflicts with vehicular circulation, and;
  - design sites with gentle changes in grade for easy movement. Avoid steep or abrupt changes in grade.

• **Reference:** Refer to "Site Circulation" Guidelines for more information.
- Provide unobstructed routes for fire trucks and emergency access. Design truck turning movements to City standards and functional turning movements.
- Consider traffic calming features early in the design process with opportunities for curb extensions, raised surface treatments, chicanes, ribbed concrete, traffic circles and other traffic calming solutions.
  - **Guideline Tip:** design traffic calming measures to avoid conflicts with emergency response vehicles. Review features early with City staff including Chief Fire Prevention Officer.
  - **Reference:** City of Waterloo Transportation Master Plan for Traffic Calming Guidelines.
- Provide construction-protection measures and traffic management plans during site construction phase.
  - **Reference:** refer to Ontario Building Code for Fire Access requirements.
  - **Reference:** refer to SPRG for Staging and Construction Plan details and contact City for more information.

Pedestrian safety is improved when direct pedestrian access is provided from public street to building entrances without vehicular conflict(s).

Pedestrian safety is improved with effective signage and by locating buildings close to the street (Kitchener)

For select locations, a raised platform provides an effective traffic calming feature (Waterloo)

## Emerging Best Practices

See New Westminster Guidelines for some detailed description of CPTED measures.

## Summary of Recommendations

Consider adapting and summarizing the material in *New Westminster Guidelines for Safe Urban Design* April 1999.

# SERVICE AND MECHANICAL EQUIPMENT AREAS

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- RZC 21.38 Outdoor Storage, Retail Display, And Garbage And Recycling Enclosures addresses screening of outdoor storage and displays.
- RZC 21.38 Outdoor Storage, Retail Display, And Garbage And Recycling Enclosures address location and access to those facilities.
- Section 21.60.040.E addresses this issue and calls for:
  - Locating storage and service areas away from highly visible areas
  - Service area enclosures that are architecturally compatible with the building.
  - Screening of service elements.
  - Screening of mechanical equipment and other roof top elements
  - Consideration of views from adjacent hill sides,
  - Screening utility meters from view

### Interview results:

- *Our Garbage/Recycling enclosure regulations may be too strict. We do not allow chain link fence with slats (because the slats break). I think it is too strict. What do other communities do? We also require landscaping next to the enclosure to “screen the screen”. Is this too much? See RZC 21.62.040 Figure 21.60.040R. (Staff)*

### Evaluation Summary:

- The provisions seem reasonable and comparable to other recently updated service element provisions in nearby cities and other comparable cities.

## Notable Examples from Other Cities

**Livermore (CA)** Citywide Design Standards & Guidelines (2004) requires parapets or other means of screening mechanical equipment.

**Woodinville** features some notable service element provisions:

- *Acceptable materials include brick, concrete block, stone, or wood. Cyclone fencing is prohibited. The sides and rear of the enclosure shall be screened.*
- Buildings in the Downtown and Little Bear Creek Corridor study area with 30 or more dwelling units or nonresidential buildings with a gross building floor area over 30,000 square feet shall have an interior service and trash room sufficient to house refuse containers for building uses.
- Screened trash containers shall be a minimum of 44 feet from the wall of any structure where there is access to the structure for the public.

- Utility Meters, Electrical Conduit, and Other Service Utility Apparatus. These elements shall be located and/or designed to minimize their visibility to the public. Project designers are strongly encouraged to coordinate with applicable service providers early in the design process to determine the best approach in meeting these standards. If such elements are mounted in a location visible from the street, pedestrian pathway, common open space, or shared auto courtyards, they shall be screened with vegetation or by architectural features.

**San Diego (CA) Downtown Design Guidelines** includes noteworthy provisions on utilities and driveway entrances that become increasingly important with multi-story development:

- *Exposed garage and loading dock driveway walls should contain the same materials as the adjoining street walls for a minimum distance of ten feet. Interior driveway walls that have regular exposure to the public right-of-way beyond ten feet (with transparent doors or with doors subject to being open on a regular basis) should be painted or similarly treated.*
- *All utilities, such as backflow prevention devices, groupings of meters, and so on should be located outside the public right-of-way within a building alcove, utility room, or landscaped area and be fully screened from view of the public right-of-way.*
- *The utility needs of future commercial tenants (e.g., grease traps, exhaust chutes, air conditioning) should be anticipated in the initial building design to avoid difficulty when retrofitting buildings after construction.*

**Boise (ID) Downtown Design Standards & Guidelines** also includes some noteworthy service and utility provisions:

- *For multi-story commercial and mixed-use buildings within downtown, trash and recycling elements shall be integrated within the building itself and accessible from the alley, where applicable.*
- *Service areas visible from the street, pathway, pedestrian-oriented space or parking area (alleys are exempt) shall be enclosed and screened around their perimeter by a durable wall or fence at least six feet high. Developments shall use materials and detailing consistent with primary structures on-site. Acceptable materials include brick, concrete block or stone.*
- *All buildings must design rooftop mechanical and other related technical equipment/materials in an integrated, coherent manner consistent with the composition below them. All vertical screening elements must incorporate high quality cladding materials the same or similar to the type of materials used for the walls below.*

### 3.6.2 Utility meters, electrical conduit, and other service utility apparatus.

These elements shall be located and/or designed to minimize their visibility to the public. Project designers are strongly encouraged to coordinate with applicable service providers early in the design process to determine the best approach in meeting these standards. If such elements are mounted in a location visible from the street, pedestrian pathway, common open space, or shared auto courtyards, they shall be screened with vegetation or by architectural features.



Fig. 3-18. The utility meters in the left image are accessible for functional use, but thoughtfully located and screened. Avoid exposed utility meter designs like those in the upper and lower right images, which degrade the character of the development.

*Boise provisions on utility meters illustrate both good and bad examples (the bad examples can be a particularly effective tool).*

## Emerging Best Practices

The Boise and San Diego provisions above are excellent newer examples that are particularly appropriate for multi-story infill development in the mixed-use areas.

Woodinville has been dealing with this issue. They allowed screened enclosures with slats which got beat up pretty bad and were really eyesores. They instituted much stricter standards.

## Summary of Recommendations

Update and strengthen these provisions using content above from Woodinville, Boise, and San Diego as good examples to draw from. Maybe require roofs or weather covers over dumpster screens. Note that one commentor indicated that the current provisions may be too strong but they seem in line with current practice.

# STORM WATER MANAGEMENT CONSIDERATIONS

## Evaluation of Current Standards

### General Statement, Background, Examples Of Reviewed Projects, etc.

- The new Municipal Stormwater National Pollutant Discharge Elimination System (NPDES) general permits require widespread adoption of Low Impact Development (LID) techniques into local development codes. These practices and codes require significance changes in the way the private development community plans, designs and builds, as well as the way the public sector enforces, operates, maintains and inspects stormwater facilities.

Washington State Department of Ecology Low Impact Development Code Update and Integration Toolkit.

As Ecology's guidebook points out, the new NPDES requirement has an impact throughout several sections of most municipalities' development codes, including the design guidelines. Many of the topics that address stormwater objectives are listed in sections above, especially landscaping, vegetation protection and general site planning

### Interview results:

- *Not mentioned*

### Evaluation Summary:

- While the guidelines do address many of the concerns related to stormwater management, this is such a new and emerging consideration that the *Washington State Department of Ecology Low Impact Development Code Update and Integration Toolkit* and other guidance materials that are currently being produced should be consulted during guidelines development.

## Notable Examples from Other Cities

This topic is so recent that there are few examples to document.

## Emerging Best Practices

The *Washington State Department of Ecology Low Impact Development Code Update and Integration Toolkit* provides a checklist to use in developing local development codes. While much of Ecology's guidance is incorporated into this document, the Toolkit's checklist provides a useful way to ensure that the new guidelines address NPDES objectives.

## Summary of Recommendations

Consult the *Washington State Department of Ecology Low Impact Development Code Update and Integration Toolkit* during guideline development. See also notes added to other sections of this document. The following are some areas to examine in greater detail.

- Site planning (General) – ID where stormwater can be treated on site (most favorable soils, favorable drainage patterns, etc). Design drainage, slopes, topography, etc. to facilitate water retention and infiltration. Minimizing pavement and building coverage. Minimize native vegetation removal. Shared drives, etc.
- Setbacks – Consider if setbacks and other restrictions could be relaxed in order to allow better stormwater facilities. Could design guidelines encourage cluster development to allow better storm water management facilities.
- Maximum coverage - Consider whether or not maximum impervious surface requirements should be a guideline so that there is more flexibility.
- Tree planting - Require a minimum canopy coverage within a number of years.
- Open space requirements - ID how open spaces can also improve water retention.
- Parking areas – Describe ways to minimize parking areas and drives. Encourage methods to treat water in parking lot landscaping. Require a minimum canopy coverage.
- Site design elements - Use permeable pavements and treatments to improve infiltration.
- Street standards – While covered in public works standards, this topic might be explored, particularly on large lot and subdivision development.
- Landscaping – Standards should provide ways to incorporate existing native vegetation. Coordinate with tree retention standards. Include standards that native grading of native vegetation and (especially) undisturbed native soils.
- Screening - Review screening standards to allow native and existing vegetation to perform this function.
- Encourage green roofs and stormwater collection systems (perhaps through incentives?).

## OTHER NOTEWORTHY IDEAS

**Design Awards Program.** Redmond contains a design awards program with three distinct award types: Superior, Outstanding, and Honor. As of 2011, 58 projects have been identified as significant designs. This slideshow from 2011 illustrates the award winners:

file:///C:/Users/Bob/Downloads/2007-2010%20Design%20Awards%20Presentation%203-1.pdf

However, the last updated webpage mentioning the program was for the awards reception in 2012 and the program is well hidden on the city's website. Perhaps the program is designed to provide recognition every 5-10 years and/or publicized in other ways? Nevertheless, perhaps some consideration of elevating the program's visibility and usefulness might be considered.

Waterloo, Ontario, contains a notable awards program is one such example. Here is the link to the city's urban design awards page:

<http://www.waterloo.ca/en/government/urbandesignawards.asp> which includes a video of the award winning project. The program includes the following categories of awards:

- Award of Excellence: projects demonstrating the highest standard of urban design across the City.
- Award of Merit: well designed projects demonstrating a special or unique feature or element that deserve special merit.
- Award of Distinction: recognition for being an Urban Design Award finalist.

The UDA nomination criteria, evaluation criteria and judging committee process is provided in Appendix L. The UDM will provide a basis for evaluation.

**Universal Design** - Waterloo (Ontario, CA) includes a 2-page section addressing barrier free design.

**Creativity and Innovation** - Waterloo (Ontario, CA) includes a section that promotes creative architectural expression that contributes a sense of place and helps to become a landmark and way-finding element of the community. The guidelines include photos of two such newer buildings within the city.

# APPENDIX

## CITY COUNCIL FEEDBACK ON THE EVALUATION

February 24, 2015 City Council Study Session

### Meeting Agenda

City Staff and MAKERS gave a presentation of key findings of the evaluation. Below is an outline of the presentation:

Introduction -- Steven

Evaluation Process -- John Owen

- Description of the document
- Who did we talk to?
- Citizen workshop
- How did we select the comparative cities for the study?

Matrix & Findings -- John Owen

- Overview of the Comparative Matrix
- Matrix is like a report card
- Why these cities? Did we look at other cities as part of the study?
- Overview of the findings (from the Cover Memo)
- Findings help point the direction that the City needs to take
- Comments from Council -- Steven, Gary, Dennis

Principles -- Dennis

- Purpose
- How they were developed
- Discussion -- John, Dennis, Gary, Steven
- Endorsement – Give staff direction, endorsement needed to move forward

### Discussion Summary

Participants: Hank Margeson, Tom Flynn, Bryon Shultz, John Stilin, Hank Myers, David Carson, and Kim Allen

Discussion topics and comments:

1. Building Scale

Hank Myers

- Keeping less than 10 stores?
- Is that the message?

2. Building Variety

Kim Allen

- What are the unifying items?

Hank Margeson

- How do you get variety when everything is being built at the same time?

John Stilin

- Even if we change the plan, give the architect more license to design more interesting stuff.

John Owen

- The same thing (sameness of design) is happening in SLU, with all the money being spent.

### 3. Active Pedestrian Environment

### 4. Building Height and Form

Hank Margeson

- “Step backs” is a chicken bone in the throat for developers.

Tom Flynn

- How can you do it by asking?

Hank Margeson

- Can you say if you have a 50’ wide lot you can go so high?
- If you have a 100’ wide lot you can go higher than a 50’ wide lot.

John Owen

- Good idea!

Bryon Shultz

- Are there economic attributes to these buildings in Seattle, not allowed in Redmond?

Kim Allen

- Is the fire code the limiting factor?

### 5. Building Height

John Stilin

- Do we allow TDR trades from a property to another property?

John Owen

- Think about requiring less parking and counting on street parking.
- Require each building to be unique.

### 6. Relationship of New and Historic

### 7. More Plazas and Open Space

John Stilin

- Can we do better integration with the Central Connection?

Steve Fischer

- It is easier now since the connector is built?

Kim Allen

- Can we trade Juliet balconies for a public open space?

John Stilin

- Can we allow people to build on-site covered colonnades?

John Owen

- We can require it.

John Stilin

- We can create incentives to make the building more narrow at bottom for public open space under covered areas?

### 8. Green Development

### 9. High Quality Materials

### 10. Distinctive Design

John Stilin

- They have large opening doors/windows at the street (picture shown).

Hank Myers

- Have more covered space over the sidewalks.

Kim Allen

- Northwest color palate is too strict.

Hank Margeson

- Open up the color palate.

# DESIGN STANDARDS RESOURCES

Below is the list of documents referenced in this audit along with links, where available. PDF's have been sent to City staff of each of these documents.

**Redwood City (CA)** Precise Plan (2011):

<http://www.redwoodcity.org/phed/planning/precise/preciseplan.html>

**Tacoma** – Analysis of Design Review Options for the City of Tacoma (2008)

**Kirkland** Zoning Code, Design Guidelines for Pedestrian-Oriented Business Districts (2004), and Totem Lake Design Guidelines (2007):

<http://www.codepublishing.com/wa/kirkland/> ;

<http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Design+Guidelines.pdf> ;

<http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Totem+Lake+Neighborhood+Design+Guidelines.pdf>

**Boise (ID)** Downtown Design Standards & Guidelines (2013) and Citywide Design Standards & Guidelines (2013): <http://pds.cityofboise.org/media/215767/downtownguidelines.pdf>

[http://pds.cityofboise.org/planning/dr/citywide\\_guidelines/](http://pds.cityofboise.org/planning/dr/citywide_guidelines/)

**Emeryville (CA)** Design Guidelines (2010) and Shellmound Streetscape Design Guidelines:

<http://www.ci.emeryville.ca.us/DocumentCenter/Home/View/1193> and

<http://www.ci.emeryville.ca.us/DocumentCenter/Home/View/1893>

**New Westminster (BC)** Columbia Street East Design Guidelines (1997):

<http://www.newwestcity.ca/database/rte/files/Columbia%20Street%20East%20Design%20Guidelines.pdf>

**Livermore (CA)** Citywide Design Standards & Guidelines (2004):

[http://www.cityoflivermore.net/citygov/cd/planning/d\\_s\\_and\\_g.asp](http://www.cityoflivermore.net/citygov/cd/planning/d_s_and_g.asp)

**San Mateo (CA)** Multi Family Design Guidelines (1994):

<http://www.cityofsanmateo.org/DocumentCenter/Home/View/2497>

**Hillsboro (OR)** Development Standards and Design Guidelines (2007):

<http://www.hillsboro-oregon.gov/modules/showdocument.aspx?documentid=1784>

**Walnut Creek (CA)** Transit Village Design Guidelines (2013):

[http://www.ci.walnut-creek.ca.us/citygov/depts/cd/planning/bart\\_tod.asp](http://www.ci.walnut-creek.ca.us/citygov/depts/cd/planning/bart_tod.asp)

**Renton** North Downtown Design Standards (2008):

[http://www.rentonwa.gov/uploadedFiles/Business/EDNSP/planning/Attachment%20K\\_RMC%204-3-100.pdf](http://www.rentonwa.gov/uploadedFiles/Business/EDNSP/planning/Attachment%20K_RMC%204-3-100.pdf)

**Waterloo (Ontario, CD)** Design Manual (2012):

<http://www.waterloo.ca/en/government/urbandesignguidelines.asp>

**Tumwater's** Capitol Boulevard Design Standards (2013):

<http://www.ci.tumwater.wa.us/home/showdocument?id=2436>

**Clark County** Highway 99 Form-Based Code (2010):

<http://www.clark.wa.gov/Planning/hwy99/docs.html#zoning>

**Everett** Core Residential Development Standards and Guidelines (2007):  
<https://www.downtowndevelopment.com/pdf/Core%20Residential%20Rep%2003-06-07.pdf>

**Boulder (CO)** Downtown Design Guidelines (2002):  
<https://www-static.bouldercolorado.gov/docs/historic-preservation-downtown-design-guidelines-1-201311121524.pdf>

**Richmond (BC)** Design Guidelines (2012):  
[http://www.richmond.ca/\\_shared/assets/OCP\\_9000\\_guidelines34178.pdf](http://www.richmond.ca/_shared/assets/OCP_9000_guidelines34178.pdf)

**San Diego (CA)** Downtown Design Guidelines (2011):  
[http://civicsd.com/images/stories/downloads/planning/Downtown\\_Design\\_Guidelines\\_January\\_17\\_FINAL\\_Council\\_Adopted.pdf](http://civicsd.com/images/stories/downloads/planning/Downtown_Design_Guidelines_January_17_FINAL_Council_Adopted.pdf)

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