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03/11/97

ORDINANCE NO. 1993

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, ADOPTING A NEW CHAPTER 20D.40 TO THE REDMOND MUNICIPAL CODE AND COMMUNITY DEVELOPMENT GUIDE TO ADOPT REVISED DESIGN STANDARDS FOR THE CITY, DGA 96-005 AND REPEALING THE EXISTING CHAPTER 20D.40

WHEREAS, the City initiated a process to revise the City's Design Standards in 1994 as a means of carrying forward a community vision, implementing the comprehensive plan, dealing with increasing development pressures, and responding to court decisions regarding design criteria in other cities, and

WHEREAS, since initiating the amendment process, intensive staff work, consultant assistance, and public involvement have resulted in significant substantive amendments being proposed, and

WHEREAS, the Planning Commission held at least one public hearing on the design standards set forth in this ordinance, and after considering all public testimony presented and all other relevant information and input, determined to recommend approval of certain revised standards to the City Council, and

WHEREAS, the City Council has considered the Planning Commission's recommendation and has determined to approve the regulations as set forth below, NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON,
HEREBY ORDAINS AS FOLLOWS:

Section 1. Findings and Conclusions. In support of the design standards set forth in this ordinance, the City Council adopts the Recommended Findings of Fact and Recommended Conclusions set forth in the Planning Commission Report on DGA 96-005, Revised Design Standards, dated March 18, 1997.

Section 2. Revised Design Standards. A new Chapter 20D.40 is hereby adopted as part of the Redmond Municipal Code and Community Development Guide to read as set forth in Exhibit A attached hereto and incorporated herein by this reference as if set forth in full.

Section 3. Repeal of Replaced Regulations. The prior Chapter 20D.40 of the Redmond Municipal Code and Community Development Guide is hereby repealed, having been replaced by the regulations adopted in Section 2 above.

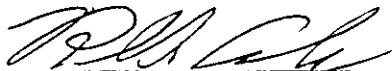
Section 4. References. Any reference in any section of the Redmond Municipal Code and Community Development Guide which is rendered outdated by adoption of the new Chapter 20D.40 in this ordinance shall be construed as referring to the new section or sections within Chapter 20D.40 which contains the substantive regulations most closely analogous to the repealed reference. The Planning Director is authorized to make such interpretations as are necessary to implement this ordinance and to correct such references. The code revisor responsible for codification of the Community Development Guide is further authorized to correct such references in consultation with the Planning Department.

Section 5. Application. The Design Standards adopted in Section 2 above shall apply to all permit applications submitted on or after the effective of this ordinance. Development projects for which a complete site plan review application, general development permit, or special development permit application have been filed prior to the effective date of this ordinance shall continue to be governed by the design standards repealed in Section 3.

Section 6. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 7. Effective Date. This ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum, and shall take effect five (5) days after passage and publication of an approved summary thereof consisting of the title.

CITY OF REDMOND

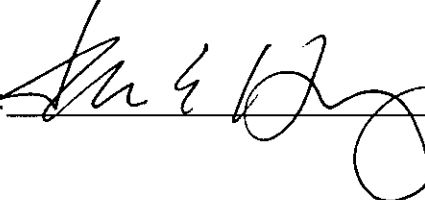


~~MAYOR ROSEMARIE IVES~~
MAYOR PRO TEM RICHARD COLE

ATTEST/AUTHENTICATED:


CITY CLERK, BONNIE MATTSON

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

By: 

FILED WITH THE CITY CLERK: July 10, 1998
PASSED BY THE CITY COUNCIL: July 21, 1998
SIGNED BY THE MAYOR PRO TEM: July 21, 1998
PUBLISHED: July 25, 1998
EFFECTIVE DATE: July 30, 1998
ORDINANCE NO. 1993

EXHIBIT A

REDMOND COMMUNITY DEVELOPMENT GUIDE

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20D.40 DESIGN STANDARDS

20D.40.10-010 PURPOSE AND INTENT

The purpose of this section is to establish design standards for site design, circulation, building design, landscape design, and signage to guide preparation and review of all applicable development applications. These design standards are intended to assist development applicants in adhering to the desired form of community design in Redmond as expressed by goals, policies, plans, and regulations of the Redmond Community Development Guide.

The purpose of the Design Standards is:

- (1) To ensure that new development is consistent with goals, policies, plans, and regulations of the Redmond Community Development Guide;
- (2) To ensure that building and site designs address the needs for personal safety of its residents, employees, and visitors;
- (3) To identify the cultural, historical, and natural contexts that can serve as a reference for distinctive development in Redmond;
- (4) To conserve energy, reduce traffic, and reduce air and water pollution by encouraging transit use and through building and site design.
- (5) To supplement land use regulations which encourage and promote public health and safety of the citizens of Redmond;
- (6) To promote sustainable development projects that will provide long term community benefits and have a high environmental and visual quality;
- (7) To assist decision-making by the Administrator, Technical Committee, Design Review Board, Hearing Exam-

iner, and City Council in the review of development applications;

- (8) To assist preservation of natural landforms, vegetation, water features, and scenic views and vistas which form the strong sense of natural amenity existing throughout the City;
- (9) To provide greater clarity of design goals and elements, thereby enhancing the development review process of the Redmond Community Development Guide;
- (10) To ensure that new buildings are of a character and scale that is appropriate to their use and to the site;
- (11) To encourage building variety while providing for designs that reflect the distinctive local character, the context of the site, and the community's historical character and natural features;
- (12) To provide for the use of landscaping to enhance site appearance; and
- (13) To promote building and site design that provides appropriate transitions between dissimilar uses and intensities.

20D.40.10-020 SCOPE AND AUTHORITY

- (1) **Scope.** There are two sets of standards: City-wide Design Standards and City Center Design Standards.
 - (a) City-wide Design Standards (20D.40.15), apply to applications requiring design review that are located throughout the City and include the City Center Districts.
 - (b) The City Center is divided into Design Areas. The applicable Design Areas Standards (20D.40.100) and the City-wide

Design Standards, (20D.40.15), shall apply to applications requiring design review that are located within the City Center.

(c) Code Administrator Authority. The Code Administrator shall review and make a decision on the following:

(2) **Authority.**

(a) Design Review Required. All applications requiring a building permit for exterior building modifications, new construction and signs shall comply with the Intent Statements and Design Criteria as provided in subsection (d).

(i) All building permit applications that have a total valuation of less than \$50,000 or more except for the following:

(A) One and/or two unit residential structures; and

(B) Tenant improvements not encompassing an exterior modification.

(b) Design Review Board Authority. The Design Review Board shall review and make a decision on the following applications:

For projects reviewed by the Code Administrator that are not in compliance with the applicable Design Standards, the Technical Committee may refer the application to the Design Review Board for their consultation.

(i) All building permit applications that have a total valuation of \$50,000 or more except for the following:

(A) One and/or two unit residential buildings;

(B) Tenant improvements not encompassing an exterior modification;

(C) Signs; and

(D) Commercial buildings located within the MP or I zones unless the sites have significant natural features or are located in areas of high public visibility, such as areas adjacent to SR 520, Marymoor Park or the Sammamish River Trail.

(d) Compliance with Design Standards. Decisions on applications requiring design review shall be made as follows:

(ii) Planned Residential Development (PRD) applications when the proposal includes housing types other than single family detached units.

(i) Each design element and design district has intent statements followed by design criteria. Intent statements describe the City's objectives for each design element or district. The design criteria that follow the intent statements are suggested ways to achieve the design intent. Each criterion is meant to indicate the preferred condition. Other equal or better design solutions may be acceptable as long as the proposed alternative meets the intent of the design element or district.

- (ii) All applications that require design review shall comply with the intent statements for each applicable design standard element and design district.
- (iii) While the design criteria are generally permissive, if "shall" is used in the design criterion, all applications shall comply with that specific design criterion if it applies to the application.
- (iv) The applicant has the burden of proof and persuasion to demonstrate that the application complies with the intent statements.
- (v) The applicant shall demonstrate to the satisfaction of the decision-maker that the application complies with the applicable intent statements and the design criteria that use the word shall.
- (vi) Where the decision-maker concludes that the application does not comply with the intent statements or the design criteria that use the word shall, the decision-maker may condition approval based on compliance with some or all of the design criteria, or the decision-maker may deny the application.

(e) Conflicts with Site Requirements.

These Design Standards supplement the development standards and site requirements of each zoning district. The Design Standards shall be implemented in a manner that allows developments of the type and scale set by the Comprehensive Plan and development regulations while achieving the design intents.

Where the provisions of this section conflict with the provisions of the zoning district, the provisions of the zoning district shall control.

(f) Administrative Design Flexibility.

Under exceptional circumstances, minor variations to the site requirements of the underlying zoning district may be permitted if it is necessary to meet the intent of the Design Standards. Minor variations shall be processed through the procedures set forth in RCDG 20F, Administrative Design Flexibility. If the Design Review Board make a recommendation to vary the site requirements it shall be based on the following:

- (i) The application of certain provisions of the Development Guide would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the underlying zoning district and of the Design Standards.
- (ii) Permitting a minor variation will not be materially detrimental to the public welfare or injurious to the property or improvements in the area.
- (iii) Permitting a minor variation will not be contrary to the objectives of the Design Standards.

20D.40.10-030 ORGANIZATION

(1) **City-wide Design Standards.**

- (a) Design Categories. The City-wide Design Standards are divided into six design categories. They are organized to first address contextual issues, then site design

issues, building design issues, landscaping design issues and sign design issues. The last design category addresses circulation issues, such as access to and from the site, internal circulation, parking, and transit. Therefore, the six design categories are: Design Context; Site Design; Building Design; Landscape Design; Sign Design; and Circulation Design.

(b) **Design Elements.** Within each design category of the City-wide Design Standards, there are design elements. For example, the category of Site Design has six design elements: Natural Features and Sensitive Areas; Open Space and Recreation; Site Design For Safety; Site Lighting; Service Areas; and Stormwater Facilities.

(2) **City Center Design Standards.**

(a) **Design Areas.** The City Center Design Standards are divided into eight Design Areas: Valley View, Bear Creek and Trestle Areas; Sammamish Trail and Town Square Areas; Old Town; Mixed Use Center Area; Leary Area; River Bend Area; North Point and Carter Areas; and Foothill and East Hill Areas.

(3) **Purpose Statements.** The Purpose Statements for each design category in the City-wide Design Standards and for each design district in the City Center Design Standards describe the goals of that particular part of the Design Standards.

(4) **Intent Statements and Design Criteria.** Each design element in the City-wide Design Standards and each design district in the City Center Design Standards have intent statements followed by design criteria. Intent statements describe

the City's objectives for each design element or district and are the requirements each project shall meet. The design criteria that follow the intent statements are suggested ways to achieve the design intent.

(5) **Illustrations.** Graphic illustrations are provided as examples of how a design criterion or multiple criteria can be achieved. If there is a discrepancy between the text and the illustrations, the text shall prevail.

20D.40.10-040 ADMINISTRATION

(1) **Review Process.** Applications requiring Design Review Approval from the Design Review Board shall be processed in accordance with RCDG 20F, Administration and Procedures.

(2) **Design Review Handbook.** The Planning Department will maintain the Design Review Handbook to assist applicants with development projects requiring Design Review. The Handbook may include:

- Description of the Review Process
- Information about the Design Review Board
- Application Forms and Review Checklists
- List of Submittal Requirements including Drawing Specifications
- Comprehensive Plan Policies
- Neighborhood-Specific Design Standards
- City-wide and City Center Design Standards

(3) **Pre-Application Conference.** Applicants of development proposals requiring Design Review are required to attend a Pre-Application Conference with the Design Review Board. The purpose of the meeting is to provide an opportunity for the

Board to review and provide input on preliminary design concepts and to identify design elements that will be particularly critical to the project.

- (4) **Statement of Design Intent.** All development proposals subject to Design Review shall submit a statement of design intent consistent with the standards set forth in this chapter. The statement should include text and conceptual drawings as specified in the Design Review Handbook. The statement of design intent should be based upon a well-defined concept which responds to the community goals and policies identified in this chapter, and functions well for the site user. The statement of design intent should explicitly evaluate how a development meets the applicable design intent and criteria for each design category.

20D.40.15 CITY-WIDE DESIGN STANDARDS

20D.40.15-010 PURPOSE

The purpose of this section is to establish design standards for development projects located outside of the City Center. It is organized to first address contextual issues (how the project fits into the surrounding neighborhood), then site design issues, building design issues, landscaping design issues, and sign design issues. The last section address circulation issues, such as access to and from the site, internal circulation, parking, and transit.

20D.40.20 CONTEXT DESIGN STANDARDS

20D.40.20-010 PURPOSE

The purpose of this section is to identify existing neighborhood characteristics that should be enhanced or incorporated into the designs of new development projects. In addition, the standards address neighborhood compatibility and transitions between adjacent land uses, buildings, and street frontages.

20D.40.20-020 DESIGN CONTEXTS

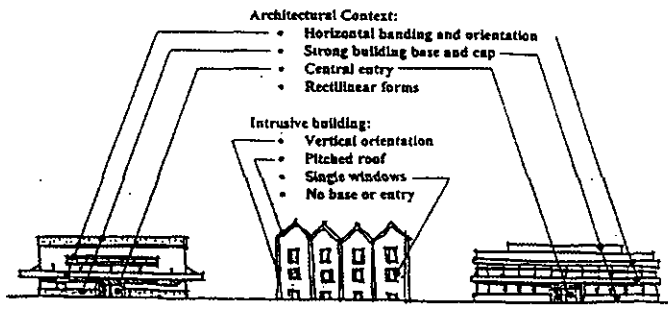
(1) Intent

- (a) To provide contextual references that can be used to encourage distinctive designs for new development and redevelopment projects.
- (b) To create contexts that capture the community visions and values as reflected in the comprehensive plan, neighborhood plan, and/or design review handbook. Contextual elements could include the following:

- (i) Context defined by Natural Forms and Patterns. These are natural landforms found in the Sammamish River valley and other parts of the City. Examples include river contour forms; river bench terraces; multiple silhouette ridgelines; and panoramic vistas with associated mountain, lake, river, and gully forms.
- (ii) Cultural Context. This consists of specific cultural references to Redmond as an historic urban crossroads or as a farming community.
- (iii) Architectural Context. This includes buildings with articulated facades, pedestrian friendly scale and detailing, historic building features or character, and interesting rooflines.

(2) Design Criteria

- (a) Development sites should blend with natural landforms and be designed to maximize scenic views.
- (b) Developments that have a cultural context should incorporate or enhance cultural references by symbolic design details, interpretive signs or informational plaques.
- (c) Developments within an area that has a distinctive architectural context should carry it forward with similar structure types and materials and, where appropriate, consistent architectural detailing.



In this example the middle building does not fit with the architectural context set by its neighbors.



Figure 1: Context Design Criteria (c) and Relationship to Adjacent Properties Criteria (b).

In this example, the middle building better fits its architectural context because the horizontal banding, cap, base and central entry relate to neighboring buildings.

20D.40.20-030 RELATIONSHIP TO ADJACENT PROPERTIES

(1) Intent

- (a) To promote the functional and visual compatibility between adjacent neighborhoods and different land uses.
- (b) To encourage building designs which use natural, historical, traditional, and/or cultural context references to create elements which link the development to the neighborhood and community.
- (c) To use building design to create a transition between development and natural features.
- (d) To promote a gradual transition between different uses.

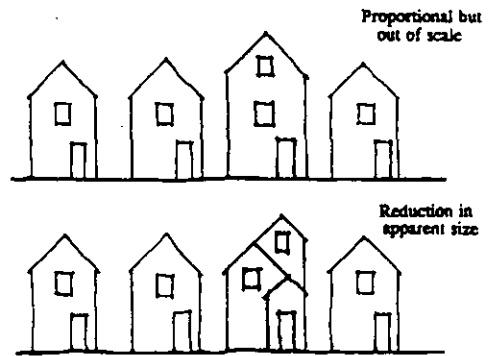


Figure 2: Relationship to Adjacent Properties Criteria (b)(i) and (ii).

Good design can reduce the apparent size of new buildings, allowing them to fit in with smaller buildings.

(2) Design Criteria

- (a) Coordinate proposed development with surrounding site planning and development efforts on adjacent properties and throughout the neighborhood.
- (b) Development should consider the following design features to create visual continuity between the proposed development and adjacent neighborhoods and the community.
 - (i) Site design features to consider:
 - building setbacks;
 - placement of structures;
 - location of pedestrian/vehicular facilities; and
 - spacing from adjoining buildings
 - (ii) Planting design features to consider:
 - composition of plant materials;
 - type and quantity of plant materials; street trees; and significant trees.

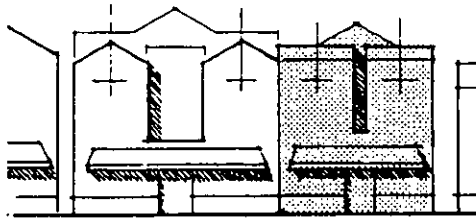


Figure 3: Relationship to Adjacent Properties Criteria (b) (iii).
 Example of a new building emphasizing the height, proportions, and canopy of the adjacent buildings.

(iii) Building design features to consider:

- scale
- massing
- proportion
- spacing and location of windows, doorways and other features
- roof silhouette
- facade proportions and orientation
- location of entries
- surface material, finish, color and texture of surrounding development; and
- style of architecture.

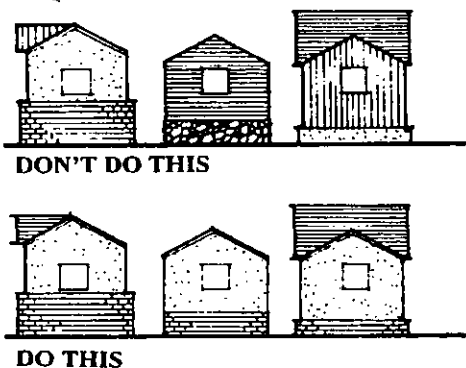


Figure 4: Relationship to Adjacent Properties Criteria (b) (iii).
 This example shows the use of compatible materials as the unifying element.

(iv) Sign design features to consider:

- number, size and location of signs
- type of illumination
- color
- design restraint in relationship to the subject building and adjacent properties
- compatibility with building design

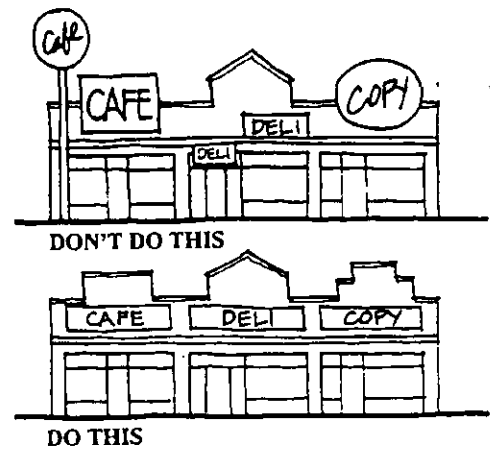


Figure 5: Relationship to Adjacent Properties Criteria (b) (iv), Signs.
 Signage should be coordinated and be compatible with the building design and materials.

(c) In some areas, the existing context is not well defined, or may be undesirable. In such cases, the new development should be recognized as a pioneer with the opportunity to establish a pattern of identity from which future development can take its cues. The site's zoning and other relevant comprehensive plan policies should be considered as indicators of the desired direction for the area and project.

(d) Properly link proposed development to existing and planned walkway, trail, street

drainage and utility systems, and assure efficient continuation of such systems.

- (e) Consider impacts to historic structures or sites, and mitigate potential impacts.
- (f) Consider the impact of building mass, color, lighting, and design upon adjacent open spaces, public open spaces or parks, and recreation areas.

20D.40.20-040 RELATIONSHIP TO STREETFRONT

(1) Intent

- (a) To create a relationship between a development and the street front that provides safety and amenities for a development's residents, employees, and customers, and for surrounding properties.
- (b) To relate residential development to the street front that helps define neighborhood character. For example, residential areas with porches and balconies can create a sense of community and improve safety along public sidewalks and streets.
- (c) To relate commercial development to the street front to ensure active street environments that encourage pedestrian activity, stimulate business, and encourage walking as a transportation mode. For example, commercial buildings with windows and entries oriented to the street can enhance pedestrian activity.
- (d) To create an attractive street edge and unified streetscape, and provide pedestrian access where it does not conflict with private property security issues.

(2) Design Criteria

- (a) Building setbacks from public streets should be minimized in commercial developments.
- (b) All development shall include site-planning measures to create an attractive street edge and accommodate pedestrian access. Examples of ways that a development meets the requirements of this provision are provided in (i) through (iv) below.
 - (i) Define the street edge with buildings landscaping or other features.
 - (ii) Provide for a sidewalk at least 5' wide if there is not space in the public ROW.
 - (iii) Provide building entries that are accessed from the sidewalk. Preferably these access ways should be separated from the parking and drive aisles. If access traverses the parking lot, then it should be raised and clearly marked.
 - (iv) For businesses which require outdoor display oriented to the street, such as nurseries and auto sales, the street edge shall be defined.
- (c) Create a well-defined streetscape to allow for the safe movement of pedestrians. Wherever possible, minimize building setbacks and relegate parking and drive-through passageways to the side and rear of all buildings.
- (d) Provide site development features that are visible and pedestrian accessible from the street. These features could include plazas, open

space areas, employee lunch and recreational areas, architectural focal points, and accent lighting.

20D.40.25 SITE DESIGN STANDARDS

20D.40.25-010 PURPOSE

The purpose of this section is to establish criteria for development-wide design and improvements of Natural Features and Sensitive Areas, Open Space and Recreation, Safety, Lighting, Service Areas, and Stormwater Facilities.

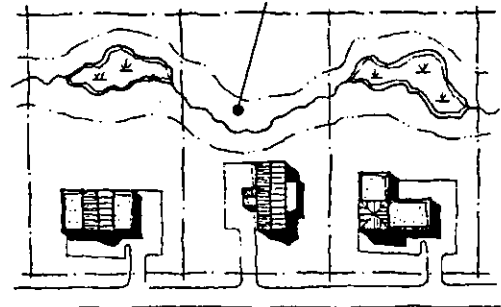
20D.40.25-020 NATURAL FEATURES AND SENSITIVE AREAS

(1) Intent

- (a) To integrate the sensitive areas protected by Chapter 20D.140, Sensitive Areas into the site plan, and development proposal in order to provide for site amenities and to reduce natural hazards and impacts on the natural environment.
- (b) To minimize the visual and environmental impact of development on hillsides.
- (c) To preserve natural features and sensitive areas in a manner which link natural systems and habitat rather than creating isolated pockets of such areas.
- (d) To encourage development to respect natural landforms and to use them to provide definition between various parts of the community and to provide project identity.
- (e) To encourage enhancement of natural landscapes and viewsapes after initial clearing and development.

(2) Design Criteria

- (a) Preserve and enhance natural features to create a desirable environment for residents, tenants and employees. Provide visual access, and where safety and function allows, physical access to natural features and sensitive areas.



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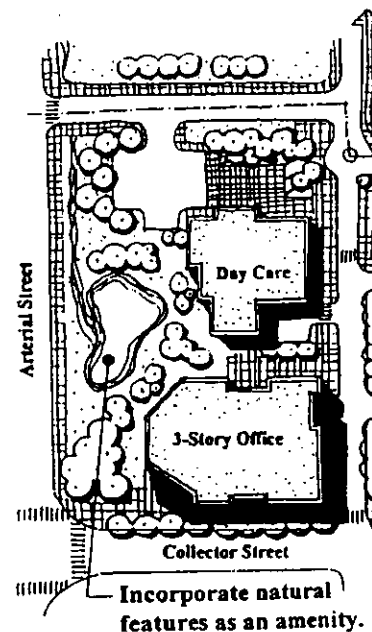


Figure 6: Natural Features and Sensitive Areas Criteria (a) and (b).

Incorporate sensitive areas into the site design and provide visual and, when appropriate, physical access into the open space.

- (b) Provide for a transition from built features to significant natural features.
- (c) Where possible, sensitive areas should be linked with other sensitive areas or open spaces on adjacent properties or to adjacent open space corridors.

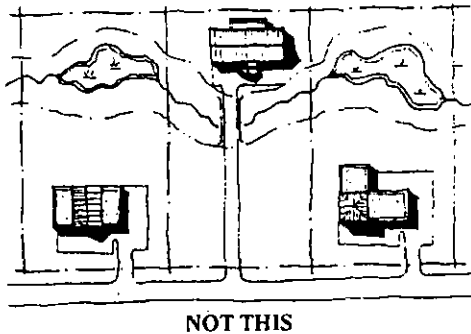
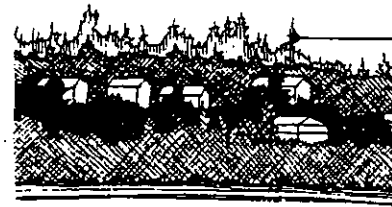


Figure 7: Natural Features and Sensitive Areas Criteria (c).
Link sensitive areas to those on adjacent properties.

- (d) Preserve stands of significant trees.
- (e) Development on hillsides should minimize visual and environmental impact by incorporating the following techniques as appropriate:
 - (i) Locate buildings and other development structures below prominent ridgelines.
 - (ii) Retain existing wind resilient vegetation along ridgelines.



Preferred

Trees along ridgeline are retained.

Buildings are framed by natural vegetation.



To be avoided

Buildings are built along ridgeline.

Vegetation cleared.

Figure 8: Natural Features and Sensitive Areas Criteria

(e).

Hillsides can be developed while retaining the natural landscape, preserving the ridgeline, and providing views.

- (iii) Minimize potential erosion, slope stability and drainage problems by conforming buildings and other impervious surfaces to the existing topography and natural drainage systems.
- (iv) Re-vegetate cleared areas using native trees and shrubs.

20D.40.25-030 OPEN SPACE AND RECREATION

(1) Intent

- (a) To provide open space and recreation areas that serve one or more of the following purposes: buffering, preservation of natural areas, and active and passive recreation.
- (b) To link open space and recreation areas within the development and where appropriate, to contiguous properties and other public open space, parks and trails.

- (c) To encourage the preservation and enhancement of views within or from a development.
- (d) To coordinate the design of storm water and open space so that the facilities can be multi-purpose, functional facilities that appear as natural features and pleasing open space areas.

- (d) Open space should be linked to open spaces on adjacent properties.

(2) Design Criteria

- (a) Design open space to enhance and preserve outstanding natural site features.
- (b) Use open space, setbacks, tree protection areas, or sensitive areas as buffers between the existing uses and proposed uses when there is significant contrast in land use type or intensity.
- (c) Open space should be organized into a general system of integrated or connected spaces.

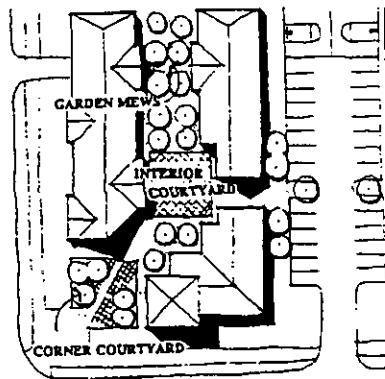
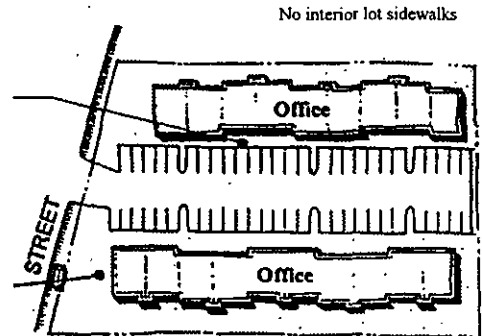


Figure 9: Open Space and Recreation Criteria (c).
Several kinds of open space can be created by careful siting of buildings.

Building lot is not connected to public sidewalk or adjacent sites with walkways. No buffer zone for pedestrians between front doors and parking

No entrance to building from street.



This site layout is lacking pedestrian connections and amenities.

Building is integrated and connected with parking, public sidewalk, and adjacent sites.

An attractive pedestrian courtyard is the dominant feature.

Walkways and landscaping provide clear pedestrian circulation patterns.

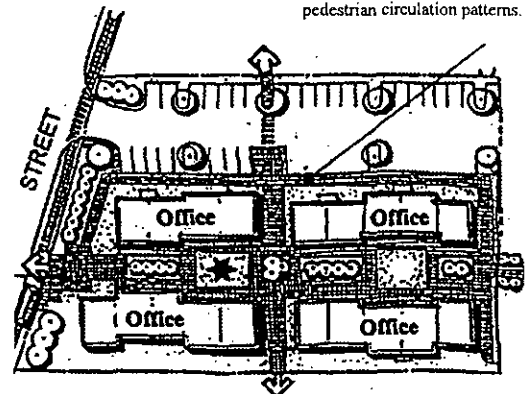
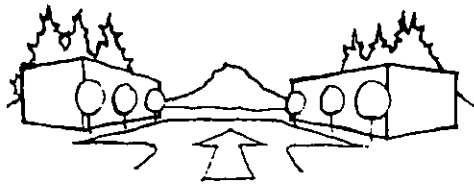


Figure 10: Open Space and Recreation Criteria (c) and (d).
This design scheme illustrates a well-conceived, pedestrian-oriented site design concept.

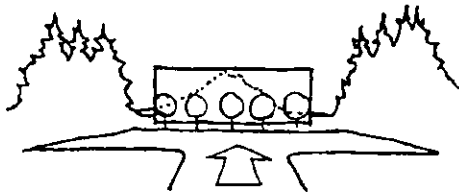
- (e) Environmental conditions, such as sensitive areas, solar access, microclimates, views, and privacy should determine the siting of open space, buildings, parking areas, and streets.
- (f) Surface storm drainage systems should have a natural-occurring appearance and should be designed to complement existing landforms and proposed open

space rather than appear as rigid engineered shapes.

- (g) Views into or through a development should be preserved, opened up or designed to become part of the surrounding open space focus.



DO THIS



NOT THIS

Figure 11: Open Space and Recreation Criteria (e) and (g). Siting buildings to preserve views enhances open spaces.

- (h) Where appropriate, open space should be contiguous with required natural buffers.

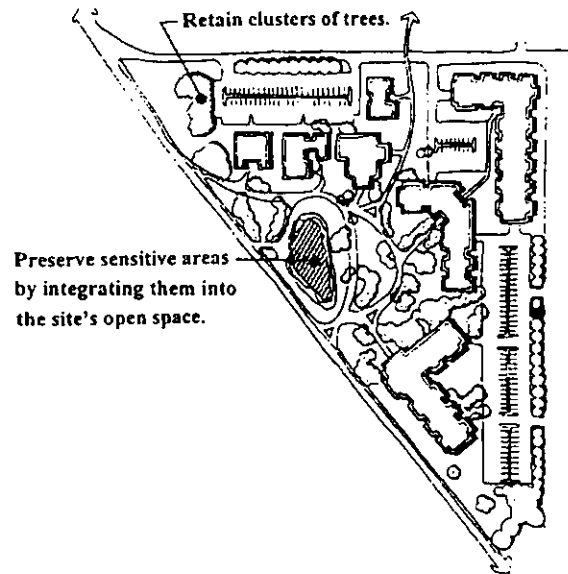


Figure 12: Open Space and Recreation Criteria (h). Incorporate sensitive areas into open space plan.

- (i) Recreation open space should be designed to provide readily accessible places for informal and formal recreation to occur.
- (j) Where a proposed development abuts or includes areas designated as parks, open space or open space corridors (City of Redmond Comprehensive Plan), the required parks, trails, or open space shall be designed and located using the following criteria:
 - (i) Locate the required park, open space, or trail next to or connected to the designated park, open space or open space corridor.
 - (ii) Where appropriate, locate parks, open space or trails to increase access to waterfront and recreation areas. The design of waterfront and recreation areas should address safe access, maintenance of improved areas, and protection of sensitive areas.

(iii) Where a proposed development abuts a public park, recreation facility, or trail provide a connection, such as a sidewalk, pathway, greenway, or multi-purpose trail. The development shall not block access to the park or recreation facility from adjacent areas.

(k) Residential uses shall provide for active recreational uses through the provision of specific outdoor activities and play areas and/or linking open spaces to pedestrian or bicycle trails.

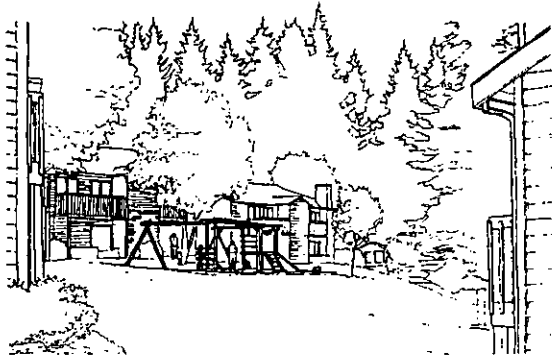


Figure 13: Open Space and Recreation Residential Criteria (i) and (k) and Site Design for Safety Criteria (d).

This "tot lot" is accessible from the residential units. Its central location allows for easy monitoring of activities.

(l) In commercial and industrial developments create a desirable environment for employees. Design the building and site in a manner that provides visual access and, where appropriate, physical access to attractive natural features or sensitive areas on the site.

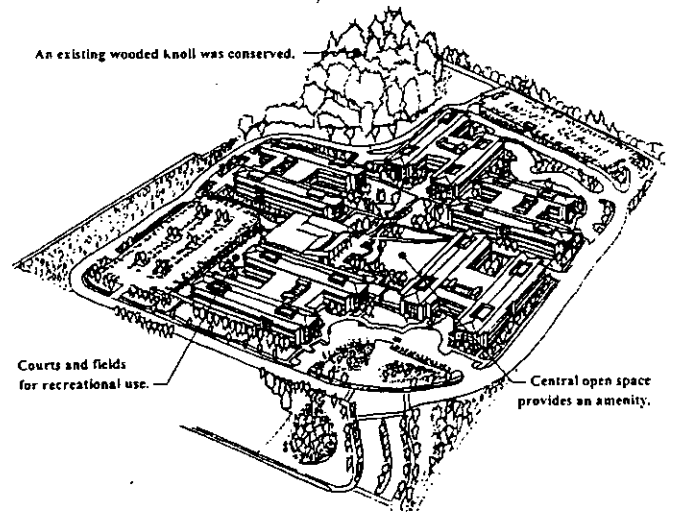


Figure 14: Open Space and Recreation Criteria (a) and (i). This development integrates a variety of open space types: natural features, common open space, and active recreational areas.

20D.40.25-040 PEDESTRIAN PLAZAS

(1) Intent

(a) To provide plazas that attracts shoppers to commercial areas. In heavily used pedestrian areas, or in areas where increased pedestrian activity is desired, a portion of the required open space should be designed as a pedestrian plaza or pedestrian-oriented space.

(b) Where appropriate in the business park and industrial areas, plazas should be provided to enhance the public's use of the space for passive activities, such as resting, reading, and eating lunch.

(2) Design Criteria

(a) Provide pedestrian plazas at key locations. A pedestrian plaza is an area between a building and a public street, or between buildings on a pedestrian path that provides visual and pedestrian access onto the site. The plaza should provide

pedestrian-oriented amenities and landscaping to enhance the public's use of the space for passive activities, such as resting, reading, picnicking, etc.

(i) Use trees and other landscaping to provide some shades areas and a visual amenity.

(ii) To qualify as a "pedestrian plaza" an area must have:

(A) Pedestrian access (including handicapped access) into the plaza from the public right-of-way.

(B) Paved walking surfaces such as concrete, brick pavers, or other type of paver.

(C) Security lighting on-site or building-mounted.

(iii) A "pedestrian-oriented space" is encouraged to have:

(A) Site furniture. The design may use planters, rails, benches, retaining walls and other raised surfaces for seating. Cluster some seating for informal gathering and outside eating areas. Wherever possible, locate seating for sun exposure, where views can be taken advantage of, and near to activity centers of a site such as at building entrances and at the intersection of walkways.

(B) Artwork, or amenities such as fountains, kiosks, etc.

(iv) A "pedestrian-oriented space" shall not have:

(A) Adjacent unscreened parking lots.

(B) Adjacent unscreened chain link fences.

(C) Adjacent "blank walls" without "blank wall treatment", such as landscaping, windows or murals.

20D.40.25-050 SITE DESIGN FOR SAFETY

(1) **Intent**

(a) To ensure that site design encourages personal safety.

(2) **Design Criteria**

(a) Site design should enable a passerby to see the public spaces or activities occurring on the site.

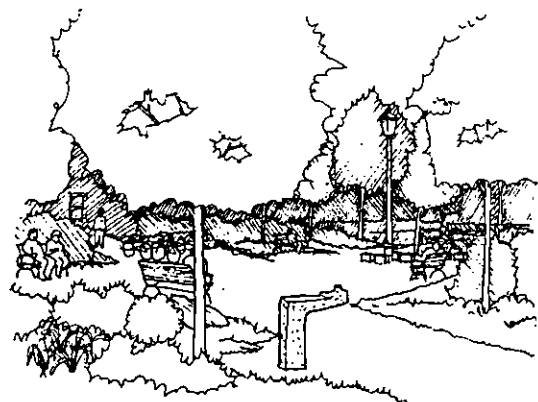


Figure 15: Site Design for Safety Criteria (a). Open Space that is visually open and well lit provides security.

(b) Site design should avoid creating potential entrapment areas.

(c) Buildings should be arranged on the site to overlook pedestrian routes and parking areas to allow for informal surveillance of these areas.

- (d) Housing units, offices or other uses that allow for informal surveillance should surround courtyards and open spaces.
- (e) Arrange a mixture of uses to minimize isolated areas that may be unsafe.

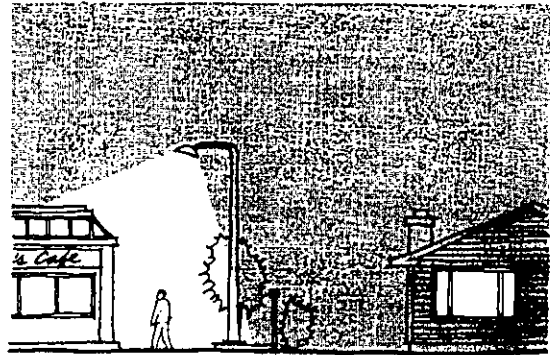
20D.40.25-060 SITE LIGHTING

(1) Intent

- (a) To minimize the impacts of lighting on night skies throughout the city.
- (b) To reduce the general illumination of the sky in Redmond's residential neighborhoods, in the Sammamish and Bear Creek Valleys, and over Lake Sammamish.
- (c) To reduce horizontal light glare and vertical light trespass from a development site onto adjacent residential and commercial development and onto natural features and sensitive areas.
- (d) To encourage the use of lighting in conjunction with other security methods to increase site safety.
- (e) Lighting should not be used to market or advertise. Lighting may be used to enhance building, landscaping, or site elements.

(2) Design Criteria

- (a) Site lighting should not trespass onto adjacent uses, particularly residential uses.



**Figure 16: Site Lighting Criteria (a), (c) and (f).
Lighting should be sufficient for security and identification without allowing light trespass onto adjacent sites.**

- (b) Lighting should be provided at consistent levels with gradual transition to unlit areas. Avoid creating highly contrasting pools of light and dark areas which can be temporarily blinding.
- (c) Design lighting to enable users to identify a face 15 yards away, in order to reduce anonymity and to give the pedestrian the opportunity to choose another route.
- (d) Use pedestrian scaled lighting where there is pedestrian activity.
- (e) Parking lot light fixtures shall be non-glare and mounted no more than 25 feet above the ground to minimize the impact onto adjacent properties. All fixtures over 15 feet in height shall be fitted with a full cut-off shield.
- (f) All building lights shall be directed onto the building itself or the ground immediately adjacent to it. The light emissions should not be visible above the roofline of the building.

20D.40.25-070 SERVICE AREAS

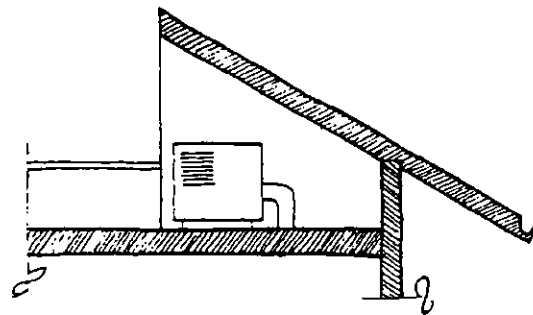
(1) Intent

- (a) To reduce the visibility of service areas, mechanical equipment, trash and recycling containers, and other similar uses, while maintaining accessibility for service providers and users.
- (b) To mitigate the off-site visual impacts of service and mechanical equipment areas when siting alone does not adequately mitigate impacts.

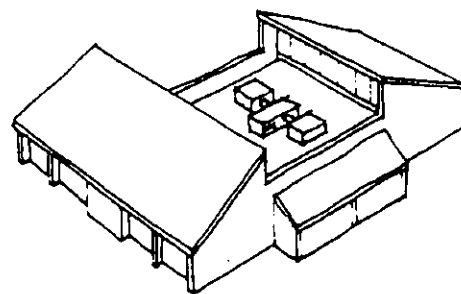
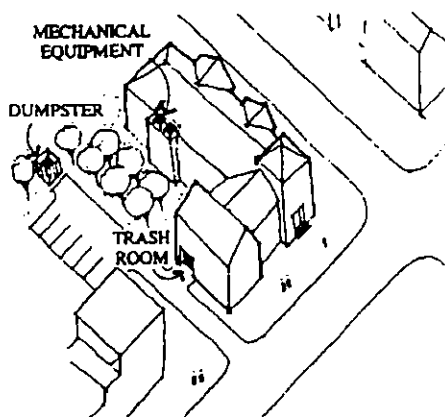
(2) Design Criteria

- (a) Locate services and outdoor storage areas, utility vaults, mechanical equipment and waste receptacles (trash dumpsters, compactors, and mechanical equipment) behind buildings, in the back of the property or away from highly visible areas to minimize visual, noise, or physical impacts on the site, street environment, and adjacent properties.

- (b) Locate waste receptacles in areas convenient for on-site use and accessible for collection.
- (c) When service elements (dumpsters, refuse, and recycling collection areas) are visible from the sidewalk or adjacent properties, the elements shall be screened on all sides with material similar to, or consistent with the design of the primary structure(s) on the site.
- (d) Rooftop mechanical equipment shall be screened from view by such methods as roof wells, clerestories, or parapets.

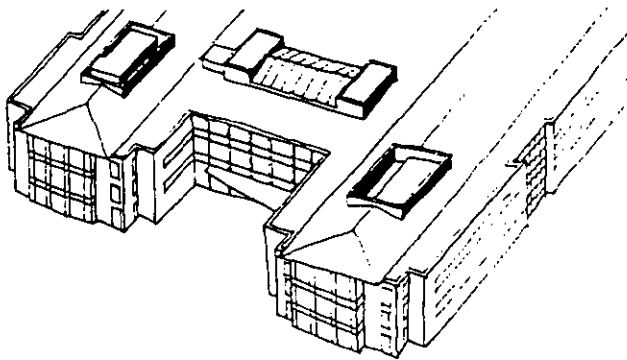


Section of mechanical penthouse.



Mechanical equipment screen by clerestory roofs and parapets.

Figure 17: Service Area Criteria (a) and (b).
Locate service elements away from the street edge and generally not visible from the sidewalk.



Roof wells conceal mechanical equipment.

Figure 18: Service Area Criteria (d).
Alternatives for using architectural features to screen rooftop mechanical equipment.

- (e) Design screening with consideration of views from adjoining hillsides and from other areas of high public visibility, with special consideration for views from SR 520, Redmond Way, other major arterials, Marymoor Park, and the Sammamish River Trail.
- (f) Design and select landscaping and structural materials of sufficient size, quantity, and height to effectively screen service elements and to make them compatible with associated buildings.

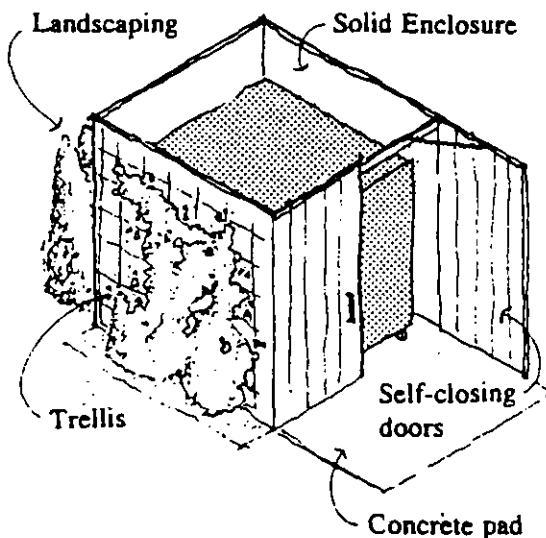
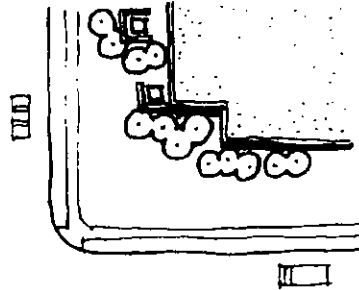
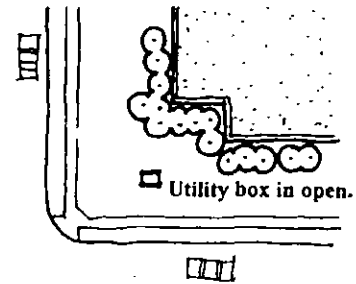


Figure 19: Service Area Criteria (f) and (g).
A well designed screen for dumpsters.

- (g) Screening should incorporate landscaping.
- (h) For all types of service area screening, use materials and colors that are consistent and compatible with those used for the building.



DO THIS



DON'T DO THIS

Figure 20: Service Area Criteria (g).
Use landscaping and other site design methods to screen utility vaults and mechanical equipment.

20D.40.25-080 STORMWATER FACILITIES

(1) Intent

- (a) To provide options for stormwater facilities that are visually attractive.
- (b) To incorporate open stormwater facilities into project site design and landscaping as a design amenity.
- (c) To avoid potential hazards between persons and stormwater facilities.

(2) **Design Criteria**

- (a) Design stormwater facilities to appear as naturally occurring features.
- (b) Stormwater facilities should be designed to address the following:
 - (i) Incorporate screening elements and landscaping into biofiltration swale design so the swale is located and designed as a positive landscaping feature.
 - (ii) The swale or pond should be oriented so it does not impede pedestrian circulation or shared parking between two or more properties.

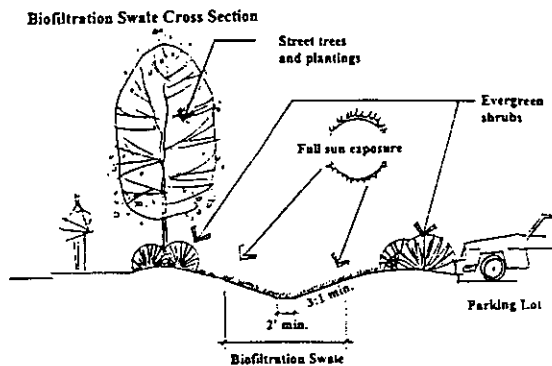


Figure 21: Stormwater Facilities Criteria (b) (ii), (iii) and (vi).

Biofiltration Swale Cross Section.

- (iii) Trees may be planted near biofiltration swales as long as they will not inhibit vegetative growth within the swale.
- (iv) Drainage swales should be planted with shrubs or grasses (sedges, for example) which are tolerant to standing water or wet conditions.

- (v) Pedestrian bridges are acceptable where such crossings are necessary.
- (vi) Incorporate landscaping and screening to visually enhance the swale without reducing maintainability and sun exposure.

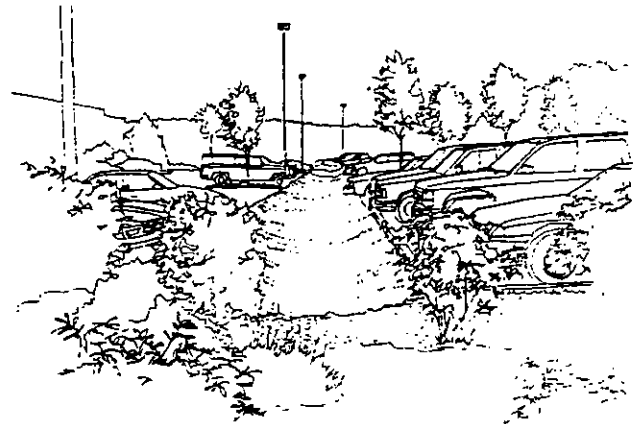


Figure 22: Stormwater Facilities Criteria (a) and (b).

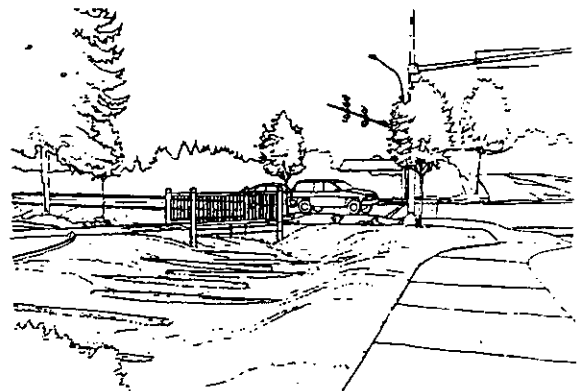


Figure 23: Stormwater Facilities Criteria (b) (ii) and (iv).

These stormwater facilities are well integrated into the front yard and parking lot landscaping.

20D.40.30 BUILDING DESIGN STANDARDS

20D.40.30-010 PURPOSE

The purpose of this section is to establish criteria for building design and review that addresses architectural concepts,

building scale, details, materials, colors, blank wall treatment, pedestrian features, and personal safety.

20D.40.30-020 ARCHITECTURAL CONCEPTS

(1) Intent

- (a) To ensure building design is based on a strong, unified, coherent architectural concept.
- (b) To ensure that buildings portray a sense of high architectural integrity, successfully building upon classical or traditional themes, practices and principles.
- (c) To ensure that new buildings are appropriately designed for the site, address human scale, and become a positive element in the architectural character of the neighborhood.
- (d) To ensure that new buildings use high quality building materials and architectural finishes in a manner that exemplifies craftsman quality and durability.
- (e) To ensure that new buildings are aesthetically pleasing and superior in design, while not being ostentatious, trendy, cliché, or monotonous.

(2) Design Criteria

- (a) Building design should support the vision for the area as defined in the comprehensive plan, development regulations and the design review handbooks.
- (b) The architectural composition, scale, elements, and details of a building should relate to the site's natural features and the character of the surrounding area. A strong architectural concept will indicate

this organizational scheme, and convey the project's architectural character, or the style of the development. The concept should incorporate the following:

- (i) Building Orientation.
Buildings may be oriented around a courtyard, be terraced down a hillside, or respond in design to a prominent feature, such as a corner location, a street or the river. Buildings and site design should provide inviting entry orientation. Buildings should not turn their backs to the street.

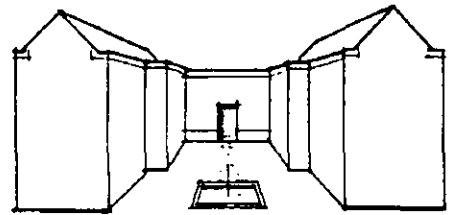


Figure 24: Architectural Concepts Design Criteria (b)(i), Building Orientation.

Organization around a central exterior space, such as a courtyard or garden, is an effective way to organize a site for some uses, and create an amenity.

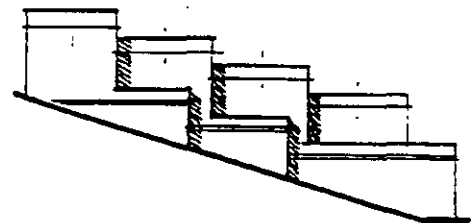


Figure 25: Architectural Concepts Design Criteria (b)(i), Building Orientation.

Terracing, dividing a building into horizontal terraces that step down a steep slope is a way to respond appropriately to site conditions. This organization also allows for decks and balconies.

- (ii) Architectural Composition.
The composition of a building's

larger masses and elements can create a unifying concept. Types of composition or design are symmetry and asymmetry, organization around an axis or approach, in a linear fashion or on a grid. The composition should be clear and appropriate to the building's function and context.

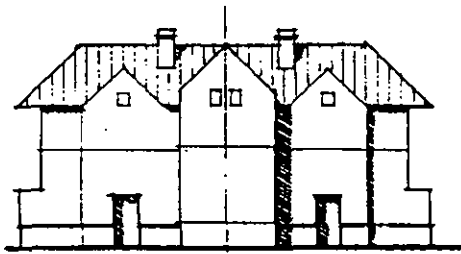


Figure 26: Architectural Concepts Design Criteria (b)(ii), Architectural Composition.
Axial Symmetry is a formal design organization in which the building elements on one side of the centerline axis are the same as on the other side.

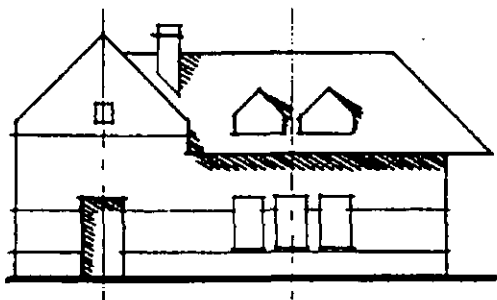


Figure 27: Architectural Concepts Design Criteria (b)(ii), Architectural Composition.
Asymmetry is an informal composition in which larger design elements are often visually balanced by a number of smaller elements within the composition.

(iii) **Building Scale.** The apparent mass and scale of large buildings can be reduced through the use of modulation and articulation that provides a pedestrian scale and architectural interest. (See also 20D.40.30-030, Building Scale.)

(iv) **Building Elements.** Distinctive roof forms, entrances, an arcade or porch, or the articulation or arrangement of doors and windows or other building features can provide for compositional unity and convey a strong architectural concept. (See also 20D.40.30-030, Building Scale.)

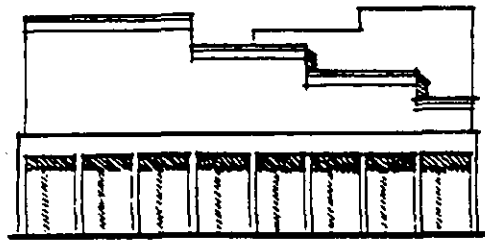


Figure 28: Architectural Concepts Design Criteria (b)(iv), Elements.
Inclusion of a major architectural feature, such as a turret, portico, or arcade, can provide a strong focus or unifying element in a building design.

(v) **Building Details, Materials, and Colors.** Moldings, mullions, rooftop features, materials, and colors can display a distinctive architectural style. (See also 20D.40.30-040, Building Details Materials, and Colors.)

20D.40.30-030 BUILDING SCALE

- (1) **Intent**
 - (a) To ensure new development is compatible with the goals for the neighborhood and with the architectural scale (the scale of the building(s) in relation to surrounding development) and character of those surrounding developments that meet the intent of the City's Design Review Criteria.
 - (b) To ensure buildings are based on human scale (the scale of the

building and how it relates to the people that use it).

- (c) To ensure that large buildings reduce their apparent mass and bulk on the elevations visible from streets or pedestrian routes through such methods as facade modulation and architectural detailing, roof treatment, colors, materials, and other special features.

(2) **Design Criteria**

- (a) **Integration.** Large buildings should integrate features along their facades visible from the public right-of-way and pedestrian routes and entries to reduce the apparent building mass and achieve an architectural scale consistent with other nearby structures.
- (c) **Facade Modulation.** Building facades visible from public streets and public spaces should be stepped back or projected forward at intervals to provide a minimum of 40% facade modulation. The minimum depth of modulation should be one (1) foot and the minimum width shall be five (5) feet.

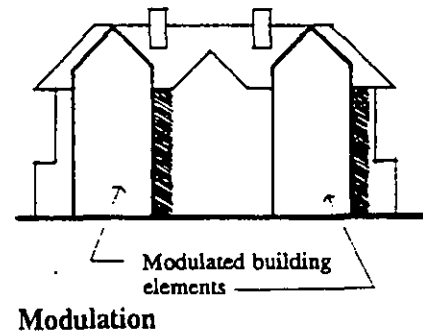


Figure 29: Building Scale Criteria (b).
Modulation is a stepping back or projecting forward of the facade in intervals.

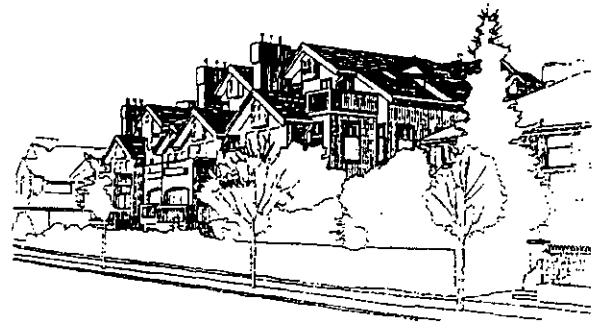


Figure 30: Building Scale Design Criteria (b).
Facade modulation and pitched roofs help reduce the apparent bulk of this building.

- (c) **Articulation.** Buildings shall be articulated to reduce the apparent scale of buildings. Architectural details that are used to articulate the structure may include reveals, battens, and other three dimensional details that create shadow lines and break up the flat surfaces of the facade. The following are ways to achieve building articulation:

- (i) **Tripartite Articulation.** Provide tripartite building articulation (building top, middle, and base) to provide pedestrian scale and architectural interest.

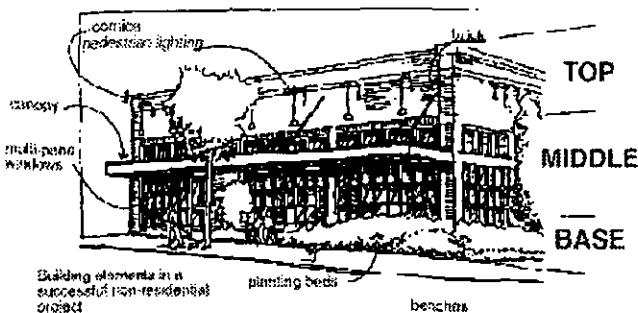


Figure 31: Building Scale Criteria (c)(i).
Examples of tripartite articulation (top, middle, base).

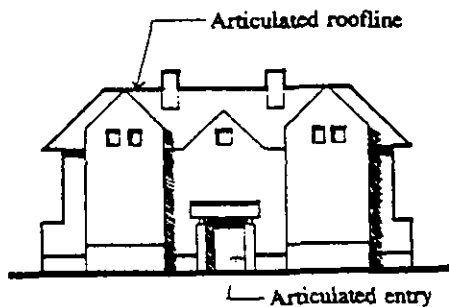


Figure 32: Building Scale Criteria (c)(i), (ii) and (iv).
Articulation can be achieved with other building elements such as the roofline, windows and entries.

(ii) Window Treatments. Provide ample articulated window treatments in facades visible from streets and public spaces for architectural interest and human scale. Windows should be articulated with mullions, recesses, etc., as well as applying complementary articulation around doorways and balconies. (See also 20D.40.30-040, Building Details, Materials and Colors).

(iii) Architectural Elements. The mass of long or large scale buildings can be made more visually interesting by incorporating architectural elements, such as arcades, balconies, bay windows, dormers, and/or columns. (See also 20D.40.30-040, Building Details, Materials and Colors).

(iv) Rooflines. A distinctive roofline can reduce perceived building height and mass, increase compatibility with smaller scale and/or residential development, and add interest to the overall design of the building.

(A) Change the roofline by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval.

(B) Roofs that incorporate a variety of vertical dimensions such as multi-planed and intersecting rooflines are encouraged.

(C) Flat roofed designs shall include architectural details such as cornices, and decorative facings to provide interest to the roofline.

(v) Materials. When there is a change in the building plane, consider a change in the building materials, colors, or patterns. (See also 20D.40.30-040, Building Details, Materials and Colors).

(vi) Landscaping. Provide a trellis, tree or other landscape feature within each interval. (See also 20D.40.35. Landscape Design).

(vii) Upper Story Setback. Setting back upper stories helps to reduce the apparent bulk of a building and promotes human scale.

(viii) Small Scale Additions. In retail areas, small-scale additions to a structure can reduce the apparent bulk by articulating the overall form. Clustering smaller uses and activities around entrances on street-facing facades also allows for small retail or display spaces that are inviting and add activity to the streetscape.

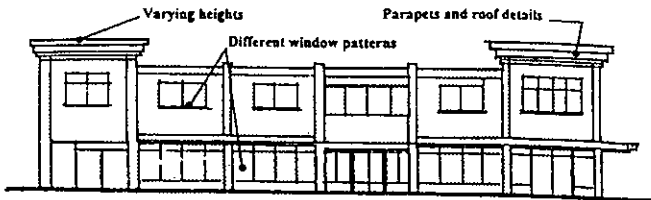


Figure 34: Building Scale Criteria (c).
Buildings can be articulated by varying heights, using different window patterns, and using parapets.

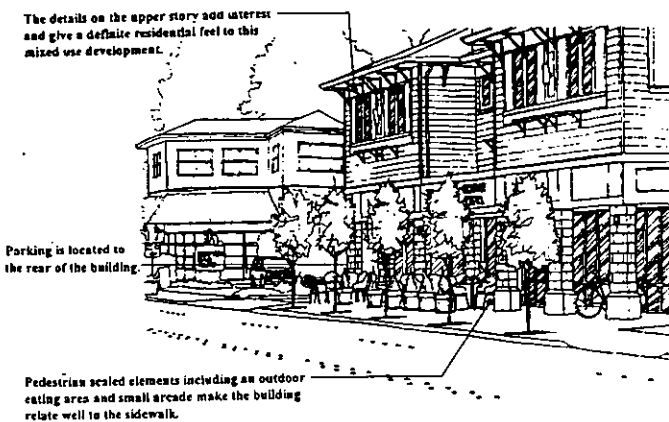


Figure 35: Building Scale Design Criteria (c)(ii) and (iii).
This development uses a variety of techniques to present a human scale and attractive appearance.

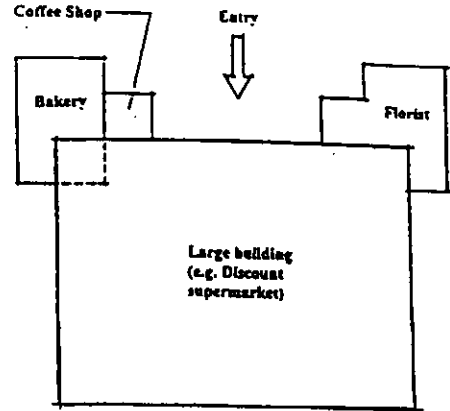


Figure 36: Building Scale Design Criteria (c)(vii), Small-scale additions.
Clustering smaller activities around the entrance to a large building adds human scale and minimizes the large building bulk.

20D.40.30-040 BUILDING DETAILS, MATERIALS AND COLORS

(1) Intent

- (a) To provide visual interest, distinct design qualities, and promote compatibility and improvement within surrounding neighborhoods and community development through effective architectural detailing and the use of traditional building techniques and materials.

(2) Design Criteria

(a) Use building materials and building techniques of high durability and high quality. For commercial and residential uses, the use of brick is encouraged on walls or as accents on walls. Large areas of rough-cut wood, wide rough-cut lap siding, or large areas of T-111, plywood, or similar materials are prohibited. Vinyl siding is prohibited on the ground floor of commercial buildings. Wood textured cementitious fiber board products should be considered in lieu of wood siding for commercial buildings.

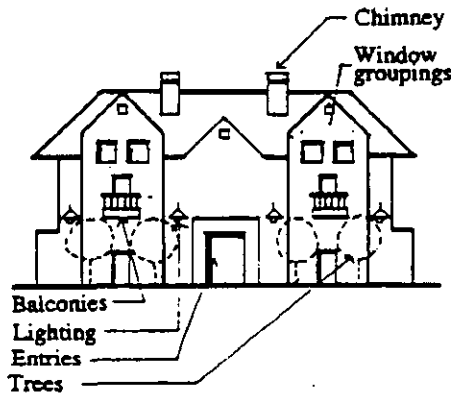


Figure 37: Details, Materials and Colors Design Criteria (b)
 Detailing can unify a design and lend scale and character by incorporating fascia, columns, or other distinctive detailing.

(b) Enhance buildings with appropriate details. The following elements are examples of techniques used on buildings to provide detail.

- (i) Ornate Rooflines. Examples include ornamental molding, entablature, frieze, or other roofline devices.

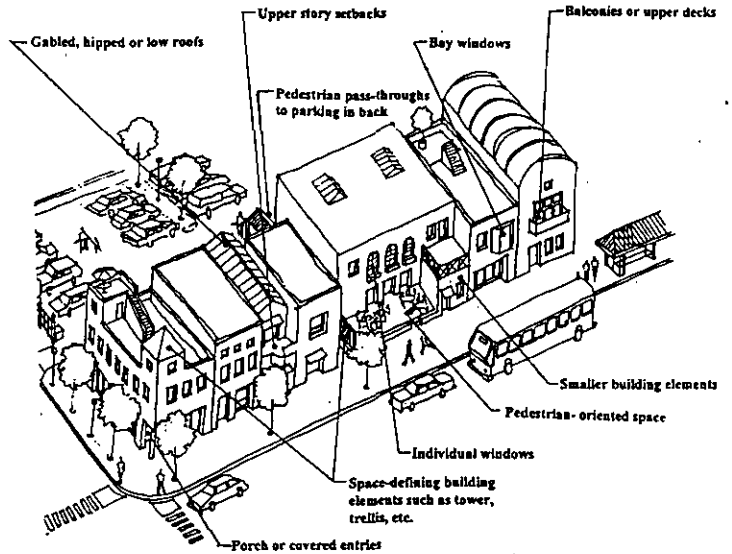


Figure 38: Building Details Criteria (b)
 Human scale can be achieved with building elements that indicate or promote human activities or that are defined by human use.

- (ii) Detailed Treatment of Windows and Doors. Examples include decorative lintels, sills, glazing, door design, molding or framing details around all windows and doors located on facades facing or adjacent to public streets or parks. Window sizing and treatment should be as follows:

- (A) Windows should not have individual glass panes with dimensions greater than 5' x 7'.
- (B) Windows should be surrounded by trim, molding and/or sill at least 4" wide. Commercial buildings with no trim or molding should have window frames at least 2" wide.

(C) Individual window units should be separated from adjacent window units by at least 6" of the building's exterior finish material.

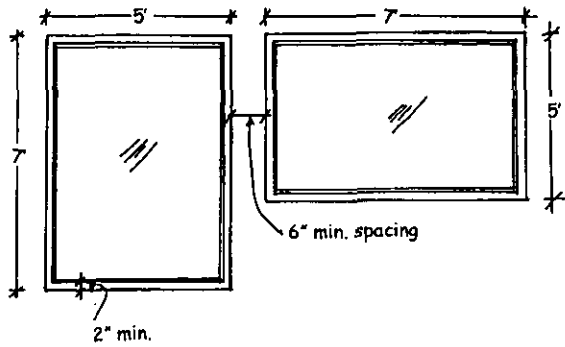


Figure 39: Building Details Criteria (b) (ii).
 Dimensions for individual glass panes should not be greater than 5' x 7', and trim around the window should be at least 4" wide.

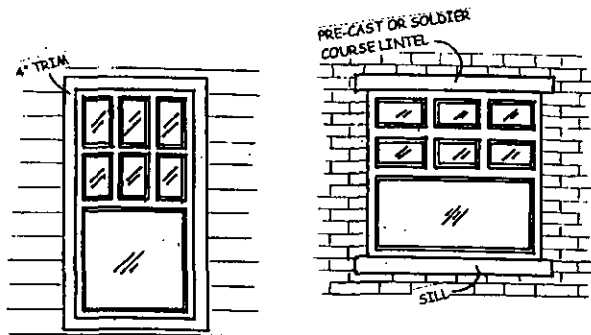


Figure 40: Building Details Criteria (b) (ii).
 Multiple paned windows also help to achieve human scale. Up to 50% of the window area can be composed of larger panes. Lintels and sills should be incorporated in masonry and stucco clad buildings. Wood trim should be incorporated into wood clad buildings.

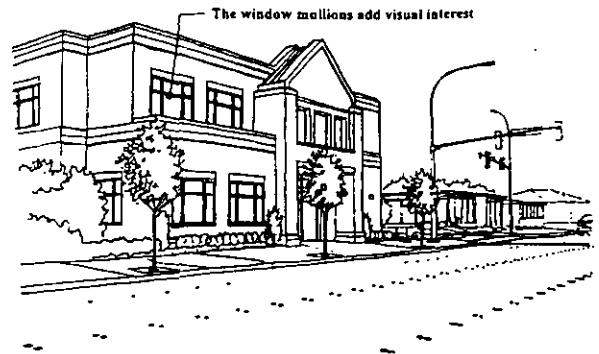


Figure 41: Building Details Criteria (b) (ii).
 Window mullions add visual interest.

- (iii) Ornamentation. Examples include ornamental railings, grillwork, landscape guard, and trellises.
- (iv) Distinctive Light Fixtures. Examples include lights with a decorative shade or mounting.
- (v) Varied Building Materials. Examples include patterned masonry, shingle, brick, or stone. Also, individualized patterns or continuous wood details such as shingles in a geometric pattern, decorative moldings, brackets, wave trim or lattice work, ceramic tile, stone, glass block, carrera glass, or similar materials.



Figure 42: Building Materials (b) (v).
 The architectural detail and varied materials demonstrate quality design and reduce the scale of this four story residential building by clearly articulating the bottom, middle and top.

(vi) Artwork or Decorative Paving.
 The artwork may be freestanding or attached to the building, and may be in the form of mosaic mural, bas-relief sculpture, light sculpture, water sculpture, fountain, freestanding sculpture, art in pavement, or other similar artwork.

(c) Avoid the use of building features or design elements that over-emphasize corporate themes, logos, or colors which stand above the neighborhood and community context without adding functional or aesthetic value to the building context.

(d) High quality and natural northwest building materials and methods should be used to accent visible building features (i.e. cedar -siding, river rock, brick, etc.). Building design should incorporate and

display the natural grain or texture of materials. Wood textured cementitious fiber board is also a preferred alternative to wood products for commercial buildings.

(e) Colors used on building exteriors should integrate a building's various design elements or features.

(f) Accent colors should use color combinations that complement each other.

(g) The use of bright colors should be avoided. Softer, muted or earth toned, colors are preferred.

(h) Use accent colors in a way to enhance or highlight building design, and not in a manner that creates clutter or otherwise detracts from building design.

(i) Colors should be compatible with the architectural character of the surrounding buildings and neighborhood.

20D.40.30-050 MULTIPLE BUILDING DESIGN

(1) **Intent**

(a) To promote integrated multiple building development that is coordinated with and enhances the surrounding built and natural environment, and is organized to meet the goals of Redmond's development regulations.

(2) **Design Criteria**

(a) Orient buildings to retain and balance views to, from, and through the site by taking advantage of topography, building location, and style.

- (b) Where appropriate, promote variety in building design. Buildings in groups should be related by common styles, materials, roof shapes, or other common or distinctive architectural element. Contrast should be provided by the use of varied materials, color, architectural detailing, building orientation, or building type.
- (c) Design the perimeter of a project to be sensitive to the scale and bulk of buildings on adjacent sites.
- (d) Consider solar orientation and climate in siting buildings to promote energy conservation.

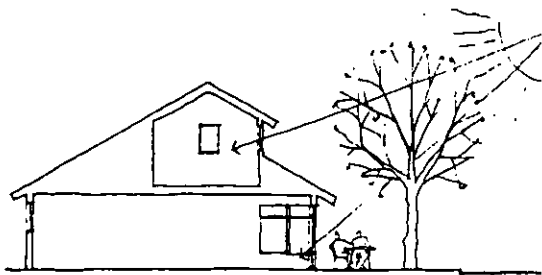


Figure 43: Multiple Building Design Criteria (d).
Building and landscaping designed to capture sun in the winter and provide shade in the summer.

- (e) Consider site design that minimizes clearing and grading and other disruptions to the natural character of the site.
- (f) Use Site and Building Design for Safety techniques described in RCDG 20D.40.25-050 and 20D.40.30-080.
- (g) Orient buildings, entries, and activities to encourage use of outdoor areas and streets.

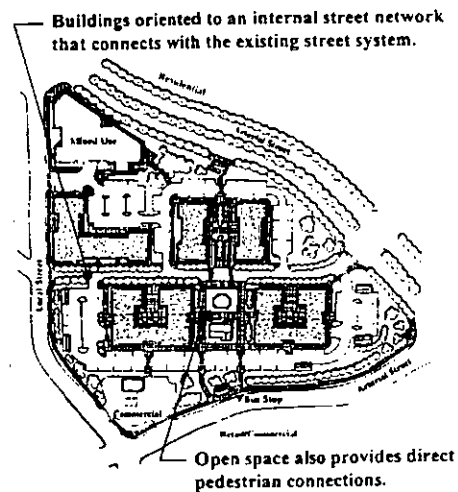


Figure 44: Multiple Building Design Criteria (g).
The open space in this site plan also provides for direct pedestrian connections to all of the buildings.

- (h) Maintain adequate space between buildings to allow for landscaping or buffering. Avoid creating
- (i) In residential developments, incorporate open space, privacy, and separation, while maintaining safety, from adjacent units through careful location of building entrances, windows, fences, walls, and landscaping.

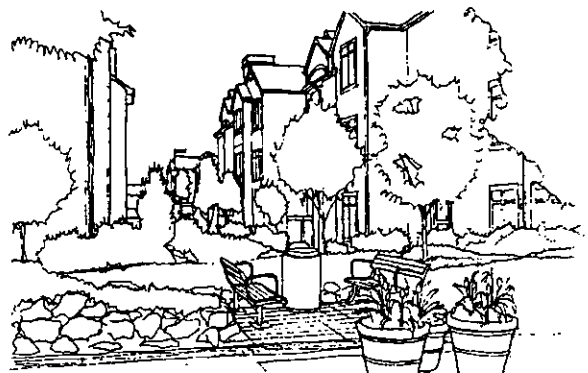


Figure 45: Multiple Building Design Criteria (i).
This multiple building project uses landscaping and carefully located windows and entrances to create a sense of privacy while maintaining sight lines for safety.

20D.40.30-060 BLANK WALLS

(1) **Intent**

- (a) To reduce the appearance and mass of large walls through the use of various architectural and landscaping treatments.

(2) **Design Criteria**

- (a) Avoid the use large, blank walls.
- (b) All blank walls shall be treated in one or more of the following ways:
 - (i) Installing a vertical trellis in front of the wall with climbing vines or plant materials.

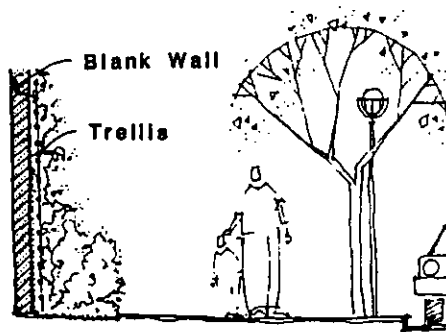


Figure 46: Blank Walls Design Criteria (b)(i).
Blank walls can be screened with trellises and climbing plants.

- (ii) Providing a landscaped planting bed at least 5'-0" wide or raised planter bed at least 2'-0" high and 3' wide in front of the wall, with plant materials that obscure or screen at least 50% of the wall's surface within 3 years.

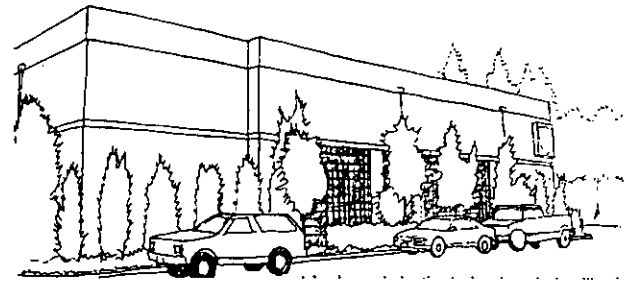


Figure 47: Blank Walls Design Criteria (b)(i) and (ii).
A landscaped planting bed and vertical trellis with climbing vines soften the impact of this blank wall.

- (iii) Providing artwork (mosaic, mural, sculpture, relief, etc.) over at least 50% of the blank wall surface.

20D.40.30-070 PEDESTRIAN FACILITIES AND AMENITIES

(1) **Intent**

- (a) To enhance the visual character of buildings and to improve the pedestrian environment.
- (b) In addition to providing a network of pedestrian connections, the level of facilities provided to support pedestrian activities can greatly encourage the use of the pedestrian network. These criteria outline the sufficient levels of pedestrian facilities and amenities to achieve safe, comfortable pedestrian circulation.
- (c) To enhance the visual character of buildings and to improve the pedestrian environment by using the architectural elements of a building and landscaping to highlight and define the entrance.

(2) **Design Criteria**

- (a) Mixed-use and retail uses are encouraged to provide pedestrian

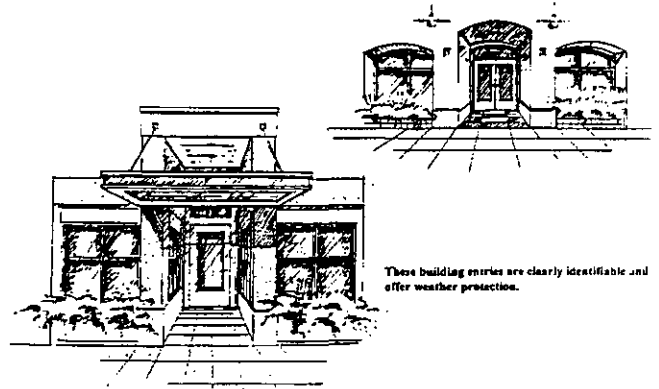
weather protection consistent with the following:

- (i) The protection should be at least 48" wide along at least 80% of the building's front face. The weather protection may be in the form of awnings, marquees, canopies, or building overhangs.
 - (ii) Canopies or awnings shall have a minimum clearance of 8' above sidewalks and should not be more than 15' above the sidewalk at its highest point.
 - (iii) The color, material, and configuration of the pedestrian coverings shall be as approved by the City. All lettering and graphics on pedestrian coverings must conform to 20D.160, Sign Regulations. (See also 20D.40.40, Sign Design Standards).
- (b) The ground story facades facing streets in mixed-use and retail uses shall encourage pedestrian-friendly street front facades that consist of one or more of the following characteristics:

- (i) Transparent window area or window displays along at least 60% of the length of the ground floor facade.
- (ii) Sculptural, mosaic, or bas-relief artwork over 50% of the length of the ground floor facade.
- (iii) Other building design or landscaping feature approved by the City.

- (c) Enhance the primary public entries of all buildings by two or more of the following means:

- (i) Providing weather protection, such as an awning, canopy, marquee, or other building element, to create a covered pedestrian open space.



These building entries are clearly identifiable and offer weather protection.

Figure 48: Pedestrian Facilities and Amenities Criteria (c)

- (i). These building entries are clearly identifiable and offer weather protection.

- (ii) Providing at least 100 square feet of landscaping at or near the entry.
- (iii) Providing pedestrian facilities, such as benches, kiosks, special paving, bicycle racks, etc.

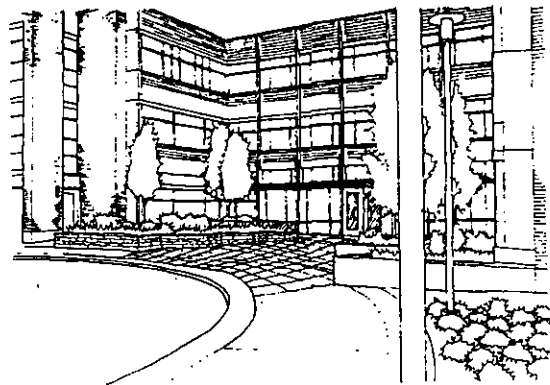


Figure 50: Pedestrian Facilities and Amenities Criteria (c)(i), (ii), and (iii).

This courtyard entry to a large office complex is enhanced by landscaping, seating, lighting, refined architectural detailing and weather protection.

- (iv) Providing a trellis, canopy, porch, or other building element that incorporates landscaping.
- (v) Providing special pedestrian-scaled lighting.
- (vi) Providing artwork or special pedestrian-scaled signs.



Figure 49: Pedestrian Facilities and Amenities Criteria (c). The landscaping, lighting, trellis and canopy are welcoming in this multifamily complex entrance.

20D.40.30-080 BUILDING DESIGN FOR SAFETY

(1) Intent

- (a) To promote building designs which increase safety of employees, residents and visitors.

(2) Design Criteria

- (a) Building design should allow for informal observation of exterior semi-public and public area including play areas, open spaces, pathways, and parking lots.

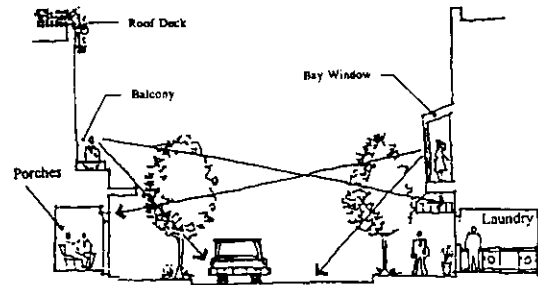


Figure 51: Building Design For Safety Criteria (a). Building elements and uses promote "informal" surveillance of public and semi-public outside areas.

- (b) Areas such as laundry rooms and fitness rooms should incorporate windows to increase visibility.
- (c) Doors to stairways, parking, and similar areas should be open or have windows to allow users to see through to the other side.
- (d) Increase personal safety by considering the following in the design of building entries.
 - (i) Avoid hidden building entries and ensure good sight lines into entries.
 - (ii) Sufficiently light doorways and alcoves.
- (e) When security surveillance devices are proposed, they should be designed to blend with the site and buildings to the extent possible.

20D.40.35 LANDSCAPE DESIGN STANDARDS

20D.40.35-010 PURPOSE

The purpose of this section is to establish criteria for planting design, parking lot landscaping, and tree preservation.

wind, lighting, and perception of noise.

(1) **Intent**

(a) Planting design is an integral part of the overall site and community design and should complement the architecture, other site elements and the visual appearance of the neighborhood, as well as the northwest environment. The landscape plan should be based on a well-defined concept addressing criteria for function, design, horticulture, maintenance, and irrigation.

(b) The planting design should be a composition of plant materials that creates an appropriate visual character such as stylized, formal, informal, or natural. The design should include a suitable combination of trees, shrubs, groundcover plants, vines, lawns and herbaceous material, including native and northwest adapted plants. The number, size and arrangement should be carefully selected to balance color, texture, form, line, proportion, and scale in both the horizontal and vertical plane.

(2) **Design Criteria**

- (a) Retention and Enhancement of Existing Vegetation. Preserve as much desirable vegetation as possible, with preference given to plant groupings. Replant developed areas with stands of non-dwarf evergreens in natural and random patterns where possible.
- (b) Usable Open Space. Provide space on-site for active and/or passive recreational purposes.
- (c) Buffer. Provide separation between incompatible adjacent land uses or activities, and reduce the impact of

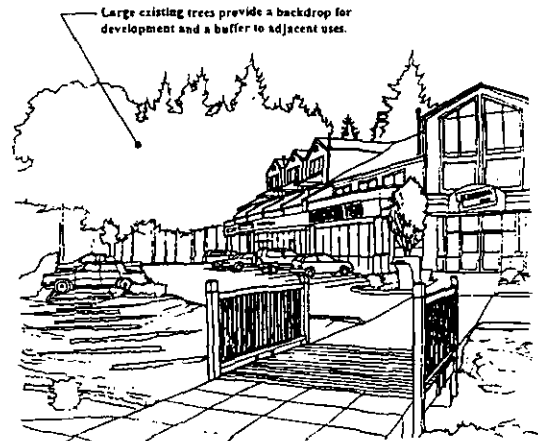


Figure 52: Planting Design Criteria (a) and (c). This stand of significant trees was retained. It serves as a buffer between the adjacent uses.

- (d) Transition. Provide plantings that effectively accommodate a change in design between adjacent sites, within a site, and from native vegetation areas. Also, design foundation planting to create an effective change from public to private space and from the vertical to horizontal plane at building edges.
- (e) Mitigation of Adverse Visual Impacts. Provide planting to soften the visual impact of less desirable development and/or structures such as large blank walls, dumpster areas, service areas, and large areas of pavement.
- (f) Definition or Emphasis. Use planting to highlight significant site features and to define site use areas and circulation corridors without interfering with the use of such areas. Examples include site and building entrances, pedestrian walkways, and focal points, such as gathering areas or plazas.

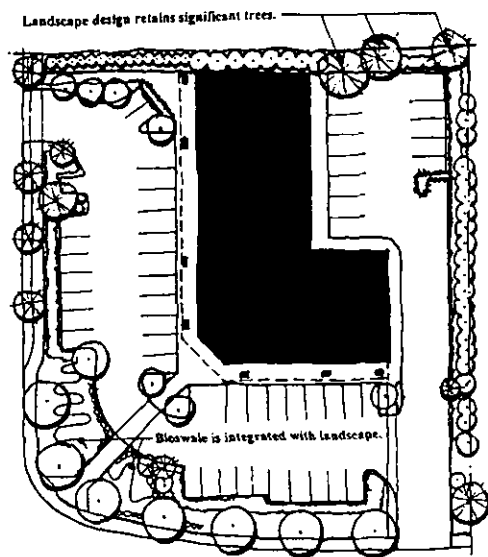


Figure 53: Planting Design Criteria (f).
Distinctive landscaping highlights building entry and enhances the corner.

- (g) Safety. Use planting landscaping which minimizes disruption sight lines along pathways.
- (h) Water Conservation. Plants and techniques that reduce water consumption are encouraged.
- (i) Design. Plants should be selected and arranged according to the following design criteria:
 - (i) Unity. Arrange plants in an orderly composition creating an overall unified and balanced design which is the sum of the parts, visually, and provides a sense of order, balance and harmony.
 - (ii) Variety. Select a variety of plants providing interest, accent and contrast, using as many native species as possible.
 - (iii) Consistency. Develop a planting design compatible with and conforming to the

overall project design concept and adjoining properties.

- (iv) Appropriateness. Develop a planting design concept that is compatible with the architectural character, land use, and environment. Select plants with an awareness of their growth requirements, tolerances, ultimate size, preferences for soil, climate and sun exposure, and negative impacts.
- (v) Density. Provide adequate plant quantity, size, and spacing to fulfill the functional and design objectives within the stipulated time.

20D.40.35-030 PARKING LOT LANDSCAPING

(1) **Intent**

- (a) To improve the aesthetic appearance of parking lots.
- (b) To reduce the summertime heat and glare build-up within and adjacent to parking lots.
- (c) To provide landscaped areas within parking areas in addition to landscape buffers around the perimeter of parking lots.
- (d) To provide screening and break up the expanse of paved areas.

(2) **Design Criteria**

- (a) Cluster interior parking lot landscaping when possible to conserve significant portions of existing tree cover as an amenity to the site. (See also 20D.80 Landscaping and Tree Protection).
- (b) Disperse interior parking lot landscaping throughout a parking

lot when no significant existing vegetation exists.

(c) Shade trees should be used to shade parking lots and driveways to reduce summer heat loads.

(d) Provide landscaped areas within parking areas in addition to landscape buffers around the perimeter of parking lots to effectively screen vehicles.

(e) All parking lots should be planted with sufficient trees so that within ten years 50 percent of the surface area of the lot is shaded. Additionally, parking lots should be screened from streets by non-bermed landscaped treatments.

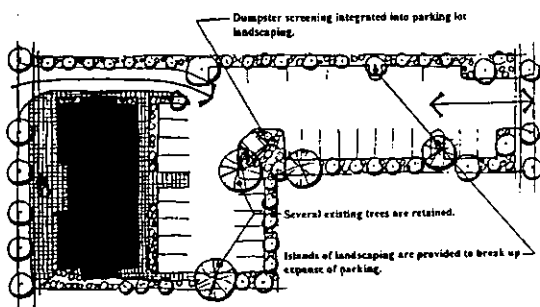


Figure 54: Parking Lot Landscaping Criteria (d).
Perimeter landscaping screens the vehicles.

20D.40.30-040 TREE RETENTION

(1) Intent

(a) To preserve and enhance the unique character that trees provide to the area.

(b) To preserve and protect stands of mature trees and retain substantial natural vegetation in accordance with the regulations for tree preservation

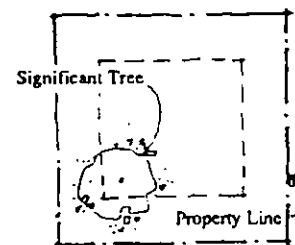
(c) To aid in the stabilization of soil by preventing erosion.

(d) To reduce storm water runoff.

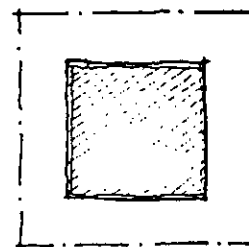
(e) To provide a visual buffer and screen against traffic and noise.

(2) Design Criteria

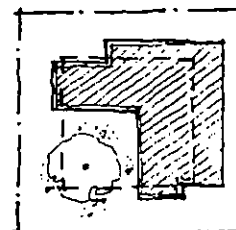
(a) Where there is a stand of significant trees, treat the stand as a natural feature and employ techniques described in 20D.80.20, Tree Protection.



Site Conditions



Normal Site Development



Alternate Site Development
to Save Tree

Figure 55: Tree Retention Criteria (a).
Site plans can be modified to save significant trees and stands of trees.

20D.40.40 SIGN DESIGN STANDARDS

20D.40.40-010 PURPOSE

The purpose of this section is to establish criteria for signs and street graphics, including the type of sign, the sign message, color, and illumination.

20D.40.40-020 SIGNS AND STREET GRAPHICS

(1) Intent

- (a) Signs should be used primarily for the purpose of identification or conveying recognition of a particular development.
- (b) Signs should be consistent with building design and surrounding structures, and be appropriate to the type of activity to which they pertain. Design elements, such as the size, shape, materials, lighting, color, lettering style, and the number and arrangement of signs should present a professional appearance and quality of permanence.

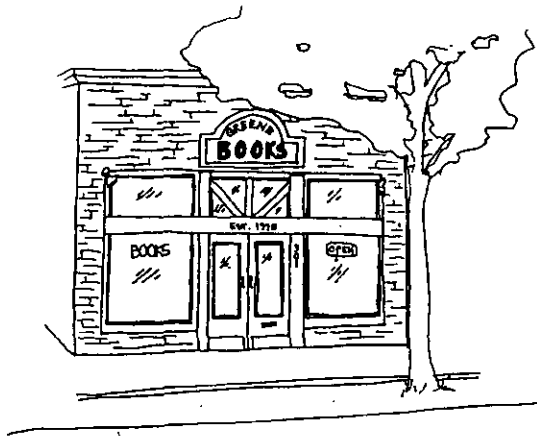


Figure 56: Sign Criteria (b) and (c).

This is an example of the sign designed to be compatible with the overall building.

- (c) The shape of a sign should strive for simplicity with all elements constituting an integrated design with the building and landscaping.
- (d) A sign must be legible.
- (e) The scale of a sign should be in proportion with the building or site to which it pertains.
- (f) The number of signs should be minimized in order to avoid visual clutter.
- (g) Sign programs should be adhered to unless special circumstances can be substantiated for an individual tenant to deviate from the standard requirements.
- (h) A sign should be an understatement in relation to the building and site the sign is identifying. Conversely, a sign should not overshadow its building or surroundings.

(2) Design Criteria

(a) Sign Message

- (i) Signs should be used primarily for the purpose of identification, conveying recognition of a particular enterprise, group of enterprises, or franchise. The sign message shall be the name identification of the business. Project and service information may only be integrated into the primary signs as smaller, secondary copy.
- (ii) The sign message if oriented towards automobile traffic should reflect the speed of traffic and the distance at which the sign is seen.

- (iii) Use of easily recognized symbols, such as logos, is encouraged.
- (iv) Signs may not advertise products or services in areas zoned for residential uses or in office and business parks.
- (v) Signs should provide for good aesthetic presentation of the sign message through careful consideration of color combinations, illumination, sign placement, letter height, proportion and spacing, and by avoiding use of small and/or excessive lettering.
- (vi) The shape of a sign should strive for simplicity with all elements constituting an integrated design.
- (vii) The use of third party advertising signs is prohibited unless the product or service advertised reflects a franchise or dealership identity.

(viii) The advertising content of signs should be simplified so that it does not detract from the identification purpose and the legibility of signs.

DON'T DO THIS



Dwarf the rest of building elements



"Apply" sign indiscriminately to a building

DO THIS



Keep with a reasonable scale relative to other elements



Incorporate sign as part of building element such as awning or canopy

Figure 57: Sign Design Criteria (b) and (e).

(b) Color

- (i) Colors should be used which are complementary and restrained. Bright and brilliant colors should be avoided except for use as accent color. No specific color or combination of colors is prohibited.
- (ii) Sign colors should be visible without being garish, and consideration should be given to the contrast between sign letters and their background.
- (iii) Signs should be oriented to the roadway and not toward adjacent residential, recreational, or open space uses.
- (iv) Franchises are subject to the same signage standards as other commercial uses, and are strongly encouraged to use the minimum amount of signage and building features to convey corporate identity.

(c) Illumination

- (i) Surface brightness or intensity of lighting should not be beyond that necessary for visibility from the public right-of-way.
- (ii) Illumination should be appropriate to sign design.
- (iii) Illumination should be energy efficient and should be arranged so the light source is shielded from view.
- (iv) Signs should not produce a harsh uncomfortably bright light either through the level of illumination or a combination

of illumination levels and design of the sign face.

- (v) Signs shall not be overly bright so as to overshadow signs in the immediate vicinity, cause glare, or create an island of light.
- (vi) Internally lit fascia, soffits or other building elements should be avoided. Such internally lit building elements incorporating corporate or franchise color schemes may be considered as part of the buildings sign program and therefore subject to the applicable sign standards.

(d) Wall Signs

- (i) The size and location of wall signs shall be reviewed in terms of their relationship to the building entry, height of sign fascia, or size of wall where the sign is to be installed and the relationship to other signs on a building, as well as visibility from the street, sidewalk or parking lot.
- (ii) On multi-tenant buildings wall signs should be evaluated for compatibility as part of a sign program with the building fascia and neighboring signs in terms of size, color, lighting materials, sign style, and quality.
- (iii) The depth of wall signs on multi-tenant buildings should be consistent.

(e) Freestanding Signs

- (i) Freestanding signs shall be of a style, material, and design

compatible with the associated building.

- (ii) Berming shall not be used to exceed the maximum allowable height of signs.
- (iii) The base or support elements of freestanding signs should be integrated with the surrounding environment. Landscaping may be required to buffer such signs.
- (iv) Freestanding signs should be sited so that they integrate with the location of street trees and other site landscaping, and to avoid obscuring the view of adjacent freestanding signs.

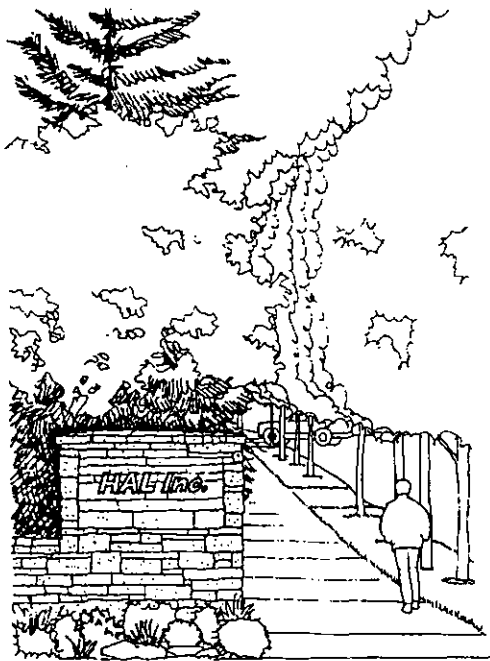


Figure 58: Sign Criteria (e), Freestanding Signs.
Simplicity and quality materials make this a successful sign design.

20D.40.45 CIRCULATION DESIGN STANDARDS

20D.40.45-010 PURPOSE

The purpose of this section is to establish criteria for street design, transit service, pedestrian and vehicle areas.

20D.40.45-020 STREET DESIGN

(1) Intent

- (a) To balance traffic flow, transit, pedestrian and bicycle use, safety, and to create attractive and effective streetscapes.
- (b) To design safe internal street systems for multi-building developments.

(2) Design Criteria

- (a) Design streets to address terrain, intersection configurations, and connections to streets or adjacent sites.
- (b) Minimize steep gradients in circulation patterns.
- (c) Promote safety through adequate sight distance, limited driveways on busy streets, and avoidance of difficult turning patterns.
- (d) Allow safe, efficient access for emergency vehicles.
- (e) Discourage through-traffic and long curvilinear cul-de-sacs, while assuring adequate circulation between and through neighborhoods.
- (f) Accommodate transit on arterial streets, and where appropriate,

within internal circulation systems. Width, geometry, slopes, and construction materials should be suitable for transit service. Transit stops should be included at appropriate intervals.

- (g) Where possible, streets and internal circulation systems should frame vistas of retail areas, public buildings, parks, open spaces, and natural features, especially Lake Sammamish, the Sammamish River, Bear and Evans Creeks, and forested slopes.
- (h) Intersections should be designed to facilitate both pedestrian and vehicular movement.
- (i) Provide shade trees along all streets. Street trees spacing and tree species and plantings techniques should be selected to create a unified image for the street, provide an effective canopy, avoid sidewalk damage, and minimize water consumption. Drip irrigation systems are encouraged. Trees should vary along different streets to prevent excessive planting of any one species.

sidewalks. The area devoted to shelters and wider sidewalks may be included in setbacks and may be counted toward required landscaping.

- (b) Along high traffic volume streets, consider a number of transit stop alternatives such as building "passenger bulbs" or transit stops where sidewalks extend to the traffic sidewalk lane. Bulbs allow transit to stop easily and people are prevented from parking at the stop.
- (c) Provide direct access to transit stops from buildings via defined, safe pathway systems.

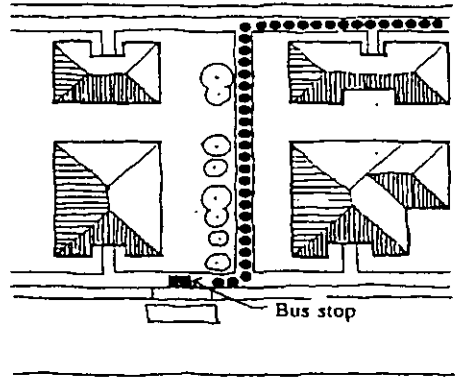


Figure 59: Transit Design Criteria (c). Pedestrian access to transit provided across the block.

20D.40.45-030 TRANSIT

(1) Intent

- (a) To encourage transit use through building and site design.
- (b) To provide safe and continuous pedestrian access to transit facilities.

(2) Design Criteria

- (a) Provide transit stops and improvements where appropriate to the intensity of use and expected demand. Transit stops should include shelters and eight-foot

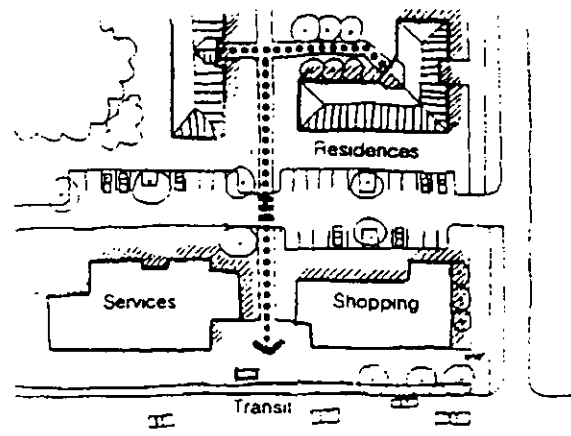


Figure 60: Transit Design Criteria (c) and (d). Mixed Use development with pedestrian access to transit.

- (d) Locate parking lots to the side and rear of buildings. Avoid making pedestrians walk across expansive parking lots to reach transit stops.
- (e) Provide covered or enclosed waiting areas where possible. Where a building is located close to a transit stop, design the lobby so that residents or employees can wait for transit in the lobby and see the transit stop and the transit vehicle coming down the street. If a building does not have a lobby, include covered and lighted entrance where residents can wait for transit out of the weather. If either a lobby or covered entrance does not provide an adequate waiting area, work with King County/Metro to provide a bus shelter at the closest transit stop.

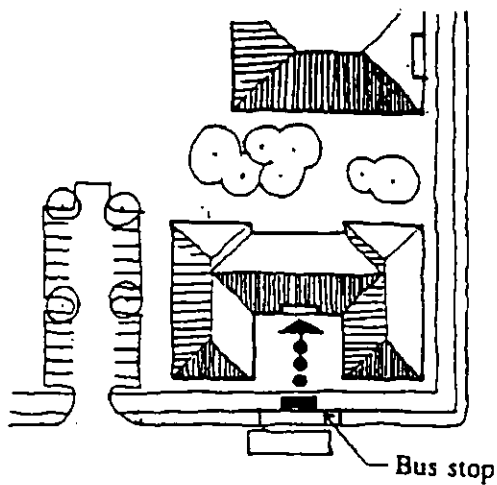


Figure 61: Transit Circulation Criteria (e).
Building entrance oriented to street and transit stop.

- (f) Focus the location of buildings on-site to concentrate present and future transit use and to encourage residential use of transit.
- (g) Orient buildings toward the street and locate them close to existing or proposed transit stops. Minimize walking distances between

buildings and transit stops. Building entries should be within 1,000 feet of the transit stop.

- (h) If the development will have a retail use, locate the storefront close to the transit stop.
- (i) Security walls and fences should include gates that employees can open from both sides to provide access to and from transit stops.

20D.40.45-040 PEDESTRIAN AND BICYCLE CIRCULATION

(1) Intent

- (a) To improve the pedestrian and bicycling environment by making it easier, safer, and more comfortable to walk or ride among residences, to businesses, to the street sidewalk, to transit stops, through parking lots, to adjacent properties, and connections throughout the City.
- (b) To enhance access to on and off-site open space areas and pedestrian/bicycle paths

(2) Design Criteria

- (a) Connect building entries to entries of other buildings within the development, to nearby residential complexes, and to existing or planned sidewalks and crosswalks.

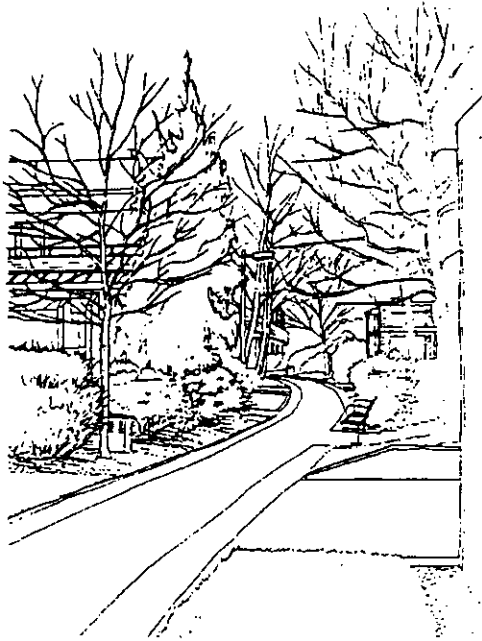


Figure 62: Pedestrian and Bicycle Facilities Criteria (a).
 The pedestrian path in this commercial development links units and promotes enjoyment of the common open space.

(b) Enhance site access and access to adjacent sites by linking paths, driveways and parking areas to adjoining public or private open space, paths, crosswalks and transit stops. (See Comprehensive Plan Recreation and Open Space Trails Plan, and Redmond City Center Bicycle Plan.)

Building design and landscaping provide transition to adjacent uses.

Plazas promote outdoor activities.

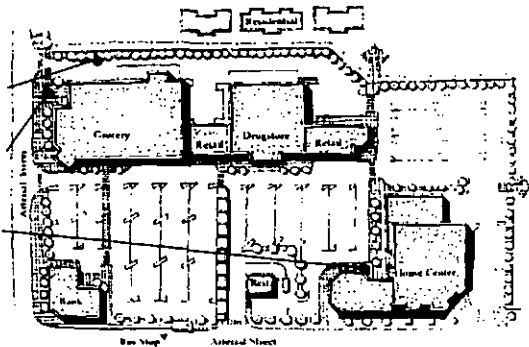


Figure 63: Pedestrian and Bicycle Facilities Criteria (b).
 Pedestrian linkages directly connect buildings with parking and the site to adjacent uses.

(c) Provide easements for pedestrian access to facilitate the future extension of these paths as adjoining properties are improved.

(d) Provide for access needs of the physically challenged as required by the Washington State Administrative Code (Chapter 51-30 WAC).

(e) Encourage pedestrian use and movement by providing walkways. Design efficient walkways by:

(i) reducing walkway distances and providing short cuts;

(ii) eliminating pedestrian barriers and obstacles, such as providing steps and ramps across retaining walls and slopes where possible to allow for pedestrian movement throughout the site. (Gates should be provided to breach fences if they impede pedestrian movement to shopping, transit and other common activities.)

(iii) assuring continuity of walkways;

(iv) providing protection from wind and rain, especially at main building entrances and over public walkways;

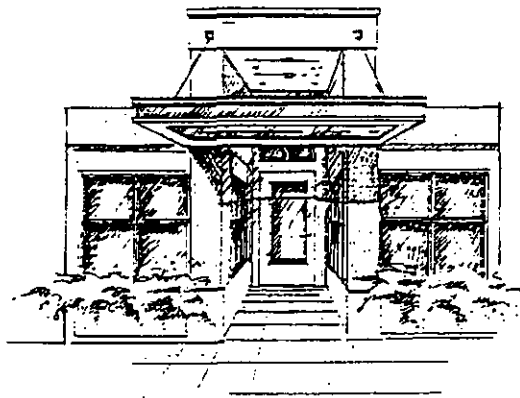


Figure 64: Pedestrian and Bicycle Facilities Criteria (e)(iv).
Weather protection at building entry extends over the public sidewalk.

- (v) providing adequate lighting where nighttime use exists or is encouraged; and
 - (vi) using walkway surfaces which are comfortable to walk on and durable.
- (f) Improve the safety and appearance of walkways that cross parking lots and driveways by varying the texture and color of walkway paving materials.

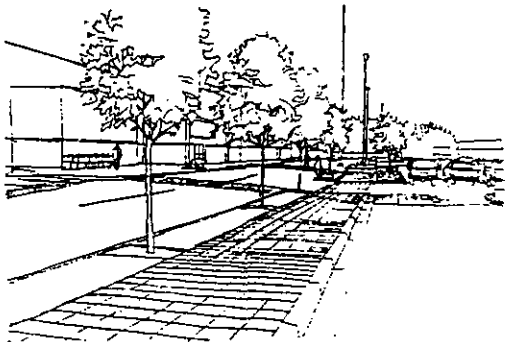


Figure 65: Pedestrian and Bicycle Facilities Criteria (f).
This development provides well defined connections from parking to buildings, from the street to the building and between different shops on the site.

- (g) Existing informal paths should be recognized and improved to ensure connection to and through sites and access to parks and open space.
- (h) Pedestrian circulation plans should consider incorporating the following techniques to increase the personal safety of pedestrians.
 - (i) Avoid sharp "blind" corners, especially on stairways and corridors where potential assailants can predict movement.
 - (ii) Avoid sudden changes in grade that reduce sight lines on pathways.
 - (iii) Design openings in barriers along pathways to allow sight lines into adjacent property.
 - (iv) Consider installing convex security mirrors where sight lines are impeded along pathways.
 - (v) Avoid tunnels, passages, bridges, or staircases where pedestrians cannot see activity on the far side or where alternative paths are not available.

20D.40.45-050 VEHICLE ENTRANCES AND DRIVEWAYS

(1) Intent

- (a) To provide safe, convenient vehicular access to sites without diminishing pedestrian access and visual qualities.

(2) Design Criteria

- (a) Minimize parking lot entrances, driveways, and other vehicle access

routes onto private property from a public right-of-way.

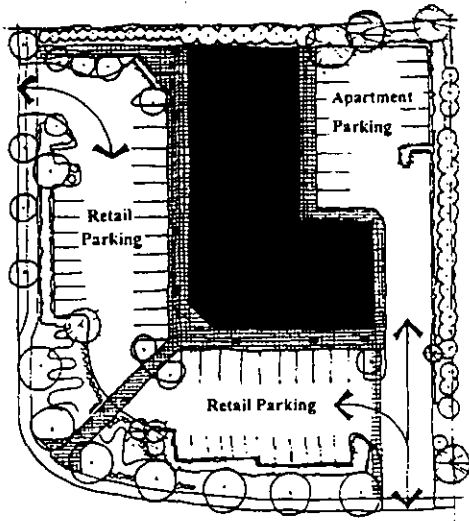


Figure 66: Vehicle Entrances and Driveways Criteria (a) and (c). Limited and shared entries.

(b) Driveway lanes crossing a public sidewalk should be no wider than the minimum required per entry or exit lane. The City may impose additional restrictions to parking lot and vehicle access point location to reduce impacts to public safety, pedestrian movement, on-street vehicle circulation, and visual qualities.

(c) Joint driveways between adjacent developments should be provided when the proposal meets the following:

- (i) Joint access is legally available;
- (ii) The proposal promotes safety for pedestrians and automobiles; and
- (iii) The proposal promotes proper dispersal of traffic mode and behavior to support traffic management objectives.

(d) Minimize conflicts between entries and vehicle parking and maneuvering areas.

20D.40.45-060 PARKING LOT LOCATION AND DESIGN

(1) Intent

- (a) To encourage parking design that provides for distribution of parking in a balanced manner across the project site plan, avoiding where possible a concentration of all of the parking in front of the building.
- (b) To provide for clear internal vehicle circulation patterns and consideration of pedestrian walkways in parking lots.
- (c) To set standards for paving, lighting, and other design elements.
- (d) To provide for joint entrances and exits.

(2) Design Criteria

- (a) Locate parking where possible behind buildings and away from areas of high public visibility.

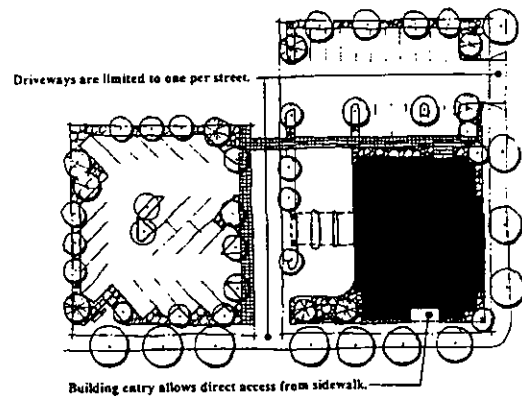


Figure 67: Parking Lot Location and Design Criteria (a) and Vehicles Entrances Criteria (a). The building location at the corner and minimizes the visual impact of the parking lot.

- (b) Integrate parking area design with landscape design in a way that reduces the visual impact of impervious surfaces and provides adequate screening of parking from public view, while allowing sufficient visibility to enhance safety. Parking areas should provide for landscaping next to buildings and alongside walkways.
- (c) Reduce pavement areas for vehicular use by avoiding the use of parking aisles with parking located only along one side.
- (d) Convenient, marked pedestrian access shall be provided from the interior of parking areas and street front walkways.

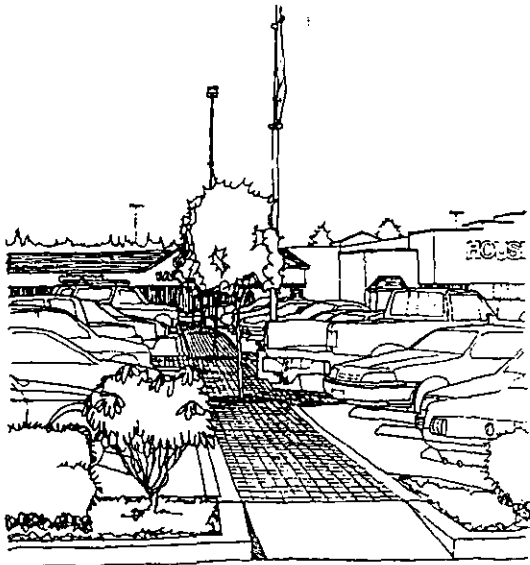


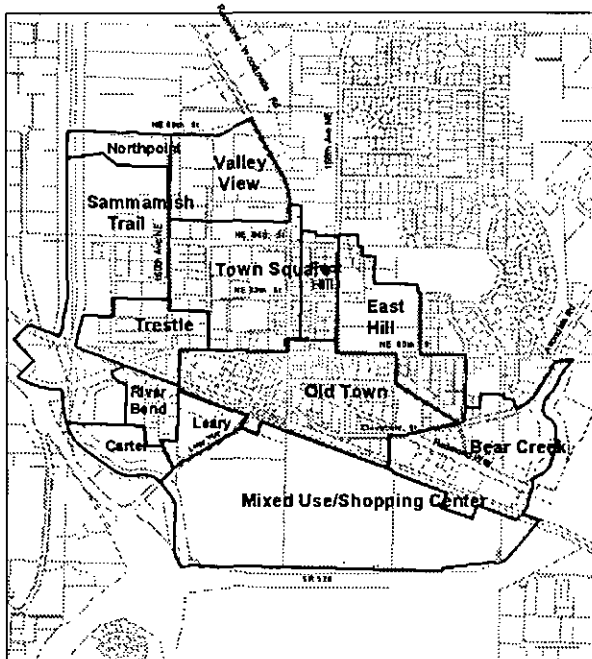
Figure 68: Pedestrian and Bicycle Facilities
Criteria (d).
A well-designed pedestrian walkway within a shopping center parking lot.

20D.40.100 CITY CENTER DESIGN STANDARDS

20D.40.100-010 PURPOSE

The purpose of this section is to create guidelines for the development of the City Center Design Areas that are attractive in appearance, functionally integrated, and promote pedestrian and recreational activities.

Each Design Area is related to the other through circulation, building scale and open space relationships. The design criteria for the Design Areas are intended to identify general objectives and specific guidelines that will implement the objectives.



Map of the City Center Design Areas.

20D.40.110 VALLEY VIEW, BEAR CREEK AND TRESTLE DESIGN AREAS

20D.40.110-010 INTENT

- (1) Create a lower-scale suburban commercial area oriented to safe automobile access.
- (2) Provide visibility and access from automobiles while maintaining adequate landscaping and screening.
- (3) Develop features such as signs and artwork that identify the entrance to the City Center and provide a unifying visual theme for the area.

20D.40.110-020 DESIGN CRITERIA

(1) Building Orientation and Access

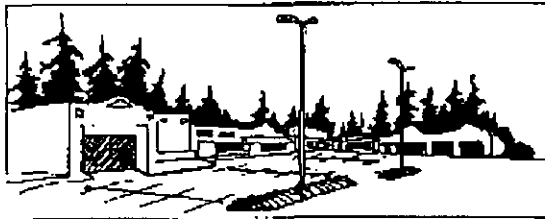
- (a) Buildings are not required to be sited on the pedestrian system, but should provide safe and accessible pedestrian connections to it.
- (b) Service areas and rear entrances should not be oriented to public areas.
- (c) Orient buildings toward the streets and locate parking on the side or rear whenever possible.

(2) Building and Site Design

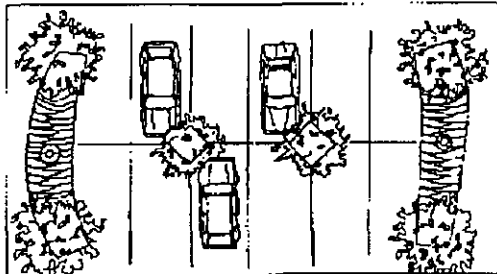
- (a) Develop sign programs to coordinate and consolidate signs in order to increase visibility from automobiles.
- (b) Minimize elements in signs such as colors that are too brilliant or other features that would distract from the entry feature.
- (c) Landscaping on streets should be simplified to allow adequate

visibility from automobiles to businesses.

- (d) Parking lots should be landscaped to screen parking and provide visual relief from large asphalt surfaces.



Existing strip mall parking lot.



Requirements for parking lot landscaping should be one tree for every four parking spaces.



The existing strip mall parking lot retrofit with new landscape installation of one tree for every four parking spaces.

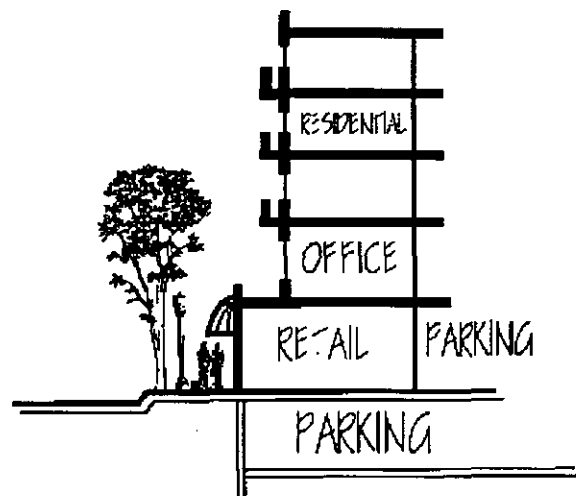
- (e) Pedestrian access from parking areas should be safe and clearly defined.
- (f) Landscaped medians should be provided where access and traffic movements allow.

- (g) Conflict between pedestrians and automobiles should be avoided by minimizing vehicle crossings of pedestrian access ways.

20D.40.115 SAMMAMISH TRAIL AND TOWN SQUARE DESIGN AREAS

20D.40.115-010 INTENT

- (1) These design areas are intended to provide areas of greater structural density adjacent to the retail core to promote high levels of economic and pedestrian activity. These areas will provide transition from the auto-oriented convenience areas to the pedestrian core.
- (2) Density and building mass are increased in the Town Square Design Area nearest the center of the City Center District to encourage development of office-type structures of larger scale and size. Structured parking is encouraged as heights increase over four stories to reduce the impact of on-site parking and allow greater open space at the ground level. Retail uses are also encouraged at ground floor levels to further encourage pedestrian activity.

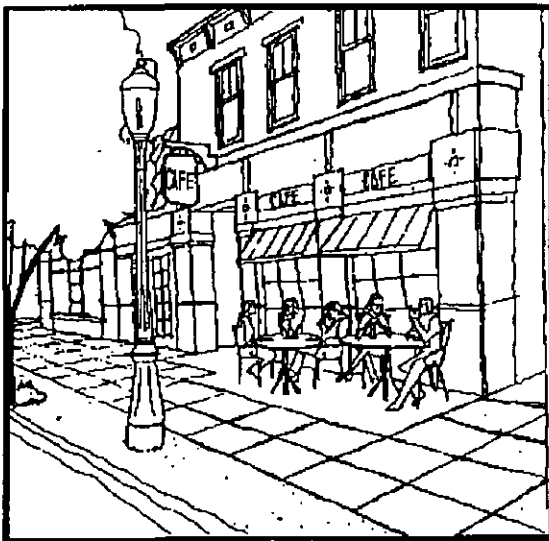


- (3) Heights and density are moderated in peripheral areas of the district to promote a more suburban setting adjacent to residential and convenience shopping areas.

20D.40.115-020 DESIGN CRITERIA

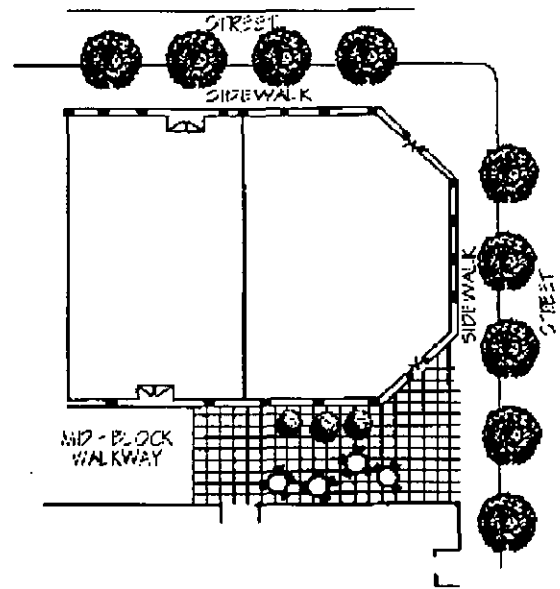
(1) Building Orientation and Access

- (a) Buildings should abut the pedestrian system on at least one side. Buildings fronting on Type V pedestrian segments per 20C.40.105, City Center Pedestrian System shall abut the street front sidewalk and orient the primary entrance, or entrances, toward the street.



- (b) Vehicle access should be designed to minimize interaction of vehicles with pedestrians particularly in relation to the pedestrian system.
- (c) Parking structures should not front on the internal block connections of the pedestrian system.
- (d) Driveway openings to arterials should be minimized.

- (e) When ground floor commercial spaces abut mid block pedestrian connections, entrances to the commercial spaces should be oriented toward the mid block connections as well as toward the streets. The area along side the required mid block sidewalk should be developed as a usable plaza with a combination of hardscapes, planters and seating areas.

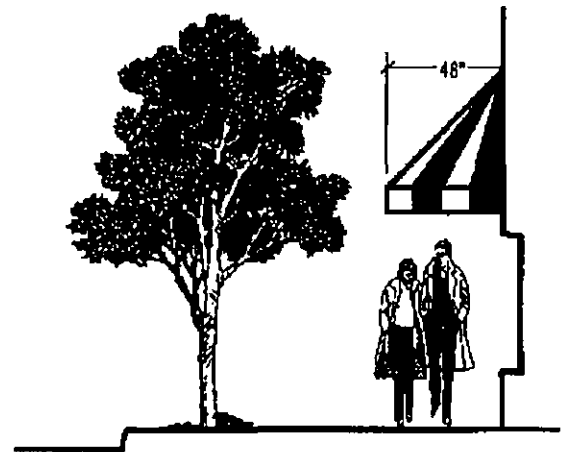


(2) Building and Site Design

- (a) Buildings should be sited in a manner compatible with adjacent buildings and the streetscape. Consideration should be given to size and height relationships with adjacent buildings.
- (b) Open space and landscaping should be coordinated and linked wherever possible, particularly in relation to public areas and the pedestrian system.
- (c) Landscaping should be designed with consideration of shade and

sun; plazas and outdoor areas should be oriented to sunlight.

- (d) Outdoor and ground floor areas should be designed to encourage outdoor activities such as vendors, art displays, seating areas, outdoor cafes, abutting retail activities and other features of interest to pedestrians.
- (e) Taller buildings should have adequate separation to maintain a sense of openness, adequate light, and views.
- (f) Buildings should be constructed of materials that minimize light reflection and glare.
- (g) Facades should be divided into increments through the use of architectural features such as bay windows, offsets, recesses and other devices which break or minimize scale.
- (h) Rooftops should incorporate features that soften rectilinear forms and effectively screen mechanical equipment from view.
- (i) Buildings should be designed to provide for weather and wind protection at the ground level. Buildings fronting on Type V Pedestrian System segments should provide pedestrian weather protection by way of awnings, overhangs, a minimum of 48 inches in depth. The elements should be complementary to the building's design and design of contiguous weather protection elements on adjoining buildings. Materials and design should engender qualities of permanence and appeal.



- (j) Allow for varieties of shapes, angles and reliefs in the upper stories of structures over four stories.
- (k) Windows shall be provided on the street level rather than blank walls to encourage a visual and economic link between the business and passing pedestrians. A minimum of 60% of ground floor facades facing streets shall be in non-reflective, transparent glazing. Where windows cannot be provided, artwork in window boxes may be used with Development Review approval.
- (l) Column and bay spacing along street fronts should be provided no greater than 30 feet apart in order to maintain a pedestrian oriented scale and rhythm.
- (m) Trails - Bicycle - Facilities for parking and locking bicycles should be provided and be readily accessible from bicycle trails.
- (n) Trails - Equestrian - Width of the trail should be adequate for two riders side-by-side in order to avoid earth compaction and vegetation deterioration. Equestrian trails

should be separate from pedestrian and bicycle trails.

- (o) Parking lot and security lighting shall be screened by buildings and other means to avoid light intrusion onto the adjacent river.

20D.40.120 OLD TOWN

20D.40.120-010 INTENT

- (1) "Historic Character" in the Old Town Design Area refers to the wide variety of architectural styles which are representative of Redmond's history from the late 19th century through early 20th century, and which incorporate building materials and architectural treatments typically used during that period. Within the design concept of "historic character", one specific period or style of architecture is not dominant or thematic.
- (2) The design concept of "historic character" also encompasses the primary orientation of the built environment to the human or pedestrian scale. Historically, this was accomplished by the use of moderate building heights (2 - 3 stories), minimal setbacks from the pedestrian right-of-way and ground floor accessibility.



20D.40.120-020 DESIGN CRITERIA

(1) General

- (A) Repair, renovation and new construction should retain the character of Old Town. This may be achieved by assuring that development meets the general requirements, and fits the special characteristics of this design area.
- (B) New buildings must relate in material, scale, and form. Contemporary designs that are harmonious with the surrounding environment in Old Town in terms of scale, materials, and color may be acceptable.
- (C) Buildings and facades should be brick, stone, or wood. In all design there should be emphasis upon the quality of detail and special form in: window treatments, columns, eaves, cornices, lighting, signing, etc. Building facades should have a greater proportion of voids (windows) than solids (blank walls) on pedestrian levels.
- (D) Buildings and the spaces between should relate easily and openly to the external public areas.
- (E) The scale of all structures in relationship to other structures and spaces is important. The scale should be two to three stories. Some variation in heights contributes to the variety and complexity of the environmental experience, and is encouraged.
- (F) The development of ground level viewpoints as well as public balcony and roof spaces that take advantage of solar access and views is encouraged.

(2) Physical Features

(a) Permanent Building Elements

- (i) Buildings should be a backdrop to the Old Town activities. New or physical change will be evaluated for the effect on the design area. The integrity of a building as an individual structure or as part of a series of buildings should be respected.
- (ii) The main architectural elements should not be altered or disguised. Buildings as a whole should be seen as significant architectural elements.
- (iii) Exterior building surfaces above the first level and the primary architectural elements below the marquee such as columns, arches, rails are important elements to be considered in the building design and entry areas.
- (iv) The exteriors of significant historic buildings should be carefully restored and maintained. Other buildings should be related to the historic ones in terms of scale, proportion of openings, materials, and color.

(b) Pedestrian/Customer Elements

- (i) Awnings, sunshades, and canopies. Awnings or sunshades should be harmonious to the design of the building to which attached, and should be in keeping with the historic character of the area. Materials should be durable, long lasting, and require low maintenance. Back-lit awnings are discouraged.

- (ii) Trees, plants, and flowers. The use of potted plants and flowers as well as street trees are encouraged, but should not impede pedestrian traffic.
- (iii) Street lighting. Street lighting should relate in scale to the pedestrian characters of the area. The design of the light standards and luminaries should enhance an historic theme.
- (iv) Street Furniture. Public seating, trash receptacles, and informational/directional kiosks should be of uniform design and be provided throughout Old Town.
- (v) Sidewalks. Paving of sidewalks and other pedestrian rights-of-way should be safe and constructed of a uniform material that is compatible with the historic pedestrian character. The private use of sidewalk rights-of-way areas may be appropriate for seasonal cafe seating or special displays.

(c) **Merchant Related Elements**

- (i) Storefronts
 - (A) Storefronts should be visually open wherever practical. Stores should use enough glass so that the activity inside the store is obvious to the passerby. In all cases merchandise should be easily visible to pedestrians.
 - (B) Storefronts should not depart from the character of the building facade of which they are a part.

(C) Storefronts should be brick, wood, or stone where glass is not used. Care should be taken to avoid clashing colors on individual buildings and between adjacent buildings.

(ii) Signs

(A) Signs will be evaluated according to the overall impact, size, shape, texture, lettering style, method of attachment, color, and lighting in relation to use, the building and street where the sign will be located, and the relationship of the sign to other signs and other buildings in the vicinity. Adherence to or enhancement of sight lines both parallel and perpendicular to the sidewalks will be considered. The primary reference will be to the average pedestrian's eye-level view, although views into or down the street from adjacent buildings should be an integral feature of any review.

(B) Signs should be simple, clear, and direct. Generally, single-faced, flat-surfaced, painted signs are preferred. Extruded aluminum or plastic signs may not be appropriate. Careful use of neon may be acceptable. One of the many standard lettering styles should be used.

(C) Signs should not hide or obscure the architectural elements of the building.

(D) Exterior signs should be flat against the building, painted on it, or hung from the underside of the marquee, perpendicular to the sidewalk. Signs attached to the edge of the marquee should not extend above the marquee's upper edge.

(E) Projecting, double-faced or three-dimensional signs may be allowed if they are integrated into the overall streetscape and do not destroy sight lines. Symbolic three-dimensional signs such as a shaving mug, barber pole, pawn shop symbol, or other symbols illustrating the product being sold on the premises are acceptable provided they meet other sign guidelines. When possible, signs should reflect the character and the use within the structure.

(F) Sign lighting should be energy efficient.

20D.40.125 MIXED USE/SHOPPING CENTER DESIGN AREA

20D.40.125-010 INTENT

(1) The Mixed Use Center Design Area shall consist of three sub-areas as follows:

(a) Mixed Use Retail area design concept stresses a pedestrian oriented, open-air complex that mirrors the existing downtown transportation network and the architectural character and scale of the historic portion of the downtown neighborhood. Primary design features for the Mixed Use Retail area include storefronts

along roadways, curbside parking, pedestrian plazas, and sidewalk designs that integrate into building architecture. (See Figures 1, 6, and 7.)

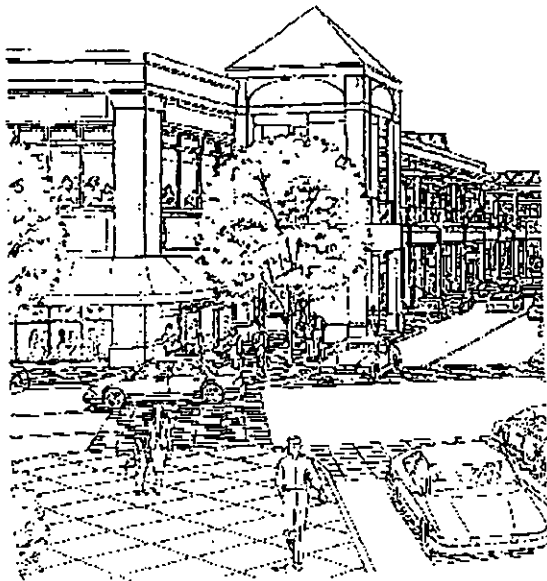


Figure 1

(ii) Office Park area design features multilevel office buildings and an urban gateway facing SR 520. Building height, location, and architectural character is intended to create a strong urban perimeter and a varied urban texture connecting the site with the downtown. (See Figure 2.)

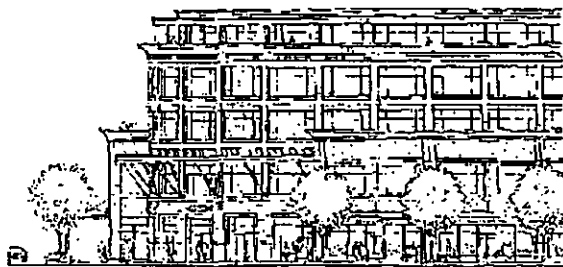


Figure 2

(iii) Bear Creek Retail area is planned for auto-oriented retail tenants. The freestanding buildings with surface parking would be distinct from the

other two areas. However, architectural character, featured design elements, and pedestrian linkages are intended to incorporate a design commonalty with the rest of the site. (See Figure 3.)



Figure 3

(b) Gateway to Downtown. The design area functions as a gateway to the City from SR 520. Development in this area should complement the other components of this gateway, Marymoor Park, and Bear Creek, by providing attractive, interesting urban activity. Development should be consistent with the natural environment by minimizing glare, providing indirect lighting, avoiding intense signage, and providing a soft edge where the urban and natural environments meet. (See Figure 4.)

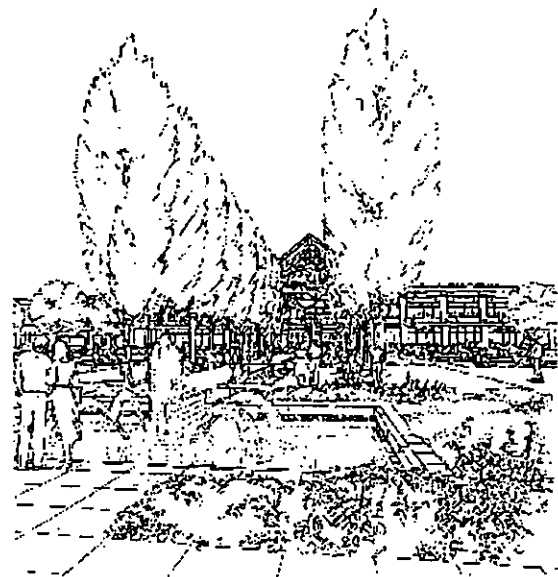


Figure 4

(c) Downtown Integration. Connection to existing roads including landscape treatment, road surface, sidewalk size and placement should respect and extend the existing grid system, streetscape, and character consistent with current standards and regulations. Development in the Design Area should further City goals for the following sub-areas:

- (i) Leary Way. Leary Way between the Sammamish River and the Burlington Northern Railroad tracks should remain as a "green gateway" to the City of Redmond.
- (ii) Northern Boundary - Leary Way to 164th. Building siting should maintain continuity of building frontage in order to integrate new development with Old Town Design District.
- (iii) Northern Boundary - Leary Way to 170th Avenue. This area should provide linkage capability between existing public roadways north of Burlington Northern Railroad and private roadways south of same. These new alignments should provide extension of the established visual corridors.

New connections on the site to existing north/south roads in this area should be compatible with the character of the existing older improvements.

Retail buildings located at the northern edge of the site within the Mixed Use Retail area will establish functional and visual continuity with the downtown. The character of the new buildings will be compatible with older existing buildings. (See Figures 5 and 8.)

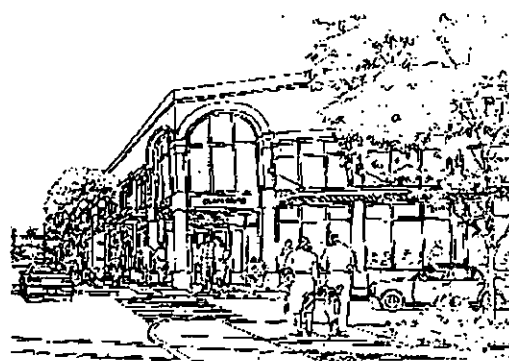


Figure 5

- (iv) Bear Creek. The edge along Bear Creek should be kept as a natural area, with uses limited to passive activity and trail/pathway connections.

Signage in this area should be limited to traffic, safety and directional information, or be consistent with the public recreational use of the area.

Structures consistent with and supporting passive use of this area may be allowed, but should be kept to a minimum.

- (v) Sammamish River. The edge along the Sammamish River should serve as an extension of existing activity on the Sammamish River Trail just north of this design area. Uses should include trail and pathway activities.

Signage should be limited to traffic, safety and directional information or be consistent with the public recreational use of the area.

Structures consistent with and supporting trail/pathway activities may be allowed, but should be kept to a minimum.

- (vi) **Railroad – Pedestrian Crossings.** Design and construct City approved architectural/urban design features, walkways and landscaping on Leary Way, 164th, 166th Avenue NE and other locations as determined to be necessary as the result of traffic studies. The connection at 164th will be made when the vehicular access to the site is constructed.

20D.40.125-020 DESIGN CRITERIA

(1) **Architectural Guidelines**

- (a) **Siting of Buildings.** Buildings should be sited to enclose either a common space or provide enclosure to the street. Consideration should be given to the relationship between buildings and adjacent open space areas. All design should appear as an integrated part of an over-all site plan. (See Figures 1, 6, and 7.)
- (b) **Building Form.** The roofline of buildings should be modulated to avoid large areas of flat roof and should include interesting architectural features. Consideration should be given to the appearance from nearby hillsides. (See Figures 1, 3, 6, and 10.)



Figure 6

- (i) Encourage varieties of shapes, angles, and reliefs in the upper stories of structures over four stories.
- (ii) Large buildings should avoid continuous, flat facades.
- (iii) Avoid the use of false fronts and large blank walls.
- (iv) Facades should be divided into increments through the use of architectural features such as bay windows, offsets, recesses and other devices which break or minimize scale.
- (v) The ground floor of buildings should provide pedestrian interest and activity. The use of arcades, colonnades, or awnings to provide pedestrian protection is encouraged. Column and bay spacing along street fronts should be provided no greater than 36 feet apart in order to maintain a pedestrian-oriented scale and

rhythm. (See Figures 1, 5, 7, and 9.)



Figure 7

- (vi) Building design should complement the character of adjoining Old Town.
- (vii) Building design must relate in material, colors, scale and form, which are harmonious with the surrounding environment in Old Town.
- (viii) Buildings and facades in the Mixed Use Retail area should be a combination of brick, stucco-like finishes, smooth finished concrete, and architectural metals. Building facades in the Mixed Use Retail and Office Park areas should have a greater proportion of voids (windows) than solids (blank walls) on pedestrian levels. Buildings and facades in the Bear Creek Retail area should be primarily masonry products with concrete and architectural metals used for detailing if desired. In all design, there should be emphasis upon the quality of detail and special form in: window treatments, columns, eaves, cornices, lighting, signing, etc.
- (ix) Buildings and the spaces between them should relate

easily and openly to the external public areas or plazas.

- (x) The scale of all structures in relationship to other structures and spaces is important. The scale should be two to three stories in the retail core. Some variation in heights contributes to the variety and complexity of the environmental experience, and is encouraged. (See Figures 1 and 6.)
 - (xi) The development of ground level view points on each building level which take advantage of solar access and views of the site's open spaces is encouraged.
 - (xii) The integrity of a building as an individual structure or as part of a series of buildings should be respected.
 - (xiii) Buildings as a whole should be seen as significant architectural elements.
 - (xiv) Storefront design and materials should be allowed to be unique while maintaining the character of the building facade of which they are a part.
- (c) **Building Entry.** Orient building entrances to the street in a manner which provides easily identifiable and accessible pedestrian entryways. Highlight building entrances through landscape or architectural design features. Building entries should be designed in conjunction with the landscape treatment of pedestrian ways in the parking areas that directly relate to the entry.

(d) Public Art. Encourage public art in public areas of the design area particularly in and around the Mixed Use Retail area.

(e) Building Orientation. Uses in the center should be oriented externally as well as internally (as is applicable) by using outward facing building facades, malls, entrances and other design techniques.

(i) Buildings in the Mixed Use Retail and Office Park areas should abut the sidewalks on at least one side and orient the primary entrance, or entrances, toward the street.



Figure 8

(f) Building Colors and Materials. Building colors and materials shall be selected to integrate with each other, other buildings in the Old Town, and other adjacent commercial areas, while allowing a richness of architectural expression for the various buildings.

(i) Buildings should be constructed of materials that minimize light reflection and glare.

(ii) Care should be taken to avoid clashing colors on individual buildings and between adjacent buildings.

(g) Windows and Displays. Windows and display areas shall be located along pedestrian routes to enhance the pedestrian experience. (See Figures 5, 7, and 9.)

(i) Storefronts should be visually open wherever practical. Stores should use enough glass so that the activity inside the store is obvious to the passerby. In all cases merchandise should be easily visible to pedestrians.

(ii) Windows shall be provided on the street level in the Mixed Use Retail buildings rather than blank walls to encourage a visual and economic link between the business and passing pedestrians. A minimum of 60 percent of ground floor facades facing streets in the Mixed-Use Retail area shall be in non-reflective, transparent glazing. Where windows cannot be provided, art work in window boxes may be used with site plan review approval. (See Figures 5, 7 and 9.)



Figure 9

- (h) Future Development Pads. Future development pads shall be designed to relate to the rest of the project's architecture and will provide pedestrian scale exterior features.
- (i) Design Consistency. Each phase of the development shall be designed to be consistent with, but not necessarily the same as, the balance of the project architecture, including materials, colors, and general style.
- (j) Pedestrian Features. Provide pedestrian scale external features including such items as window and glass display cases, street furniture, covered walkways, and avoid large blank walls.
- (k) Outdoor Pedestrian Areas. The outdoor pedestrian areas shall include special paving treatments,

landscaping and seating areas.
(See Figures 1 and 4.)

- (i) Outdoor and ground floor areas should be designed to encourage outdoor activities such as vendors, art displays, seating areas, outdoor cafes, abutting retail activities, and other features of interest to pedestrians.
 - (l) Site Entrances. Entrances to Town Center development shall be emphasized with landscape treatments to strongly indicate the pedestrian orientation of these areas.
 - (i) Architectural/urban design treatment of 166th shall encourage pedestrian circulation from the project to the Cleveland Street Retail area.
 - (m) Rooftop Mechanical Equipment. Rooftop mechanical equipment will be screened in a manner which enhances the overall architectural design, and rooftops will be of a color that reduces glare and other types of visual impact on the adjacent residentially developed hillsides.
 - (i) Rooftops should incorporate features which soften rectilinear forms and effectively screen mechanical equipment from view.
- (3) **Transportation Guidelines.**
- (a) Vehicular.
 - (i) Roadway Configurations. Roadways that are above existing grade should be designed in a manner to reduce visual impact of

pavement area such as using landscaping or berms.

Encourage alignment of all roadways to minimize the removal of all existing significant, healthy trees.

Streets should not be wider than four travel lanes with the appropriate number of lanes at intersections between the design area, and areas targeted for integration with the downtown.

Vehicular circulation shall relate the various uses on the site to each other. Roads shall be designed to enhance viability of the project components.

Vehicle access to parking areas should be designed to minimize interaction of vehicles with pedestrians.

- (ii) Parking – Surface. Where possible, locate parking behind buildings and away from areas of high public visibility. Landscape and screen surface parking areas visible to the public.

Parking areas should include landscape areas and be designed to minimize long, straight, monotonous rows. The size and location of parking areas should be minimized and related to the group of buildings served.

Parking areas should include a clear circulation network to guide pedestrians to the building entrances.

Visual impact of surface parking areas should be minimized from the SR 520 corridor.

Landscaping shall be provided to screen surface parking areas and provide transition between the project and surrounding areas particularly when viewed from SR 520, Leary Way and adjacent hillsides.

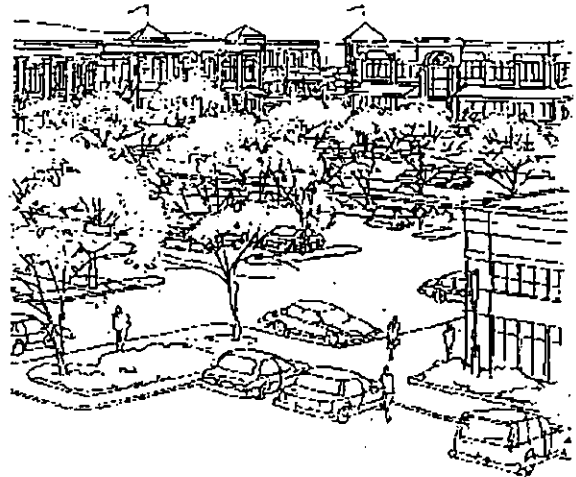


Figure 10

Parking lots should be landscaped to screen parking and provide visual relief from large asphalt surfaces.

Pedestrian access from parking areas should be safe and clearly defined.

Landscaped medians should be provided where access and traffic allow.

Conflict between pedestrians and automobiles should be minimized by designing streets to provide well-defined pedestrian walkways and crosswalks that reduce vehicle speeds.

Open space and landscaping should be coordinated and linked wherever possible, particularly in relation to public areas and the pedestrian system.

To minimize visual impacts where surface parking is utilized, project design should incorporate screening and landscape treatment of surface parking areas.

Design and locate parking areas in a manner that will break up large areas of parking and encourage shared parking with existing downtown uses.

Patrons of the retail center shall be allowed to use parking while patronizing other businesses in City Center. No rules, signage or penalties shall be enacted by Town Center to preclude this parking allowance.

- (iii) Parking - Structured. Structured parking should be designed to avoid undifferentiated planes. The scale of parking structures should be modulated by interruptions of the facades, setbacks, and lowering the first level below the existing grade (where the water table allows) to reduce total height.

Facades of parking structures should include a landscape treatment in addition to architectural screening from the SR 520 corridor.

Parking structures shall have landscaping around the perimeter which will correspond to adjacent land uses and activities.

Landscaping shall include, but not be limited to, a combination of shade trees, evergreen trees, shrubs, groundcovers, deciduous native and ornamental shrubs, and vines to further screen the structures.

The top floor of parking structures should include landscape screening in areas such as along the cornice and on the deck, either by trees or a screening trellis treatment.

Provide walkways in parking floors which have curbs or other barriers to protect from vehicular intrusion.

For security, pedestrian routes should be visible and avoid enclosed, hidden areas. Emergency call boxes should be available.

At least 50 percent of the parking provided for the entire site should occur in parking structures. The ratio of minimum structured parking shall be maintained for all phases of development of the Mixed Use Retail area and the Office Park.

Parking structures should be enclosed with retail or office uses on the exterior or where this enclosure is not feasible, the visual impact should be softened with landscaping or screening.

(b) Pedestrian.

- (i) Linkages. Link proposed development to walkways, trails, and bicycle systems in the surrounding area by

connecting and lining up directly to existing linkages, closing gaps and treating crossings of barriers (such as the railroad, Bear Creek Parkway, and driveways) with special design treatment, minimizing barriers, designing with consistent materials, widths and locations, and providing safe, easy and clearly identifiable access to and along the linkages. Safe, convenient and attractive connections to Marymoor Park, the Sammamish River Trail, and the Bear Creek Trail system should be provided.

The sidewalk system shall be emphasized with landscape treatments to provide readily perceived pedestrian pathways through and around the Mixed Use Center Design Area.

- (ii) Sidewalks. When extending an existing sidewalk, the new walkway should meet current standards and regulations where there is sufficient right-of-way, and should be constructed of a material and dimension which is compatible with and improves upon the existing character.

Sidewalks should meet similar standards to those of the approved Pedestrian Linkage System.

Paving of sidewalks and pedestrian crossings should be safe and constructed of a uniform material that is compatible with the character of the design district. The private use of sidewalk rights-of-way areas may be appropriate for seasonal cafe seating or special displays.

Encourage alignment of new sidewalks to minimize the removal of all existing significant, healthy trees.

- (iii) Arcades, Colonnades, Canopies. In areas of high pedestrian activity, devices for protection from weather are encouraged. Consistent treatment within a single area is also encouraged in order to provide a strong identity of space. (See Figures 1, 5, 7 and 9.)

Buildings should be designed to provide for weather and wind protection at the ground level. Buildings fronting sidewalks should provide pedestrian weather protection by way of arcades, colonnades, or canopies a minimum of 48 inches in depth. The elements should be complementary to the building's design and design of contiguous weather protection elements on adjoining buildings. Materials and design should engender qualities of permanence and appeal.

Awnings or sunshades should be harmonious to the design of the building to which attached, and should be in keeping with the character of the building. Materials should be durable, long lasting, and require low maintenance. Back-lit awnings are discouraged.

- (iv) Enclosed Malls. The design of enclosed malls should allow pedestrians through access during hours of retail center operation while still maintaining security.

(v) Trails – Pedestrian. Special design treatment and appropriate safety features should be afforded the pedestrian trail crossings at public rights-of-way and at the Burlington Northern Railroad tracks.

(vi) Trails – Bicycle. Facilities for parking and locking bicycles should be provided and be readily accessible from bicycle trails.

(vii) Trails – Equestrian. Width of the trail should be adequate for two riders side-by-side in order to avoid earth compaction and vegetation deterioration. Equestrian trails should be separate from pedestrian and bicycle trails. Equestrian trails do not have to be constructed until off-site linkage is constructed to the proposed development.

(viii) Plazas/Pedestrian Malls. Plazas, pedestrian malls and other amenity open spaces shall be developed that promote outdoor activity and encourage pedestrian circulation between the Mixed Use Center and the balance of the City Center area.

(4) **Landscape Guidelines.**

(a) Urban Landscape Treatment. Building entries, primary vehicular entries and building perimeters should be enhanced with landscaping which could include ornamental vines, groundcovers, shrubs and/or trees selected for their screening, canopy, spatial enclosure and seasonal variation.

(b) Site Furnishings. Benches, kiosks, signs, bollards, waste receptacles,

street vending carts, water fountains, lighting standards, perch walls, sidewalks, pathways, trails and special water features should be designed to be compatible elements of like materials and design.

(c) Perimeter Landscaping. Landscaping on the perimeter of the site will create a transition between the project and the surrounding area.

(d) Landscaping on Streets. Landscaping on streets should be simplified to allow adequate visibility from automobiles to businesses.

(e) Trees, Plants and Flowers. The use of potted plants and flowers as well as street trees are encouraged, but should not impede pedestrian traffic.

(5) **Open Space Guidelines.**

(a) Tree Retention and Open Space Landscaping. Preserve existing natural features, particularly healthy mature trees and stream courses.

(i) Preserve a minimum of 100 percent of all trees within the Public Access Open Space as identified in the Public Access Open Space Area Plan. This area includes the cluster of trees along the east side of Leary Way for the purpose of preserving the corridor's green gateway image, and the healthy trees along the Bear Creek and Sammamish River corridors. Trees that cannot be retained due to approved street and/or utility construction shall be replaced with native nursery stock of similar or like variety at a 1:1 ratio, with tree

sizes in accordance with RCDG 20D.80.10-060, pursuant to a landscape plan approved in conjunction with site plan review. Trees removed as a result of construction activities which are intended to be preserved shall be replaced per RCDG 20D.80.10-060. Replacement trees shall be located in the immediate vicinity as is practical.

- (ii) Minimize new grading in this area.
 - (iii) Install landscape screening between this open space area and adjacent parking areas.
 - (iv) Encourage passive recreation including a walking trail, bicycle trail, seating and rest areas, pedestrian lighting, and site furnishings. Connections should be provided to the Justice White House, Mixed Use Retail area, Marymoor Park, Sammamish River Trail system and other open space areas.
 - (v) The "soft edge" landscape treatment to the south of Town Center along Bear Creek shall provide for a true transition between the natural, riparian area of the creek to the more urban Mixed Use Design Area.
 - (vi) The informal nature of the west, south and east portion of the site should be maintained by retaining native materials and random planting of compatible plant materials consistent with the City Center Neighborhood Program.
- (b) Justice White House/Saturday Market. The areas around the Saturday Market and Justice White

House shall be retained as open space. Areas at the Justice White House should encourage active and passive recreation. These areas should connect to other open spaces, trails, and the Mixed Use Retail area.

- (c) Sammamish River. Open space should be retained along the Sammamish River and enhanced by:
- (i) Providing grade separation for trails at all appropriate and feasible locations.
 - (ii) Making connections to other open space zones.
 - (iii) An ongoing storm water outflow monitoring program for private drainage systems shall be designed and, upon approval by the Technical Committee, be implemented by the applicant. The monitoring program shall consider specific contaminants which may likely be present in the runoff and shall be revised periodically as appropriate.
- (d) Bear Creek. Open space along Bear Creek should be retained and enhanced by:
- (i) Encouraging passive recreation areas and activities and discouraging active recreation.
 - (ii) All storm water swales and recharge areas should be integrated with the natural environment.
 - (iii) Protecting vegetation of the riparian habitat in this zone by limiting access to the creek to designated access points.

- (iv) Providing connections to Marymoor Park, the Sammamish River, Mixed Use Center and other open spaces.
 - (v) Facilities within this area should include a pedestrian pathway, bicycle path, equestrian trail when required, passive water access area, seating, and site furnishings.
 - (vi) An ongoing storm water outflow monitoring program for private drainage systems shall be designed and, upon approval by the Technical Committee, be implemented by the applicant. The monitoring program shall consider specific contaminants which may likely be present in the runoff and shall be revised periodically as appropriate.
- (e) Public Access Open Space. Public Access Open Space should be retained, enhanced and made available for public use in this design area as shown in the Public Access Open Space Area Plan.
- (i) At least 44 acres shall be preserved by easement to the City or controlled by other methods that would permanently assure the open space to the City. This downtown Public Access Open Space shall serve as a visual amenity and passive recreation open space.
- (f) Open Space Acreage. Public Access Open Space as shown in the Public Access Open Space Area Plan shall include a minimum of 44 acres. This will include natural areas inclusive of the floodway, and the areas around the Justice White House and the Saturday Market.
- (6) **Signage Guidelines.**
- (a) Sign Kiosks. Sign kiosks, which provide direction to groups of tenants are encouraged as a means for discouraging numerous individual directional tenant signs and providing clear directions. These kiosks shall be located in high traffic areas and be consistent with the design theme of the development.
 - (b) Symbols and Colors. International symbols and colors should be used whenever applicable.
 - (c) SR 520 Signage. Signage for the subject proposal shall comply with the SR 520 Corridor Signage Policy adopted by the City Council.
 - (d) Signs will be evaluated according to the overall impact, size, shape, texture, lettering style, method of attachment, color, and lighting in relation to use, the building and street where the sign will be located, and the relationship of the sign to other signs and other buildings in the vicinity. Adherence to or enhancement of sight lines both parallel and perpendicular to the sidewalks will be considered. The primary reference will be to the average pedestrian's eye-level view, although views into or down the street from adjacent buildings should be an integral feature of any review.
 - (e) Signs should be simple, clear and direct. Extruded aluminum or plastic signs are not appropriate. Careful use of neon may be acceptable.
 - (f) Signs should not hide or obscure the architectural elements of the building.

(g) Signs attached or hung from the arcades, colonnades, and canopies perpendicular to the sidewalk should be encouraged.

(g) Projecting, double-faced or three dimensional signs may be allowed if they are integrated into the overall streetscape and do not destroy sight lines. Symbolic three-dimensional signs such as a shaving mug, barber pole, pawn shop symbol, or other symbols illustrating the product being sold on the premises are acceptable provided they meet other sign guidelines. When possible, signs should reflect the character and the use within the structure.

(h) Sign lighting should be energy efficient.

(7) Lighting Plan.

(a) A lighting plan shall be provided and approved, which encourages nighttime pedestrian movement between the adjacent commercial areas, particularly Leary Way and 166th Avenue NE.

(b) Parking lot and security lighting shall be screened by buildings and other means to minimize light intrusion onto the Sammamish River and Bear Creek.

(c) Street lighting should relate in scale to the pedestrian characters of the area. The design of the light standards and luminaries should enhance the design theme.

20D.40.130 LEARY DESIGN AREA

20D.40.130-010 INTENT

(1) Leary Way, between the Sammamish River and the Burlington Northern railroad tracks should remain as a

"green gateway" to the City of Redmond. Setbacks from Leary Way should be adequate to preserve significant stands of trees on the west side of the road to preserve the "green gateway" image.

(2) The setback from the property line on this portion of Leary Way shall be at least 100 feet where there is an existing grove of significant trees (six trees within a quarter acre area). No parking shall be allowed within the setback. No clearing, grading permit or site plan approval shall be granted until the approval authority determines that the existing trees will be preserved to the maximum extent possible within the setback.

(3) Signage on Leary Way for traffic control, directional information, and business identification should be kept at a minimum, in both size and number.

20D.40.130-020 DESIGN CRITERIA

(1) Building Orientation and Access

(a) Vehicle access and parking should be designed to minimize curb cuts along Leary Way and to minimize the loss of existing trees within the design area.

(b) Where significant trees exist between the street and building sites, driveways from the primary streets to on-site parking areas should be designed in a tree-lined parkway manner, complementing, preserving, and taking advantage of remaining stands of trees.

(c) Building orientation should complement any remaining stands of trees.

(2) Building and Site Design

- (a) Site layout for individual parcels within the design area should be designed to provide reciprocal vehicular and pedestrian access to and from adjoining lots in order to achieve a unified circulation plan which minimizes curb cuts on Leary Way, and provides pedestrian connections between uses in the design area.
- (b) New landscaping should be designed to complement and reinforce any remaining groves of trees within the design area. Large trees and shrubs, both evergreen and deciduous, should be used to complement the natural character of this design area.
- (c) Buildings and site layout should be designed to complement the village character of the adjoining Old Town design area, which includes features such as narrow storefronts on pedestrian oriented streets, shops fronting on street sidewalks, and pedestrian scale architecture.
- (d) Pedestrian connections from buildings within the design area should be provided to the adjoining Old Town and Mixed-Use Shopping Center design areas.

20D.40.135 RIVER BEND DESIGN AREA

20D.40.135-010 INTENT

- (1) Provide visibility and access from automobiles while also providing adequate landscaping and screening.
- (2) Create and maintain a lower-scale commercial and service oriented design area.

20D.40.135-020 DESIGN CRITERIA

(1) **Building Orientation and Access**

- (a) Orient buildings toward the streets and away from adjacent residential uses.
- (b) Service areas and rear entrances shall be oriented away from adjacent residential uses, public open spaces, and primary streets.
- (c) Vehicular access should be minimized on the primary arterial, and shared access is encouraged.

(2) **Building and Site Design**

- (a) Parking lots should be landscaped to screen parking and provide visual relief from large asphalt surfaces.
- (b) Parking lot and security lighting shall be screened by buildings and other means to avoid light intrusion onto the adjacent river and residential uses.
- (c) Buildings shall be sited to ensure maximum land use compatibility between adjoining and adjacent uses, while minimizing impacts on each other.

20D.40.140 NORTH POINT AND CARTER DESIGN AREAS

20D.40.140-010 INTENT

- (1) These residential design areas are intended to provide areas of greater residential density within the downtown in order to create a better balance between jobs and housing, and to provide a variety of housing choices within close proximity to goods and services.
- (2) Provide opportunities to develop moderate density housing in small residential neighborhoods that are in

close proximity to schools, shopping, parks, and services.

20D.40.140-020 DESIGN CRITERIA

(1) **Building Orientation and Access**

- (a) Buildings should be oriented toward the primary streets.
- (b) Primary entrance to buildings shall be oriented to the street. See 20C.40.105, City Center Pedestrian System.
- (c) Yards of ground oriented units fronting on streets should be designed to indicate a separation between public and private spaces, while also providing maximum territorial view of the street front from the units' private open spaces.
- (d) Vehicular access to sites from streets should be minimized. Alley access should be utilized where possible and feasible to minimize curb cuts along street fronts, whereby maintaining available street front parking.

(2) **Building and Site Design**

- (a) Buildings shall provide focus and articulation of primary entrances orienting toward streets.
- (b) Buildings and private usable open spaces shall be appropriately setback from property lines to provide ample light, air, and privacy for the on-site tenants and adjacent neighbors.
- (c) Buildings should be designed to provide maximum amounts of usable open space on site for the residents and to provide front yards complementary to the size and scale of the developments.

(d) Parking shall be enclosed within subterranean or semi-subterranean parking whenever possible to provide maximum amounts of usable open space on parking decks and minimize building heights.

(e) Building facades and rooflines shall be articulated to provide visual interest and relief as well as to promote long term neighborhood and community pride.

(f) Open exterior corridors fronting and visible from streets and public spaces shall be minimized in use and length in order to minimize their negative visual impacts on surrounding streets and properties. They should be placed on the interior of developments whenever feasible.

(g) On-site parking, both within structures and outdoors, shall be screened from public streets.

(h) Common usable open spaces and yards shall be adequately lighted and visible from units within the developments to ensure security and safety of the residents and their guests.

20D.40.145 FOOTHILL AND EAST HILL DESIGN AREAS

20D.40.145-010 INTENT

- (1) Create areas which allow a variety of uses side-by-side that maintain a residential look and feel in terms of design and character, in order to promote and maintain a comfortable and attractive living environment while also allowing non-residential uses next to residential uses.

- (2) Provide opportunities to create mixed use residential, office/retail, and residential only developments within a neighborhood context and scale.

20D.40.145-020 DESIGN CRITERIA

(1) Building Orientation and Access

- (a) Buildings should be oriented toward the primary streets.
- (b) Primary entrance to buildings shall be oriented to the street. See 20C.40.105, City Center Pedestrian System.
- (c) Yards of ground oriented residential units fronting on streets should be designed to indicate a separation between public and private spaces, while also providing maximum territorial view of the street front from the units' private open spaces.
- (d) Vehicular access to sites from streets should be minimized. Alley access should be utilized where possible and feasible to minimize curb cuts along street fronts, whereby maintaining available street front parking.

(2) Building and Site Design

- (a) Buildings shall provide focus and articulation of primary entrances orienting toward streets.
- (b) Buildings and private usable open spaces shall be appropriately setback from property lines to provide ample light, air, and privacy for the on-site tenants and adjacent neighbors.
- (c) Residential buildings should be designed to provide maximum amounts of usable open space on site for the residents and to provide

front yards complementary to the size and scale of the developments.

- (d) Parking shall be enclosed within subterranean or semi-subterranean parking whenever possible to provide maximum amounts of usable open space on parking decks and minimize building heights.
- (e) Building facades and roof lines shall be articulated to provide visual interest and relief as well as to promote long term neighborhood and community pride.
- (f) Office and mixed-use buildings should be designed with a residential character, in terms of building materials, roof design, fenestration, and front yard landscaping.



- (g) Open exterior corridors fronting and visible from streets and public spaces shall be minimized in use and length in order to minimize their negative visual impacts on surrounding streets and properties. They should be placed on the interior of developments whenever feasible.
- (h) On-site parking, both within structures and outdoors, shall be screened from public streets.

- (i) Common usable open spaces and yards shall be adequately lighted and visible from private spaces within the developments to ensure security and safety of the tenants, residents, and their guests.