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ARCHITECTURE, PROGRAMMING, ACCESSIBLE DESIGN, INTERIOR DESIGN

July 25, 2022

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City of Redmond – Development Services  
15670 NE 85<sup>th</sup> Streets  
Redmond, WA 98073

**RE: Subject:** Project Narrative for Site Plan Entitlement – Eight (8) Townhome Units  
**Address:** 8042 165<sup>th</sup> Ave NE, Redmond, WA 98052  
**Permit Application No.** LAND-2022-00155

The subject property, located at 8042 165<sup>th</sup> Ave NE, is just north of NE 80<sup>th</sup> St and west of Redmond Elementary School. It is part of Perrigo's Plat of Redmond located in the East Hill zone, which is one of Downtown Redmond's residential zones. The property currently contains a vacant single-family structure with detached garage. Adjacent properties contain a mix of uses including attached single-family townhomes to the west, a church and preschool to the south with its parking lot directly east of the subject property. Properties to the north contain 2-story office buildings with a variety of professional services. The site is relatively flat with the exception of a 3 foot incline from the sidewalk along 165<sup>th</sup> Ave NE to existing fence. The site has a couple small trees and a significant tree along the property line in the Northeast corner of the site. Vehicular access to the site is provided off of the one-way alley and street parking is currently provided along 165<sup>th</sup> Ave NE. Utilities including Power, Sanitary Sewer, Water, Gas, and Storm are all provided in the street along 165<sup>th</sup> Ave NE.

A Pre-Application meeting was held on December 16<sup>th</sup>, 2021 with the City of Redmond the potential development of eight (8) attached single-family townhome units grouped into two buildings. Each townhome unit would contain a two-car garage and three (3) or four (4) bedrooms.

This parcel is zoned EH (East Hill) and is intended to provide a residential character adjacent to the more mixed-use zones of the Downtown core. While this zone is within walking distance to a variety of amenities that Downtown Redmond provides, it still provides typical residential features such as porches, front yards, and a greater amount of landscaping. This proposed townhome project will not only incorporate these



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residential features, it will also increase the density and fill an urban void in this Downtown zone. This site has a maximum density of 45 dwelling units per acre, and has a maximum building height of four (4) stories. Based on the lot size this allows for the development of eight (8) single-family townhomes.

These townhome development will be comprised of two type of layouts; corner units and interior units. All units will be three (3) stories of living above grade with a roof top deck and stair enclosure at the 4<sup>th</sup> story. Each unit will have a private 2-car garage and the corner units will have four (4) bedrooms while the interior units will have three (3) bedrooms.

**Development Standards:**

- The base height permitted is four (4) stories. The proposed building design incorporates underbuilding parking to reduce the presence of vehicles and blank garage walls from public views, and is designed with pitched roofs to provide modulation and create airy spaces. Having three (3) stories of living and the roof decks and pitched roofs within the fourth story provides the greatest opportunity for comfortable, bright spaces within the structures, and allows for modulation and variation on the exterior of the structures.
- The front setback is regulated by RZC 21.10.150, Pedestrian System, which specifies 165<sup>th</sup> Ave NE as a Type III pedestrian system. This requires the front setback to include a 25-foot landscaped walkway with a 5-foot parkway for street trees, a 6-foot sidewalk, and 14-feet of landscaped yard area. The remaining setbacks for this development include 6-foot side setbacks per RZC 21.10.130.D, and a rear setback of 10-feet.
- All required parking will be contained within private garages attached to each individual unit. As no on-site guest parking is required, only the street parking along 165<sup>th</sup> Ave NE will help meet the parking needs of guests. Required widening of the alley will provide space for delivery, garbage and fire trucks to pull over to the north side of the alley and allow vehicles to safely pass.
- All refuse and recycling bins are to be contained within the individual townhome units, with the exception of being placed in their designated staging area on collection day.



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**Design Guidelines - Citywide:**

- **21.60.020.E – Relationship to Street Front**

**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.**

The street facing townhomes will have main entries and large porches that are facing 165<sup>th</sup> Ave NE. These porches will be raised to create a separation between the private and public spaces, but will maintain a residential character and will help promote public safety. To further define the residential character of this neighborhood, there will be a direct connection via steps from the pedestrian system to the main entries.

**To create an attractive street edge and unified streetscape and to provide pedestrian access where it does not conflict with private property security issues.**

The streetscape will conform to city standards, and will extend the planter strip to the north all the way to alley located at the south edge of the project site. This planter strip will be part of the Level III Pedestrian System along 165<sup>th</sup> Ave NE that will include a 6' sidewalk. The front edge between the back of sidewalk and the front building façade will be landscaped to make a unified streetscape.

- **21.60.040.B.1 – Architectural Concepts**

**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 a river.**

While the site is square in form, the buildings are aligned with 165<sup>th</sup> Ave NE. This allowed the townhome units facing 165<sup>th</sup> Ave NE to have a direct connection to the street and public right-of-way. Having these townhomes face the street also enhances the residential character of the neighborhood, and allows for more windows to be facing the street to promote public safety.

**Architectural Composition – The composition of a building's larger masses and elements should create a unifying concept. The composition should be clear and appropriate to the building's function and context.**



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The symmetrical composition of each building along with bump-outs and recessed portions of the façade help establish these as residential structures and delineate each unit.

- **21.60.040.B.2 – Building Scale**  
**Façade Modulation – Building façades visible from public streets and public spaces shall be stepped back or projected forward at intervals to provide a minimum of 40 percent façade modulation.**

The front façade of each building has portions that are either projected forward or back to create a more engaging façade, help with material changes, and to delineate each townhome unit.

**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 to create shadow lines, or intervals, and break up the flat surfaces of the façade.**

Methods for articulation include the use of battens, belly bands at material changes, as well as various architectural elements like bump-outs, bay windows, eave treatments, and metal awnings help to break up the mass of the building and create visual interest from different angles.

Different materials and colors within the proposed color palette are incorporated around plane changes, bump-outs, and unit entries that enhance the façade, create depth, and add a different texture that residents can see and touch.

- **21.60.040.B.3 – Rooflines**  
**Promote detailed roof expression that creates a variable roofline throughout and to create a skyline that is visually interesting.**

From the front elevations of these units, the main structure of a pitched roof crosses over all units while smaller gable roofs that are perpendicular to the main roof create articulation and help distinguish each unit from one another. Roof decks cut out the back side each unit to reduce the over mass of the building and help to create a varied roof line when viewed from different sides.

- **21.60.040.B.4 – Building Details, Materials, and Colors**  
**Provide visual interest, distinct qualities, and a pleasing transition from the natural to the built environment, and to promote compatibility through architectural detailing and the use of sustainable and high-quality materials.**



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The use of fiber cement lap siding and board and batten make up the main materials for both residential buildings. These materials are provided in shades of white, taupe, and gray to create a neutral color palette. Accent materials include brick within the same color palette that emphasize each entry as a separate and distinct townhome entry.

Building elements such as railings, steel c-channels, and fascias are provided with black powder coated that compliment the proposed color palette, while the use of warm toned cedar soffits are used on the underside of all eaves, cantilevers, and awnings to provide a different texture and enhance the visual interest and quality of the proposed project.

#### **Design Guidelines – Urban Center:**

- **21.62.020.E – Open Space**  
**Residential Usable Open Space – Units with at least 200 square feet of private open space shall be exempt from common open space requirements.**

Each unit is provided with a provide roof deck that is accessed via enclosed stairs. The end units have approximately 300 SF of private open space and the interior units have 264 SF of private open space.

- **21.62.20.F.4 – Residential Access Building**  
**Front Entry Requirements – The primary entry shall face the front property line or front yard, and shall be at least eight feet wide. The entry shall include a separate walkway between the entry and the Downtown pedestrian system. And the ground floor entries along street fronts shall be between two and four feet above grade of the adjoining pedestrian system in order to provide visual interest in the yard abutting the street.**

The four units along 165<sup>th</sup> Ave NE each have an entry that faces the street/front property line with porches that are approximately 20 feet wide. Each entry is recessed from the main building façade and feature awnings to help distinguish them from the street. These entries and porches raised 3' to 4' above the adjacent pedestrian system along 165<sup>th</sup> Ave NE and are connected to the pedestrian system by individual stairs and short walkway to help create visual interest, promote safety, and further define the residential character of this proposed development.

- **21.62.020.F.6 – Required Residential Façade Modulation and Exterior Building Treatment**



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**Front and Side Street Facades - To foster a sense of permanence and long-lasting quality, façades visible from streets, parks, or other public spaces shall be clad with superior exterior cladding materials on 100 percent of the façades, excluding windows, as accepted by the Design Review Board.**

The proposed materials on all façades of these buildings include fiber cement lap siding, fiber cement board and batten, thin brick, tongue and groove cedar soffits, and powder coated metals where shown. These materials are not only of high quality materials, but blend in with the residential character of the neighborhood.

- **Interior Facades - In order to provide interest and variation appropriately scaled to the building and neighborhood, façades facing interior property lines and interior portions of the lot, that are visible from the street, shall be modulated approximately every 40 feet, depending on unit separation location, building bulk, and scale of existing and future buildings in the neighborhood.**

The façades between buildings and along the interior lot lines feature bump-outs, furred walls, material changes, and open rail roof deck space to help introduce modulation and break up the mass of the buildings.

- **21.62.020.F.7 – Residential Parking and Access**  
**Access to parking shall be provided via alley, where one exists or is determined by the Technical Committee through site plan review to be feasible and desirable to mitigate parking access impacts.**

All on-site parking is provided within the private residential garages located within each unit. These garages are accessed via a shared driveway that is accessed off of an existing one-way alley to the south of the site.

- **21.62.020.F.8 – Residential Landscaping**  
**All required yards and common usable space areas shall be landscaped as specified in RZC 21.32, Landscaping, and the design standards in RZC 21.60.040.C, Landscaping.**

The proposed landscape in the required yards shall conform to the specified landscape codes and shall enhance the on-site and ROW vegetation by promoting the use of native trees, shrubs, and groundcover.



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- **21.62.020.K – River Trail, Carter, and East Hill Zones**

**The intent for the East Hill zone is to allow Downtown’s original single-family neighborhood to evolve from it’s existing collection of homes into a denser multifamily neighborhood that honors the character of the original single-family homes and neighborhood character. New multifamily development, as well as conversions of the existing single-family conversion to commercial uses, should maintain and enhance the residential look and character of the zone.**

The residential use of the proposed project will not only maintain and enhance the residential characteristics of the East Hill zone, but will help create a denser residential neighborhood that will help connect this zone to the adjacent amenities in other downtown zones and the soon to be completed Downtown light rail station.

- **21.62.020.K.2 – Building Orientation and Access**

**Primary entrance of buildings shall be oriented to the street, and ground floor units that have patios along the street should be designed with walkways from the patios to the street sidewalk in order to establish a “front door” relationship with the streets.**

The four units along 165<sup>th</sup> Ave NE each have an entry that faces the street/front property line with porches that are approximately 20 feet wide. These entries and porches raised 3’ to 4’ above the adjacent pedestrian system along 165<sup>th</sup> Ave NE and are connected to the pedestrian system by individual stairs and short walkway to help create visual interest, promote safety, and further define the residential character of this proposed development.

- **Yards of ground floor residential units fronting on streets should be designed to provide a separation between public and private spaces, while also providing maximum territorial view of the street front from the units’ private open spaces.**

A required 14 foot landscape area is provided between the pedestrian system and the building façade to help create separation. The proposed landscape and raised private porches help distinguish the separation between these public and private spaces.

- **Vehicular access to sites from streets shall be minimized. Alley access should be utilized where possible and feasible to minimize curb cuts along street fronts and to maximize the amount of available curbside parking.**



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Vehicular access to the site is proposed via the existing one-way alley to the south. No curb cuts are proposed along the street frontage.

- **21.62.020.K.2.b – Building and Site Design**  
**Primary entrances shall not be hidden from the street or accessed via the side yard.**

The primary unit entries of the building along 165<sup>th</sup> Ave NE are facing the street with a direct connection to the pedestrian system.

- **Buildings and private usable open spaces shall be appropriately set back from property lines to provide ample light, air, and privacy for the on-site tenants and adjacent neighbors.**

Both buildings of the proposed project are setback according to the required setbacks per the Redmond Zoning Code. The private open spaces on the roof decks have stair enclosures that are setback from the main building facades to allow for more light and air to filter in between the buildings.

- **21.62.020.K.3 – Perrigo’s Plat Subarea**  
**New development, redevelopment, and remodeling projects shall emphasize features typically found in neighborhoods with older bungalow, Craftsman- and Victorian-styled homes, including but not limited to pitched roofs, dormer windows, front doors with porches or stoops oriented to the street, chimneys, and double-hung or multipaned windows.**

While providing a modern feel, but still emphasizing some of the characteristics of the neighborhood, this project is proposing pitched roofs that can be seen from the street, front doors with large porches that have a direct connection to the pedestrian system, and multi-paned windows throughout.

- **New development, redevelopment, and remodeling projects shall use high proportions of visually appealing, high-quality, exterior building materials, such as brick, stone, and masonry, on at least the base of the building. The cladding materials of the body shall also be durable, attractive, and complementary to the early 1900s Craftsman/Victorian residential style, including brick, horizontal siding, and wood (appearing) shingles.**

The exterior building materials for the proposed project would include fiber cement lap siding, fiber cement board and batten, cedar soffits, and a portion of the front façades would feature brick to accentuate to unit entries and create a feature that can be seen from the street.





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- **New development, redevelopment, and remodeling shall be designed with front yards characteristic of single-family neighborhoods, including street trees along the street, with trees and landscaping in the front yard.**

To align with the requirements of this subarea and the setback requirements, the front yards between the sidewalk and building are to be landscaped and the street trees are to be provided within the planter strip along 165<sup>th</sup> Ave NE.

Thanks,  
Kelly Hallstrom