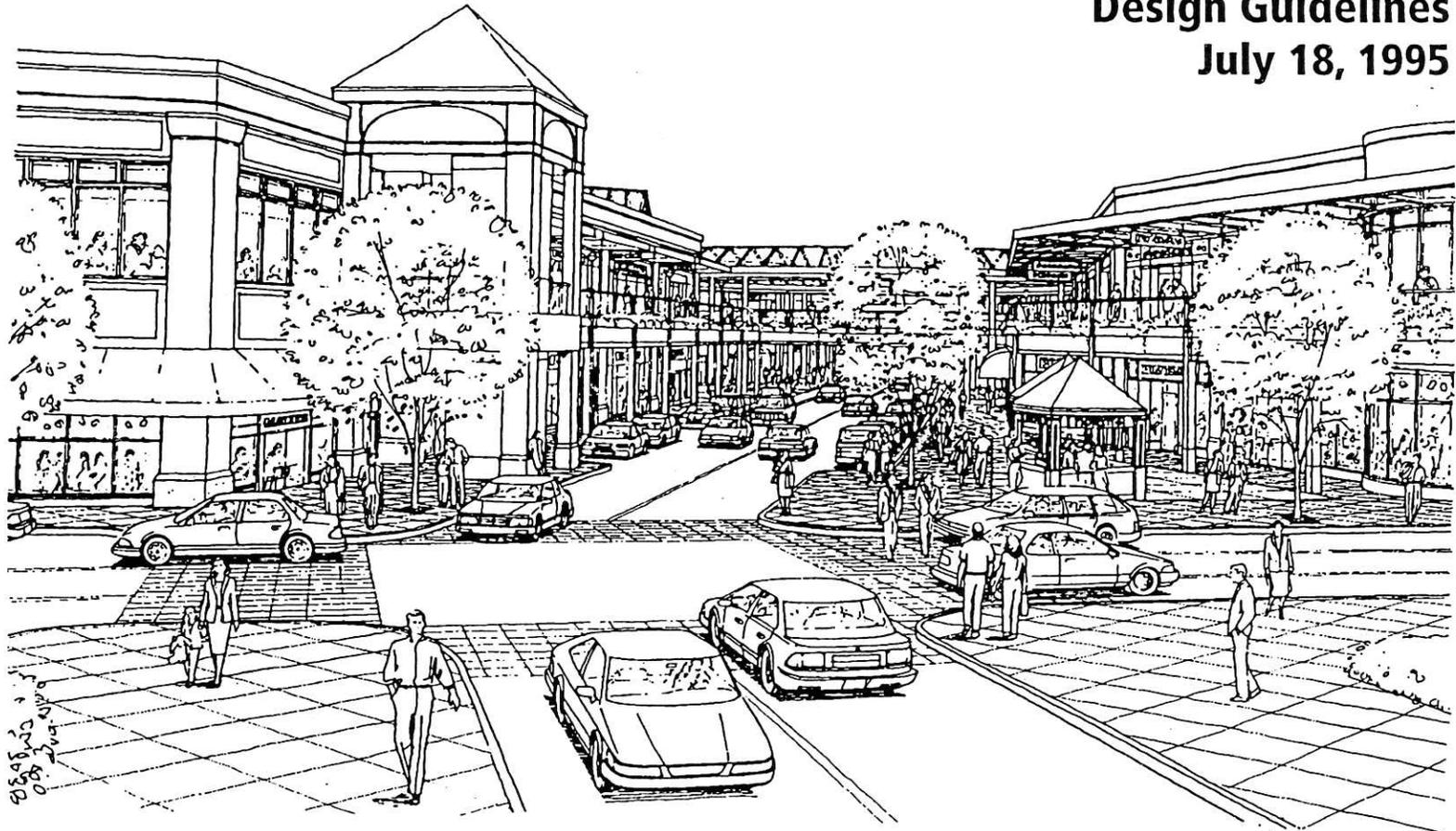


# Redmond Town Center Master Plan & Design Guidelines July 18, 1995



**LMN**  
LOSCHKY  
MARQUARDT  
& NESHOLM

REDMOND  
**TOWN CENTER**

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**WINMAR**  
COMPANY, INC.

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*Note: Graphic information provided is intended for reference only. These illustrations should not be scaled to determine specific area, location, or design requirements.*

## Introduction

Located within the city limits of Redmond, Washington, on the former Redmond Golf Links parcel, Redmond Town Center greatly enhances downtown with a unique 1,375,000 sq. ft. mixed-use development.

Though the hub of the project is a specialty retail core, Redmond Town Center represents a sharp departure from conventional shopping center design: it is an urban open-air, multi-level retail, restaurant, entertainment, office, and hotel complex that is, in effect, an extension of the existing Downtown.

Redmond Town Center will become a new urban focus in Redmond, featuring shop-lined streets, landscaped parks, offices overlooking public plazas, and a wide variety of shopping, dining, entertainment, and recreational experiences.

The guidelines set forth in this document are designed to ensure that Redmond Town Center integrates into and sets the tone of future development for the central business district. The Center's contemporary Northwest architecture evokes Redmond and its environs: colors and building materials tie the new center to Old Town Redmond, and the scale of the buildings and their orientation toward downtown streets provide strong visual continuity. Appropriate placement of trees, fountains, benches, street lamps, and decorative sidewalk treatments add a rich texture to Redmond Town Center's many plazas and streets.

The combination of pedestrian-oriented urban streets, distinctive architecture, a unique cosmopolitan character, sensitive integration with Redmond's history and values, and progressive planning strategies will make Redmond Town Center an

attractive and treasured gathering place for Redmond's citizens for years to come.

Redmond Town Center provides the context for success necessary to meet the City's goals to fulfill and expand Redmond's urban potential by:

- Integrating with downtown Redmond and encouraging pedestrian interaction with existing businesses.
- Developing a configuration of streets, sidewalks, and buildings whose scale and character are consistent with downtown as it exists today and as envisioned in the future.
- Linking the developed center with downtown and open spaces.
- Retaining a significant amount of open space and preserving the natural beauty of the site.
- Creating the critical mass of retail activity necessary for a healthy downtown.
- Offering sufficient parking convenient to related uses with minimal visual impact.
- Creating a unique mixed-use center that sustains urban synergy within the project as well as throughout downtown Redmond, leading the way for future revitalization of the entire downtown district.
- Providing an adequate return on investment to the property owners.

## Introduction

- Following a market-driven plan that promotes rapid build-out.
- Remaining adaptable to changes in market conditions and community values, goals, and policies.

This document concerning Redmond Town Center's design guidelines includes the following elements:

- **Conceptual Master Plan:** Included in this section are urban design guidelines and diagrams indicating site development requirements.
- **Design Standards:** This section defines standards for the three distinct components of Redmond Town Center. The intent of the design standards is to create a consistent building and urban character throughout the site, yet reflect client/land-user group criteria necessary for the successful commercial development of each area.
- **Redmond Community Development Guide Section 20c.30.050:** These design guidelines indicate city requirements for the design of Redmond Town Center. The range of requirements includes both urban and architectural design criteria. Since these criteria are closely related to the master plan information, the guidelines have been included for the user's convenience.
- **Utilities and Vehicular Access:** Included in this section are diagrams which illustrate various aspects of the utilities and vehicular circulation plans.

- **Public Access Open Space Area:** Included in this section are diagrams which illustrate some typical conditions of the Public Access Open Space Area.
- **Phasing Diagrams:** Included in this section are diagrams which illustrate the overall phasing plan for the project.

## Conceptual Master Plan

### Design Intent

*Note: These proposed requirements are supplemental to those found in the Redmond Community Development Guide.*

The Conceptual Master Plan consists of an open-air, mixed-use center of 550,000 to 650,000 sq. ft., an office park of 500,000 to 600,000 sq. ft., and related retail of up to 200,000 sq. ft., for a maximum gross leasable area of 1,375,000 sq. ft.

The design goal of Redmond Town Center is to create a district of buildings compatible with the existing CBD, reflecting the visual character and imagery of a “downtown.” The overlay requirements and design descriptions are guidelines for all phases of the project and ensure a consistent urban/architectural quality.

The Conceptual Master Plan for Redmond Town Center provides both phasing and land-use flexibility. Phasing is essential to the economic feasibility of the project, and the proposed master plan facilitates fine tuning to adjust to market shifts in the future by creating eight developable city blocks whose dimensions are adaptable to the wide variety of potential uses for which the property is zoned: retail, office, hotel, residential, and entertainment. Site-wide structured parking percentage criteria provide land-use flexibility during future phases. A simple street configuration provides efficient on-site circulation in any development scenario.

The site plan encourages residential development, especially in the Mixed-Use Design Area. Guidelines favor ground-floor retail use in such development, and mandate it in all cases where two-story frontage is required. Residential uses must be

developed in accordance with RCDG section 20C.10.230(17) (Residential Development in City Center Design Areas).

Figure 2-1 illustrates the master plan. Elements of the master plan are illustrated as follows:

- Illustration of site design and urban integration concepts per Redmond Downtown Plan, Figure 2-2.
- Development parcels, streets, building frontages, and plazas, Figure 2-3.
- Public access open space area plan, Figure 2-4.
- Pedestrian circulation system - required locations and standards, Figure 2-5.
- Design area overlay, Figure 2-6 .

The site is further demarcated into three design areas: Town Center Mixed-use Design Area, Gateway Office Park Design Area, and Bear Creek Retail Design Area (Figure 2-6).

### Design Elements

#### Architectural Influences

The design character can best be described as Northwest-inspired — a synthesis of historic Redmond and regional design influences creating an environment that enhances the existing CBD and sets the tone for future downtown development as well.

## Conceptual Master Plan

- Redmond contextual references: Sweetwater building, Justice William White House, Brad Best building, Washington Mutual building, the former Athletic Supply building.
- Other neighborhood references: Pike Place Market, Pioneer Square, downtown Kirkland, University Village, Market Street (Ballard), Old Bellevue.
- Focus on pedestrians — The open-air retailing venue and urban streetscapes encourage pedestrian activity along the streets, especially between the mixed-use center and the existing downtown.
- Site integration and comparison shopping — The Town Center Mixed-Use Design Area retail core connects the specialty and convenience retail with the Bear Creek category-specialist retail area, reinforcing the concepts of site integration and comparison shopping.

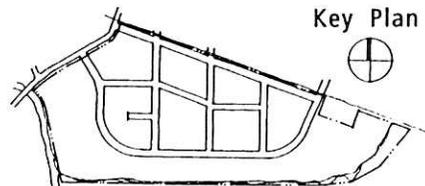
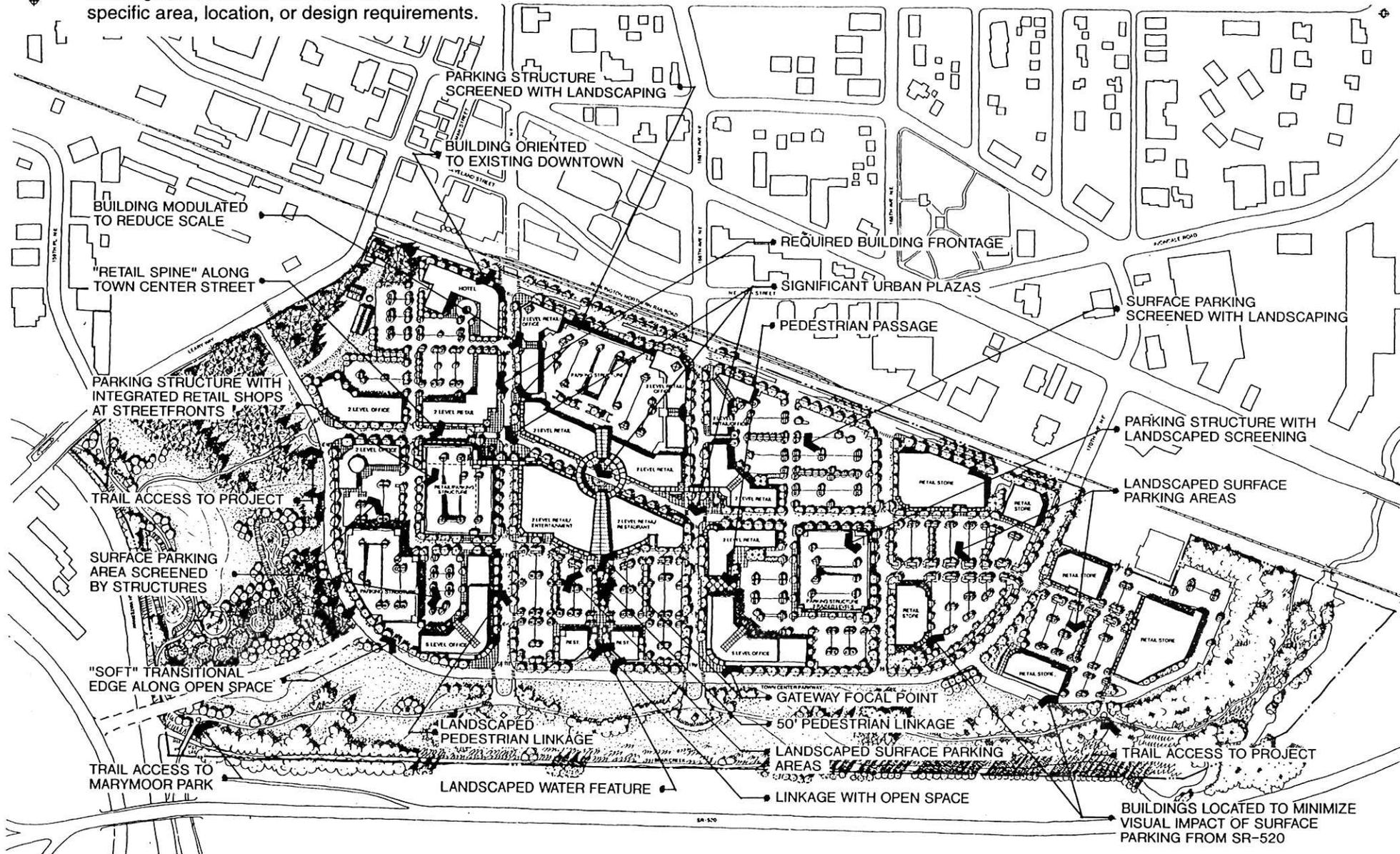
### Planning Concepts

Important planning concepts in the Conceptual Master Plan include:

- Consistency with Redmond's character — The massing and scale of the buildings and configuration of the streets within the development are designed to be consistent with the existing urban fabric of downtown Redmond. Building frontages create consistency in building setbacks and street and plaza enclosure.
- Project integration with downtown Redmond — 166th Avenue NE extends from the central business district to serve Redmond Town Center. Another major road will align with 164th Avenue NE and could be connected to the site in the future. Both roads intersect Town Center Street, the retail hub, and successfully link the shopping center with the downtown business core. Public streets include Bear Creek Parkway and Railroad Street. Private streets include 164th, 166th and 168th Avenues between Railroad Street and Bear Creek Parkway and Town Center Street.
- Convenient, unobtrusive parking — Parking is designed to be convenient to related uses and have minimal visual impact through a combination of landscaped surface parking lots and parking structures. A site-wide structured parking percentage allows flexibility during phases of the project; at full build-out, structured parking will account for 50 percent of all parking.
- Visual connections with Redmond — The project provides visual connections and pedestrian links between the site's development areas and approximately 46 acres of Public Access Open Space in the southern and western portions of the site.
- Preservation of the green gateway to Redmond — A significant cluster of existing trees along Leary Way remain to announce the site as the green gateway to Redmond, and other mature trees stand in the open space along the southern portion of the site. Wet ponds located at the southwest corner of the site offer open space and a visual amenity.



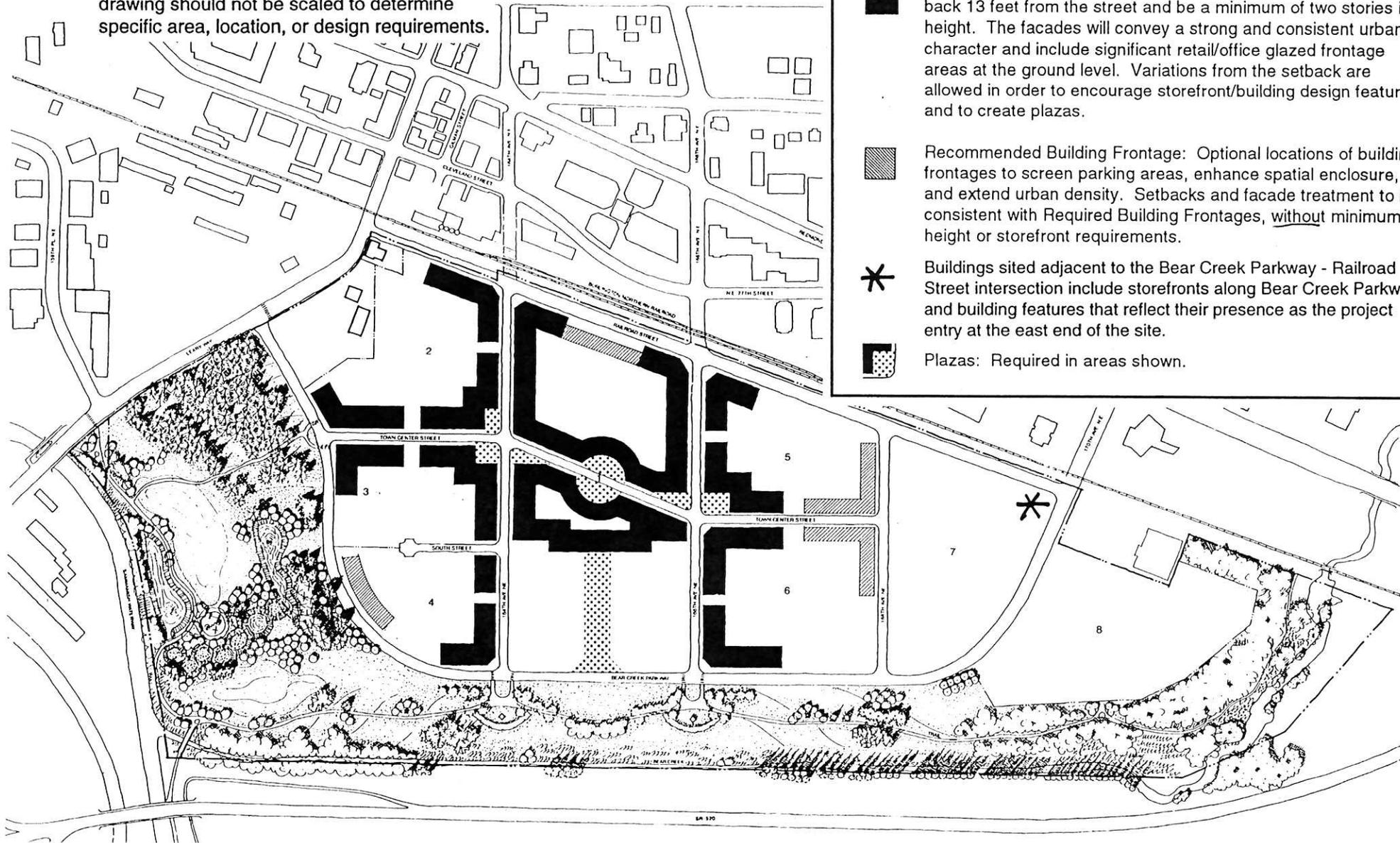
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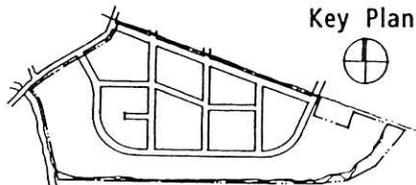
**Figure 2-2**  
Illustration of Site Design and Urban Integration Concepts per Redmond Community Development Guide, 20C.30.050

General Note: Information provided is intended for graphic reference only. This drawing should not be scaled to determine specific area, location, or design requirements.



**FRONTAGE AND PLAZA REQUIREMENTS:**

- 
**Required Building Frontage:** Buildings are required to be set back 13 feet from the street and be a minimum of two stories in height. The facades will convey a strong and consistent urban character and include significant retail/office glazed frontage areas at the ground level. Variations from the setback are allowed in order to encourage storefront/building design features and to create plazas.
- 
**Recommended Building Frontage:** Optional locations of building frontages to screen parking areas, enhance spatial enclosure, and extend urban density. Setbacks and facade treatment to be consistent with Required Building Frontages, without minimum height or storefront requirements.
- 
**Buildings sited adjacent to the Bear Creek Parkway - Railroad Street intersection** include storefronts along Bear Creek Parkway and building features that reflect their presence as the project entry at the east end of the site.
- 
**Plazas:** Required in areas shown.



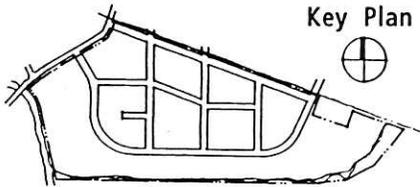
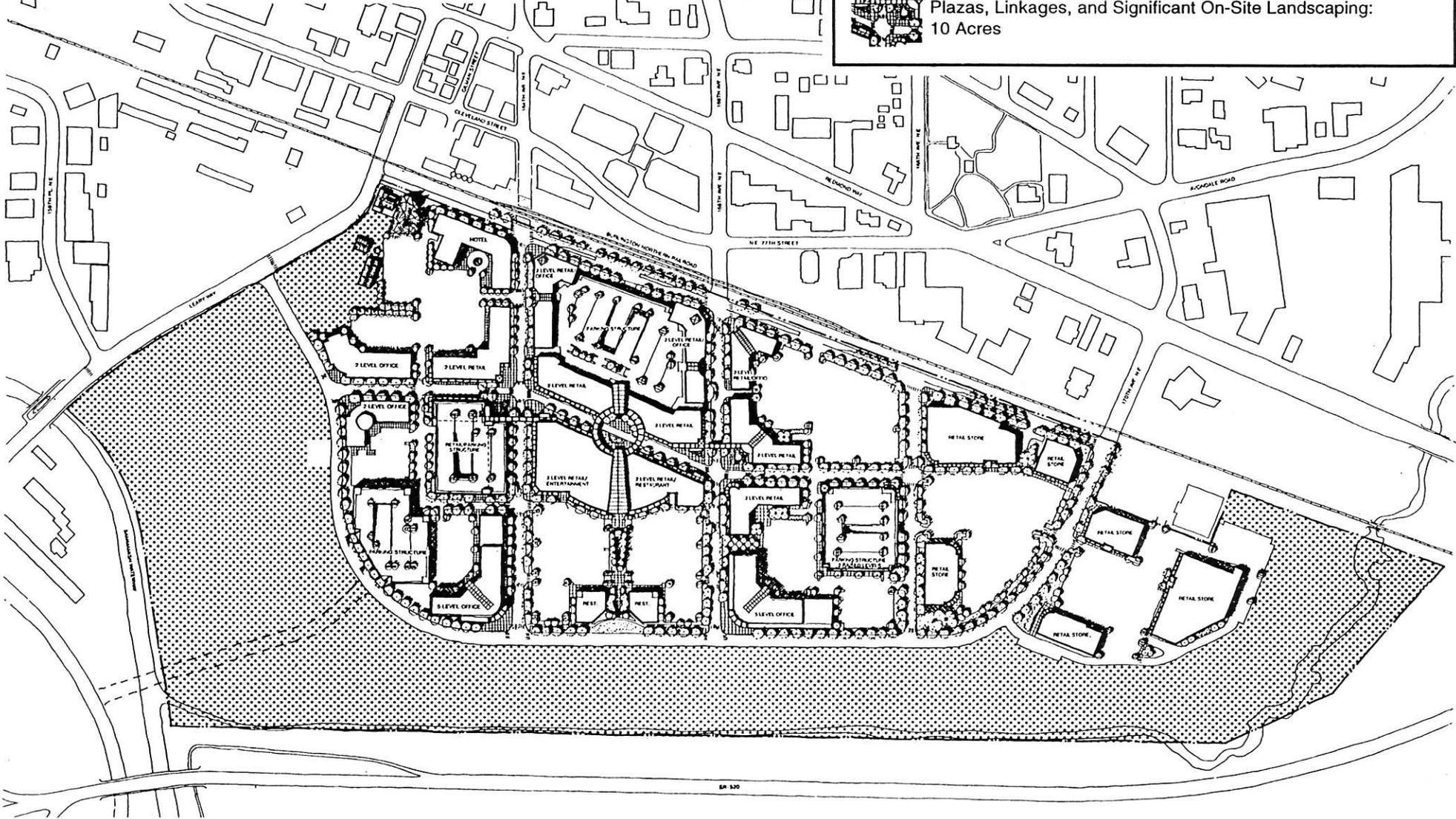
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**Figure 2-3**  
*Development Parcels, Streets,  
Building Frontages, and Plazas*

General Note: Information provided is intended for graphic reference only. This drawing should not be scaled to determine specific area, location, or design requirements.

**OPEN SPACE AREAS AND CLASSIFICATIONS:**

-  Public Access Open Space Area: 44 Acres
-  Plazas, Linkages, and Significant On-Site Landscaping: 10 Acres



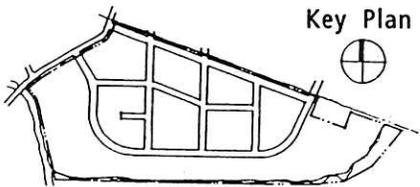
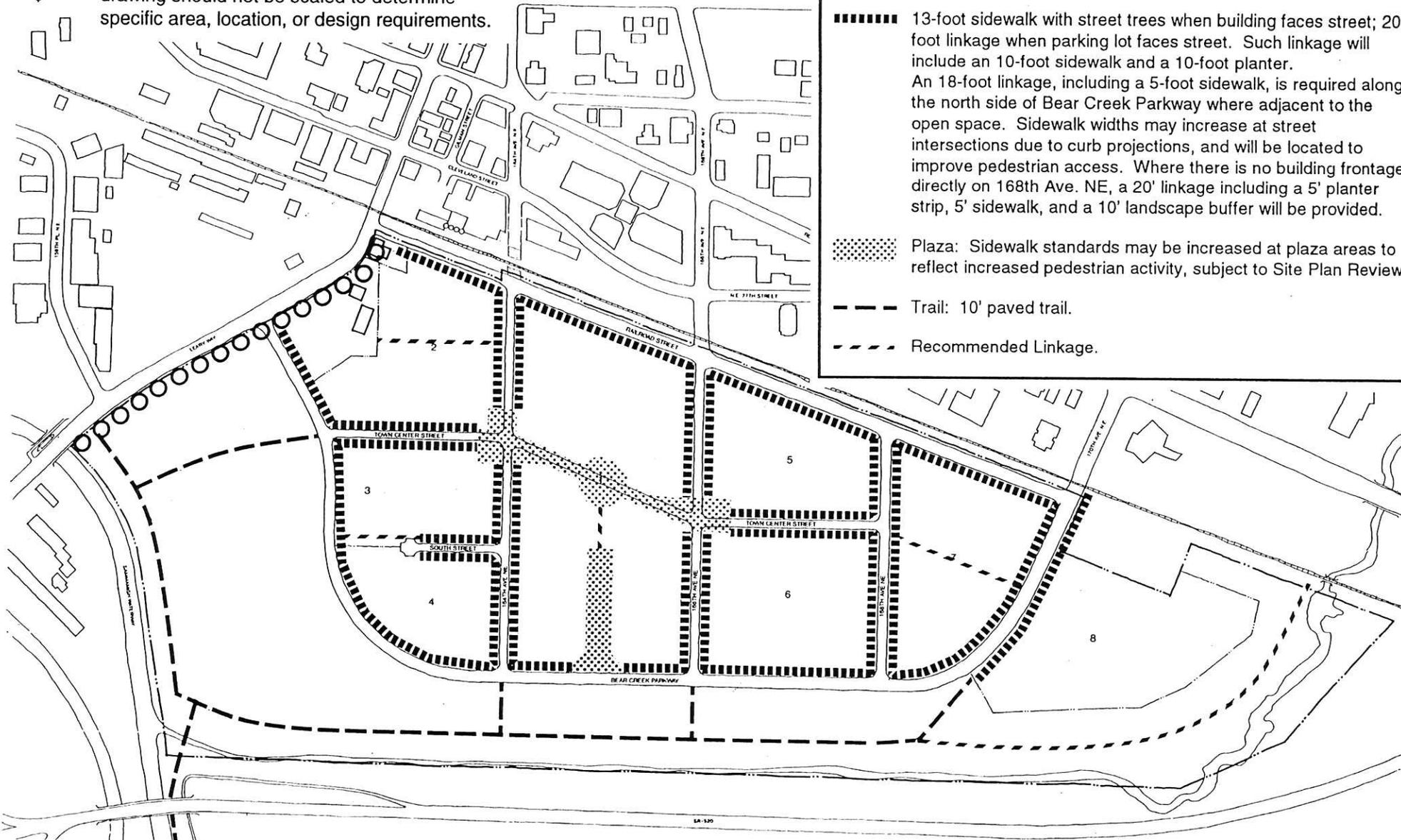
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**Figure 2-4**  
**Public Access Open Space Area Plan**

General Note: Information provided is intended for graphic reference only. This drawing should not be scaled to determine specific area, location, or design requirements.

**SIDEWALK STANDARDS:**

- ○ ○ Type 1 Walkway (per RCDG)
- ▬▬▬▬▬ 13-foot sidewalk with street trees when building faces street; 20-foot linkage when parking lot faces street. Such linkage will include an 10-foot sidewalk and a 10-foot planter. An 18-foot linkage, including a 5-foot sidewalk, is required along the north side of Bear Creek Parkway where adjacent to the open space. Sidewalk widths may increase at street intersections due to curb projections, and will be located to improve pedestrian access. Where there is no building frontage directly on 168th Ave. NE, a 20' linkage including a 5' planter strip, 5' sidewalk, and a 10' landscape buffer will be provided.
- ▨▨▨▨▨ Plaza: Sidewalk standards may be increased at plaza areas to reflect increased pedestrian activity, subject to Site Plan Review.
- - - Trail: 10' paved trail.
- · - · - Recommended Linkage.



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**Figure 2-5  
Pedestrian Circulation  
System - Required Locations  
and Standards**



## Design Guideline Summary

Recommended Design Criteria	Town Center Mixed Use Area	Gateway Office Park Area	Bear Creek Retail Area
Design Area Square Footage (1,375,000 max total GLA)	550,000 - 650,000 sq. ft. GLA	500,000 - 600,000 sq. ft. GLA	200,000 sq. ft. GLA
Building Setback from Street	13' at all streets	13' at interior streets 18' at Bear Creek Parkway	13' at interior streets 18' at Bear Creek Parkway
Building Frontages and Plazas	Required per Figure 2-3	Required per Figure 2-3	none
Allowable Building Height	Mixed Use: 3 stories or 60'; Hotel: 6 stories or 75'; Hotel with conference and banquet facilities: 8 stories or 100'; Office: 5 stories or 75'	5 stories or 75' Hotel: 6 stories or 75'; Hotel with conference and banquet facilities: 8 stories or 100'	3 Stories (60')
Recommended Land Uses	Retail, Office, Hotel, Residential, Entertainment.	Retail, Office.	Retail, Office.
Wall Signage Requirements	The larger of 15% of the facade to which attached or 30 sq. ft. up to a maximum of 300 sq. ft.	The larger of 15% of the facade to which attached or 30 sq. ft. up to a maximum of 300 sq. ft.	The larger of 15% of the facade to which attached or 30 sq. ft. up to a maximum of 300 sq. ft.
Linkages	Reequred per Figure 2-5	Required per figure 2-5	Required per Figure 2-5
Ratio of Trees to Parking Spaces	1 tree/4 cars	1 tree/4 cars	1 tree/ 4 cars
Landscape Requirements for parking areas	7% of total surface parking area	7% of total surface parking area	7% of total surface parking area
Parking Stall Sizes	8.6' x 18' Standard 7.6' x 15' Compact	8.6' x 18' Standard 7.6' x 15' Compact	8.6' x 18' Standard 7.6' x 15' Compact
Surface Parking Requirements	Maximum 200 parking spaces before significant landscape break.	Maximum 200 parking spaces before significant landscape break.	Maximum 200 parking spaces before significant landscape break.
Structured Parking Percentage	50% at full build-out		

## Design Standards

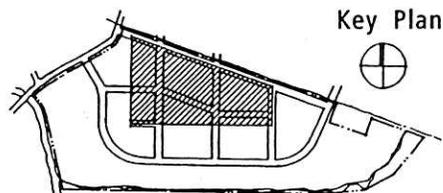
### Town Center Mixed-Use Design Area

#### General

The Town Center Mixed-use Design Area creates pedestrian-oriented retail shopping streets similar to those found in dense urban areas. Shops along 164th Avenue NE and 166th Avenue NE are designed to integrate with the existing CBD and create a seamless transition to Town Center Street. Buildings along Railroad Street represent varied urban-edge conditions and emphasize entry points to the Redmond Town Center project at street intersections.

A prime, two-level “retail core” along Town Center Street creates a high-energy shopping environment — the heart of Redmond Town Center. This mixed-use center may contain approximately 605,000 sq. ft. of gross leasable area, consisting of specialty shops and other contemporary retail tenants. The tenant mix may include apparel, shoes, jewelry, fashion accessories, books, cards and gifts, toys, sporting goods, multimedia, electronics, and home accessories. Food service is provided through restaurants and cafes. Other elements of this mixed-use center may include a multiplex cinema and service-oriented office space. Users for such space could include travel agencies, insurance companies, and dental or medical offices. A portion of this component may include a hotel and/or major anchor store.

This area includes extensive building street frontage (refer to Figure 2-3) to create enclosure and strong urban edges to the north and south. Architectural features and building modulation ensure the desired scale and urban character.



#### Streets and Pedestrian Areas

Stairways and other vertical circulation features provide efficient and convenient access to upper levels. The design of covered escalators and elevators located on building exteriors complements the urban character of the project.

Where 164th Avenue NE and 166th Avenue NE do not front an urban plaza, street width — including the two-lane street, sidewalks, and parallel parking — is approximately 70-ft. wide (Figures 3-1 & 3-3). Sidewalks include street trees, lighting, and other pedestrian-oriented amenities. Town Center’s overall street design characteristics are similar (Figures 3-4 & 3-6).

Urban plazas include such elements as special paving textures and colors, pedestrian seating areas, landscape features, retail kiosks, and other architectural features to create a unique character for each plaza.

A walkway within Parcel 2 (Figure 2-5) strengthens the pedestrian connection between the northwest corner of the Town Center Mixed-Use Design Area and Old Town Redmond.

Sidewalks are consistent with those in the CBD and are located as shown in Figure 2-5: 13-ft. sidewalks separate buildings from streets; 20-ft. linkages (10-ft. sidewalks and 10-ft. parkway planters) separate parking lots and streets. An 18-ft. linkage, including a 5-ft. sidewalk, is required on the north side of Bear Creek Parkway where it adjoins open space. Sidewalks may be wider in some areas to provide plazas, curb projections, and more convenient pedestrian access.



## Design Standards

### Town Center Mixed-Use Design Area

Building setbacks from the street are defined by sidewalk linkage requirements.

#### Building Architecture

Architecture here expresses the basic building design elements defined in the City Center Neighborhood Plan (Figures 3-1, 3-2, 3-4, 3-7 & 3-8).

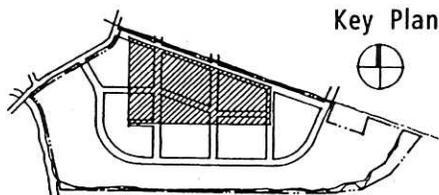
Arcades, colonnades, and canopies provide continuous covering for pedestrians along storefronts (Figures 3-2, 3-5 & 3-8).

Focal points, including tower elements and entryway features, enhance street intersections and plaza areas and create distinctive spatial characteristics (refer to Figures 3-2, 3-8 & 3-9). Building base, body, and cornice-line treatments are defined on mixed-use buildings to create consistency in design character (Figures 3-2, 3-5 & 3-8).

Building finishes and materials are chosen to enhance the architectural and retail character of building facades. Materials may include brick, steel, pre-cast concrete, stucco, stone, glass, and metal panels. Other accent materials may be used to create distinctive character and detail features.

Service areas are screened with landscaping or enclosed.

The spacing of columns at retail storefronts ranges from 24 to 30 ft. and is an integral part of the building composition. Storefronts reflect contemporary retail shop design and style.



The south face of the mixed-use center is a strong focal point for the project where it greets SR 520. The scale of this elevation reflects the transition the urban scale of this design area to the Gateway Office Park Design Area.

Buildings along Railroad Street reflect varied urban-edge conditions and emphasize entry points at street intersections (Figures 3-7 & 3-9).



Multi-story buildings are set back above the second level to integrate with adjacent two-story buildings. Consideration may be given to a feature molding (of cornice presence) as a defining element between the second and third levels in lieu of a setback (Figure 3-8).

Modulations along street facades enhance building elevations and create a variety of pedestrian experiences. The building modulations, which may include building recesses and projections, may be used to break up long building elevations. As a general rule, a variation to the building facade occurs at least every 250 ft. (Figures 3-2 & 3-8).

#### Landscape (Figures 3-3, 3-6 & 3-9)

Landscaping is consistent with the requirements of the Redmond Community Development Guide Section 20C.20.090.

Street trees are spaced no more than 30 ft. apart and planted no closer than 3 ft. from the curb. Variations to tree spacing may be considered to enhance plaza areas and emphasize building focal

## Design Standards

### Town Center Mixed-Use Design Area

points as long as the trees do not visually block retail storefronts (Figure 3-12).

Trees are to be planted in surface parking areas at a ratio of 1 tree per 4 parking spaces. Trees may be located in planters, landscape medians, or screening buffers adjacent to streets.

Landscaping enhances the design character of streets and provides a sense of enclosure. Tree and shrub types are selected to create spatial variety and seasonal distinction.

#### Parking Areas

Parking structures are wrapped with commercial buildings or screened with landscape treatment when possible. Where structures are not wrapped with commercial buildings or screened, they blend in with the adjacent commercial buildings through similar articulation and modulation of facades. Entrances are integrated into the design character of the building.

Surface parking is visually screened from streets by means of building placement and landscaping; surface parking lots require significant landscape breaks at a minimum of 1 per 200 car spaces (a "significant landscape break" is defined as a minimum 8 ft.-wide landscape median located between two parking lot aisles). Pedestrian access to shopping from the parking areas is through convenient pedestrian passageways (Figure 3-3).

Structured parking roof deck areas include vegetation to soften visual impact.

#### Signage

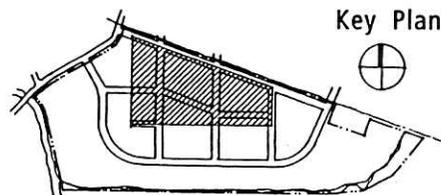
Signage is consistent throughout the design area and always complements the building's character (e.g., wall signs should avoid covering columns).

Signs for retail shops are located in storefronts, above or below the canopy, and may include blade signs for visibility. Upper level retail shops may include signage along the pedestrian balcony for improved shop visibility from ground level (Figures 3-3, 3-5 & 3-8). Signage in other locations may be permitted to meet tenant needs.

The tenant sign is located between columns to allow building architecture to be expressed (Figures 3-2 and 3-5). Tenant signs may not exceed 300 sq. ft.

Consideration may be given to oversized signage or marquees for key tenants, such as movie theaters; however, these signs must enhance the character of the project.

Tenant, information, and directional signage design is coordinated throughout the site to integrate the various design areas.



# Design Standards

## Town Center Mixed-Use Design Area

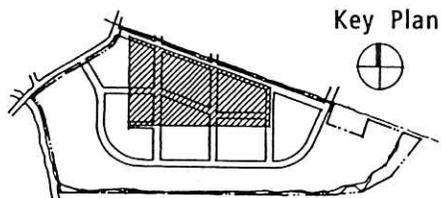
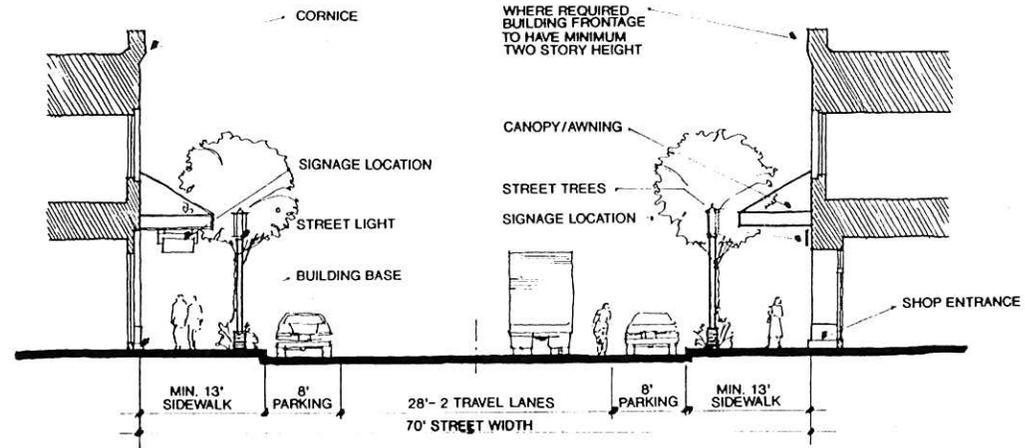
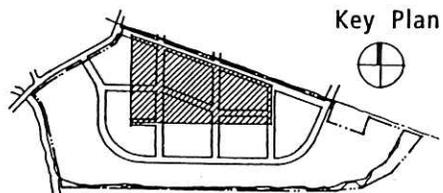
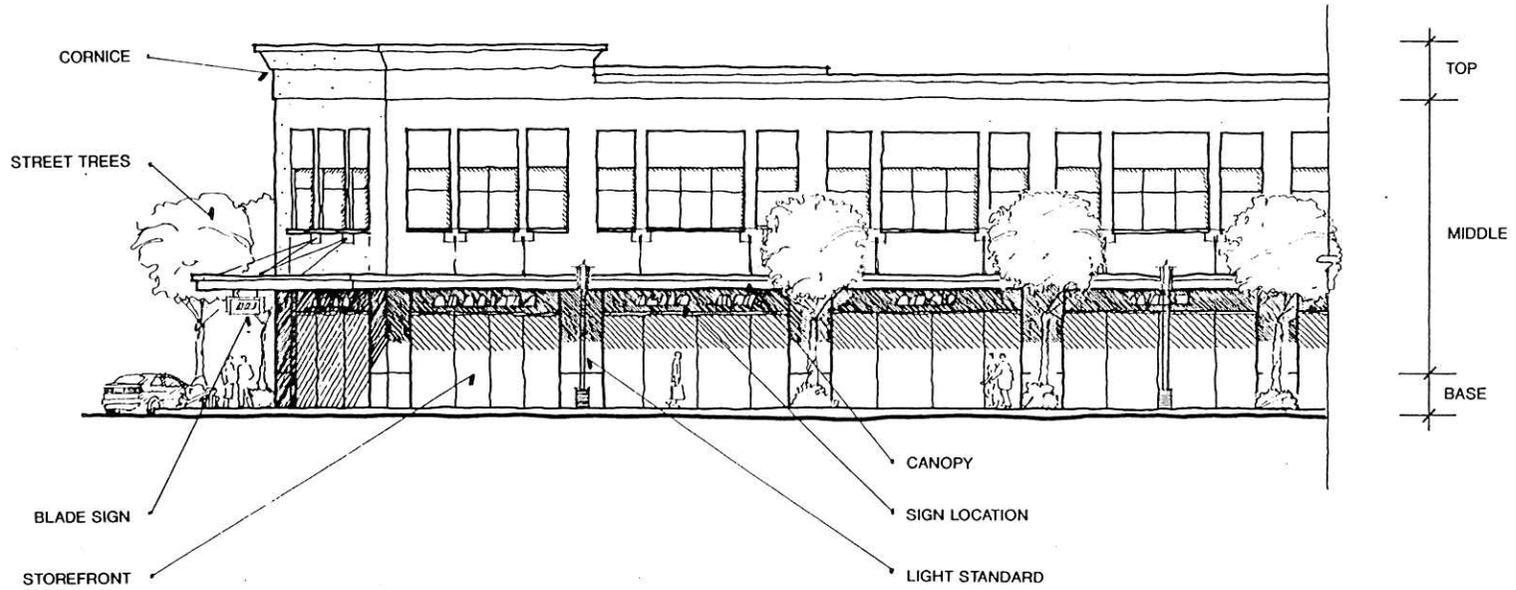


Figure 3-1  
Two-Story Mixed-Use Street Section

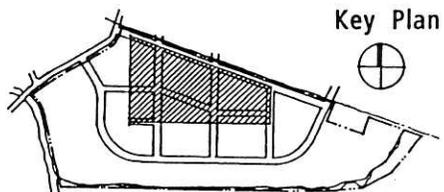
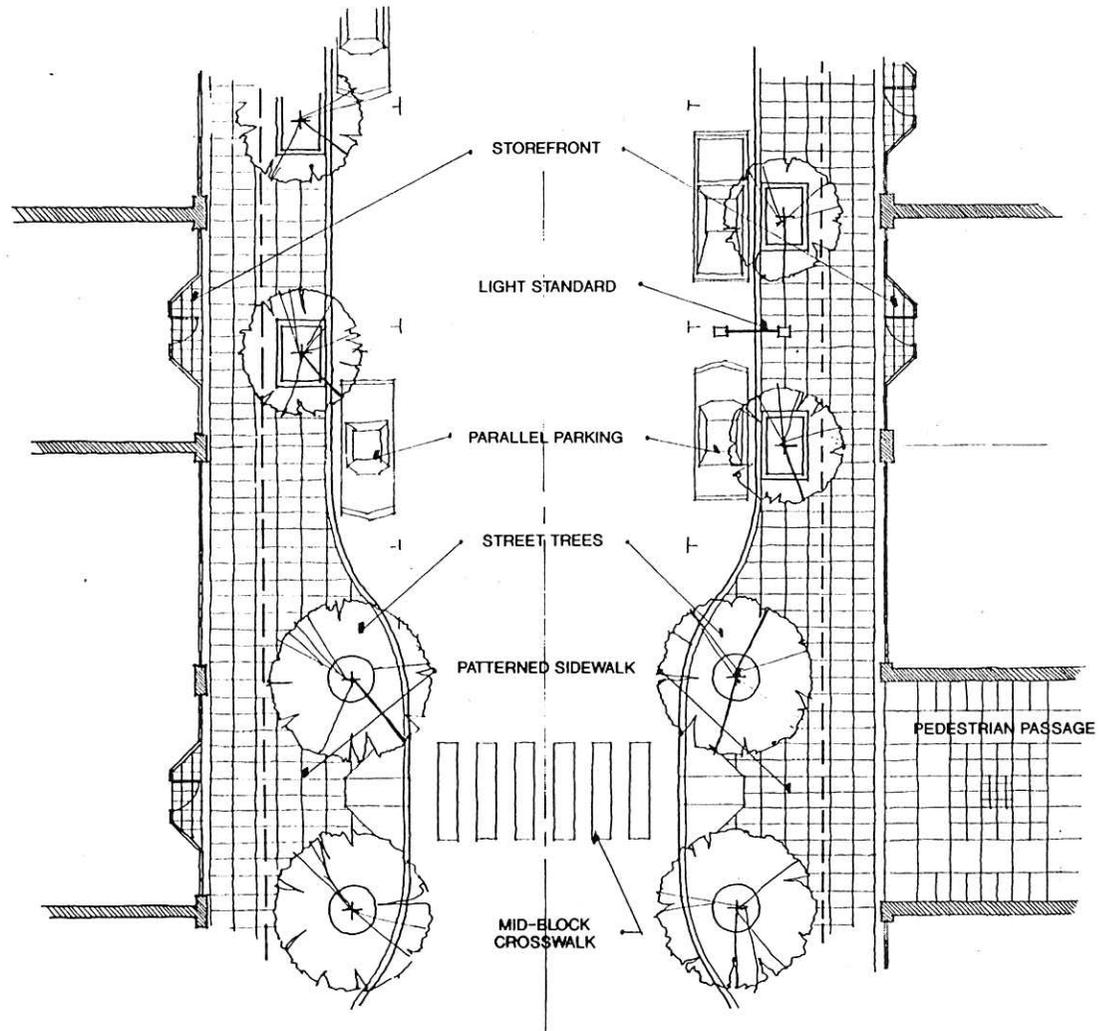
# Design Standards

## Town Center Mixed-Use Design Area



**Figure 3-2**  
**Two-Story Mixed-Use Conceptual**  
**Elevation**

## Design Standards Town Center Mixed-Use Design Area



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**Figure 3-3**  
**Two-Story Mixed-Use Streetscape**  
**Diagram**

# Design Standards

## Town Center Mixed-Use Design Area

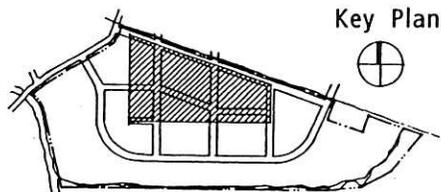
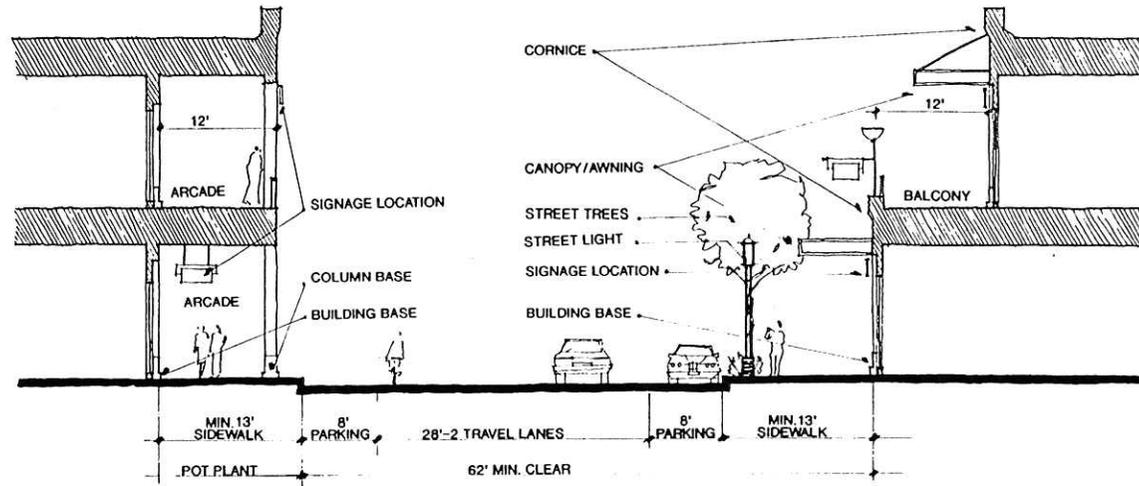
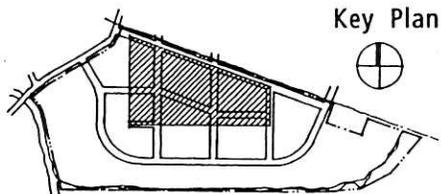
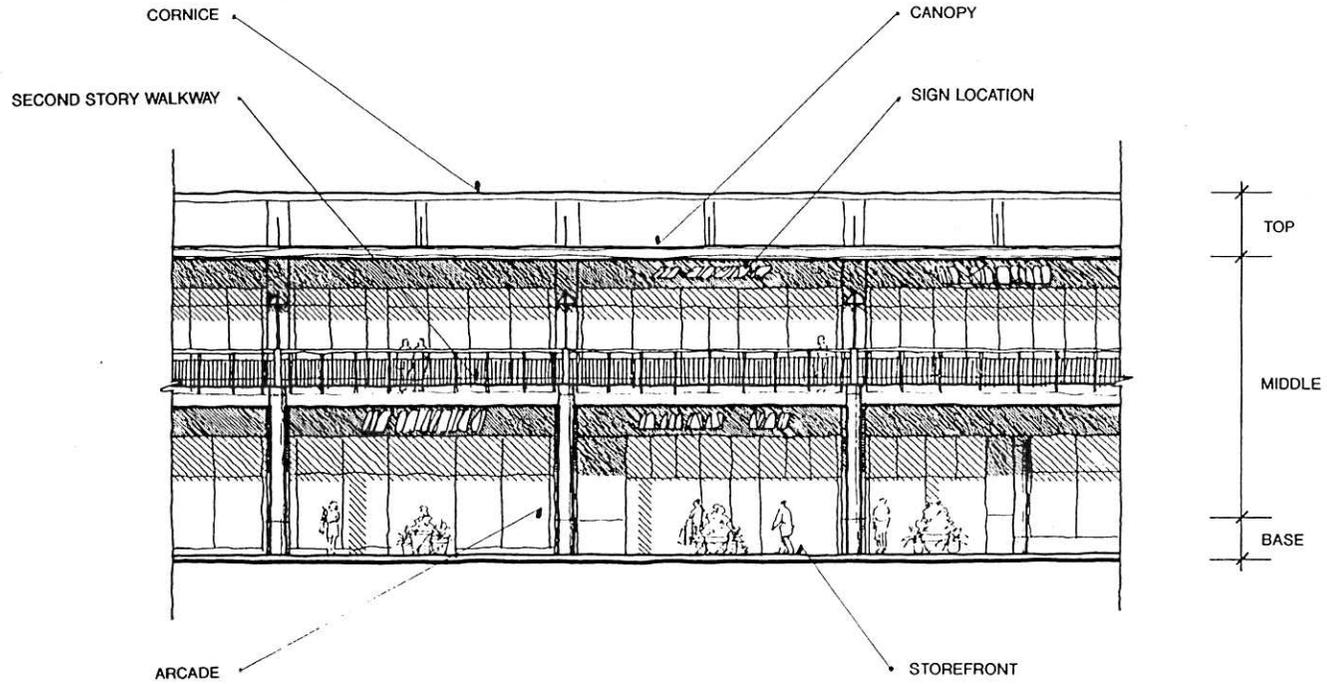


Figure 3-4  
Town Center Street Section

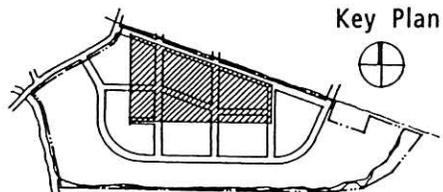
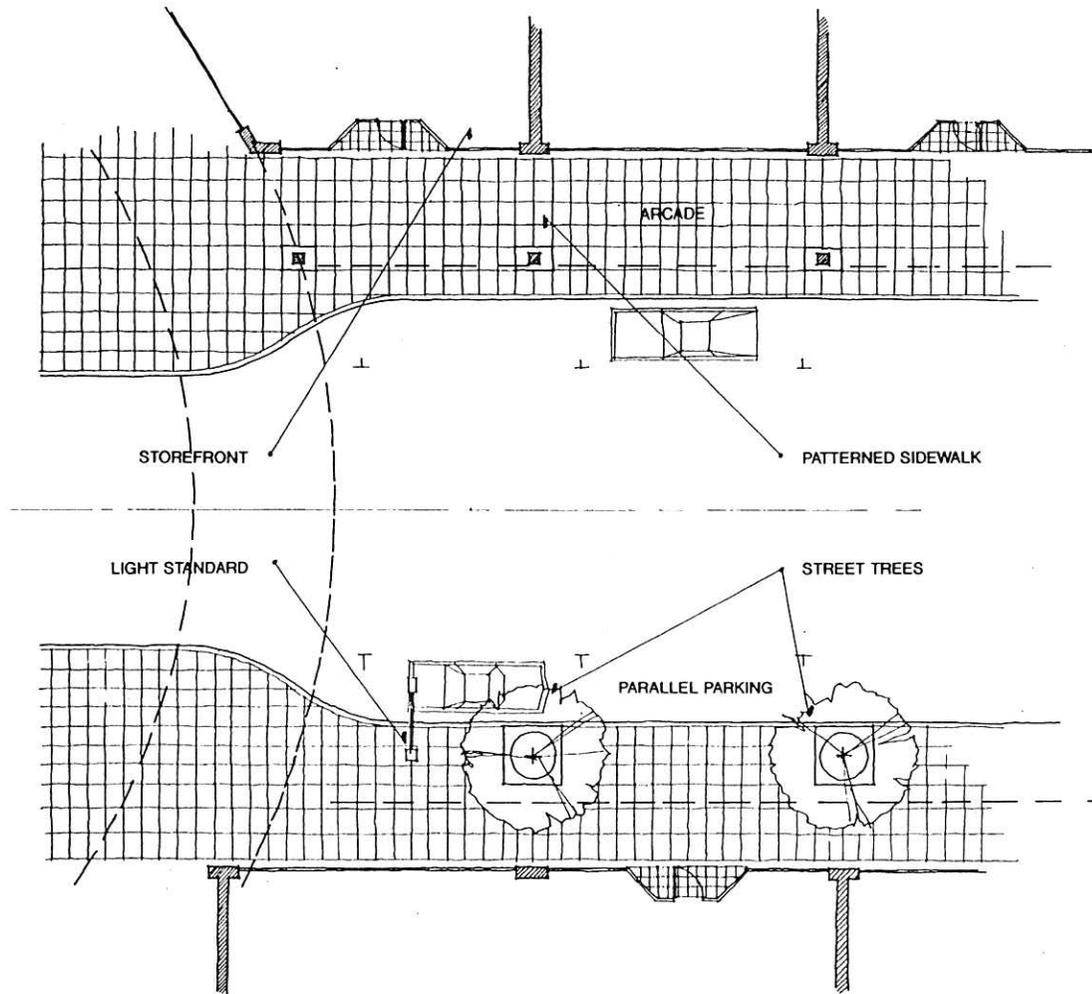
## Design Standards Town Center Mixed-Use Design Area



**Figure 3-5**  
**Town Center Street Conceptual**  
**Elevation**

# Design Standards

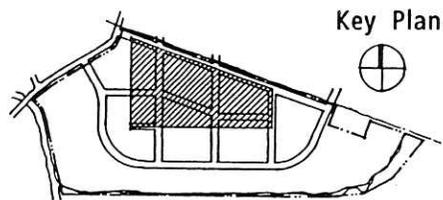
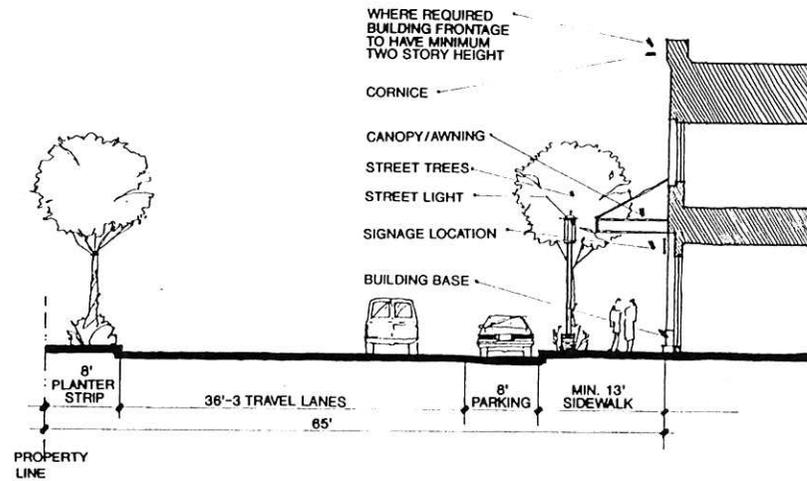
## Town Center Mixed-Use Design Area



REDMOND  
TOWN CENTER

Figure 3-6  
Town Center Street Streetscape  
Diagram

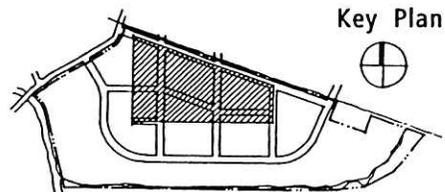
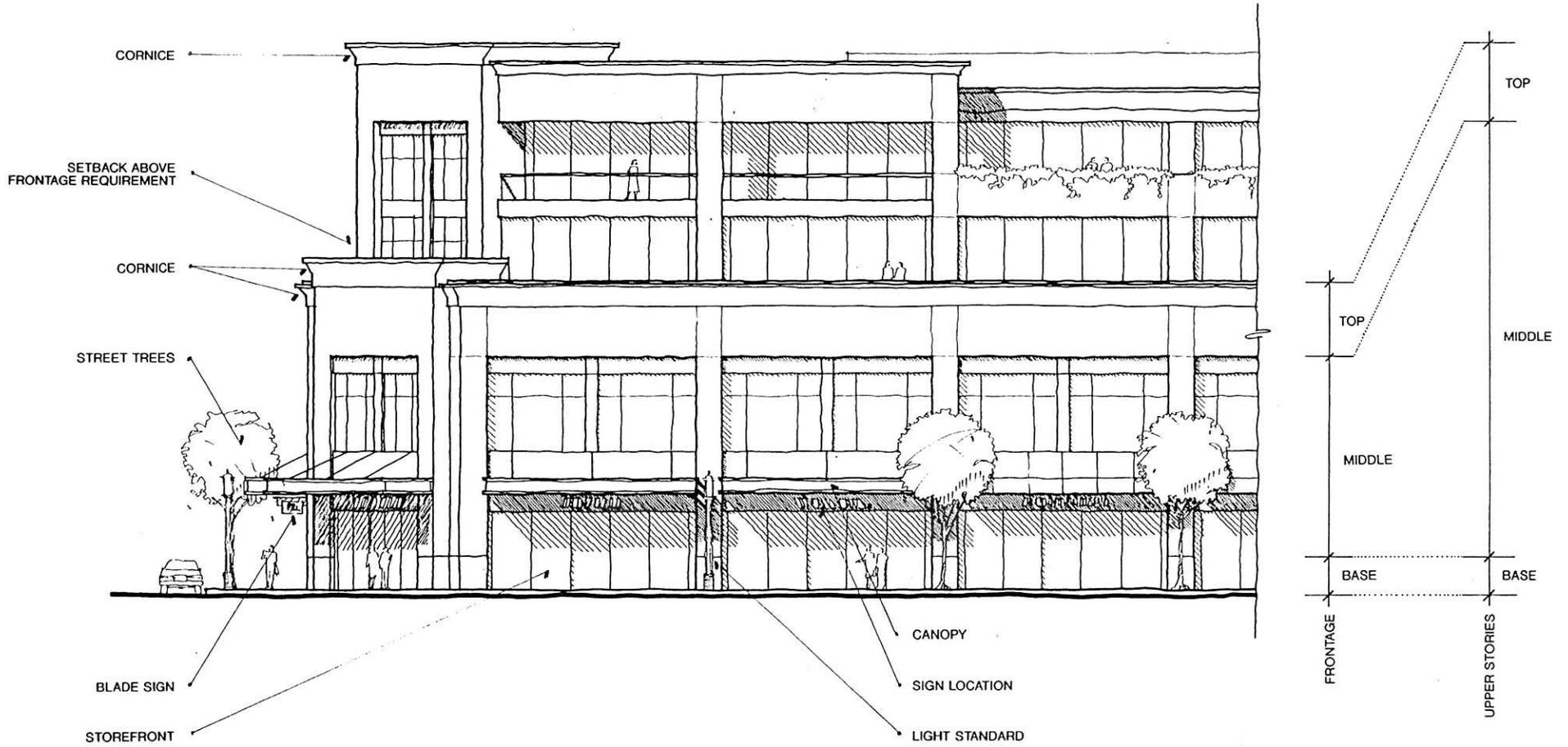
## Design Standards Town Center Mixed-Use Design Area



REDMOND  
TOWN CENTER

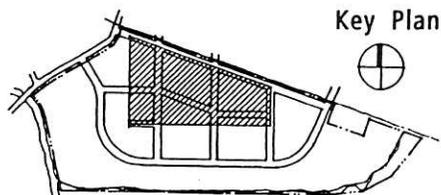
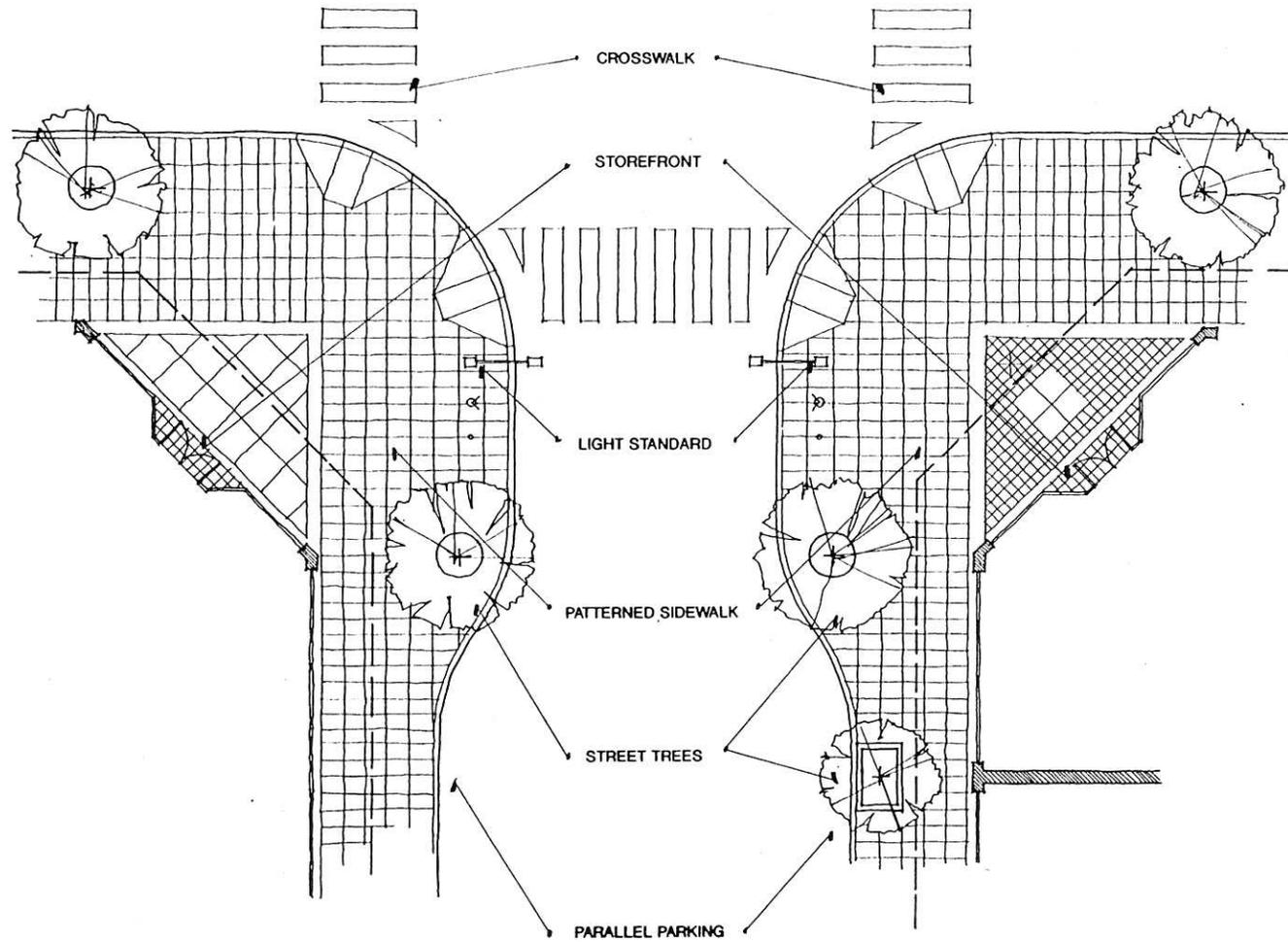
**Figure 3-7**  
**Railroad Street Section**

## Design Standards Town Center Mixed-Use Design Area



**Figure 3-8**  
*Multi-Story Mixed-Use Conceptual Elevation*

## Design Standards Town Center Mixed-Use Design Area



REDMOND  
TOWN CENTER

**Figure 3-9**  
*Typical Corner Streetscape Diagram*

## Design Standards

### Gateway Office Park Design Area

#### General

Gateway Office Park creates an urban gateway to downtown Redmond from SR 520, providing a visual counterpoint to the green gateways elsewhere. The location and varied heights of the buildings bring a unique urban texture to the CBD/Town Center area as a whole.

Office buildings up to five stories in height, with surface and structured parking, complement Town Center's mixed-use design with architecture of a similar character (refer to Figure 3-11). This area may also comprise retail and restaurant components in addition to office uses.

The office portion of the project contains approximately 570,000 sq. ft. of multi-floored office buildings at the intersections of Bear Creek Parkway, Town Center Street, and 164th and 166th Avenues NE.

#### Streets and Pedestrian Areas

The urban character of this design area is enhanced by a 50-ft. wide pedestrian walkway through the center (Figures 2-2 & 2-5). A plaza at the south end of the walkway makes the transition from the urban character of Redmond Town Center to the open space next to it, and pedestrian walkways link the office park to the natural environment of the west and south open space areas (Figure 2-5).

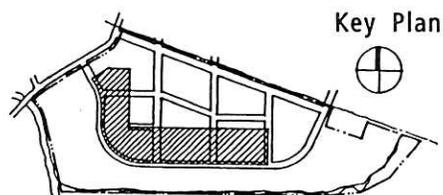
Sidewalks are consistent with those in the CBD (see Figure 2-5 for locations): 13-ft. sidewalks separate buildings from streets; 20-ft. linkages (10-ft. sidewalks and 10-ft. parkway planters; refer to Figure 3-12) separate parking lots and streets. An 18-ft. linkage, including a 5-ft. sidewalk, is required on the north side of Bear Creek Parkway. Where adjacent to open space, sidewalks may be wider to provide plazas, curb projections, and more convenient pedestrian access.

#### Building Architecture

The buildings align with other buildings in the Town Center Mixed-Use Design Area on Towncenter Street, 164th Avenue NE and 166th Avenue NE, strengthening the pedestrian connection from downtown to the open space to the south and west. Buildings also feature design focal points orienting them to the intersections of Bear Creek Parkway and 164th Avenue NE and 166th Avenue NE.

Buildings along Bear Creek Parkway are appropriately spaced and stepped back from the road to moderate the transition from developed areas to open space (Figure 3-10). Building architecture expresses the basic design elements defined in the City Center Neighborhood Plan (Figures 3-10 & 3-11).

Buildings over two stories with street frontage may step back at the second level to soften building massing and improve integration with other Town Center buildings and the CBD. Variations in stepback requirements for design features and building expressions may be considered (Figures 3-10 & 3-11).



## Design Standards Gateway Office Park Design Area

Modulations along street facades are designed to enhance building elevations and create a variety of pedestrian experiences. Building modulations, which may include building recesses and projections, may be used to break up long building elevations along the street (Figure 3-11).

Building finishes and materials enhance the individuality of each building and, at the same time, express the Redmond Town Center's overall architectural character. Materials may include brick, steel, pre-cast concrete, stucco, stone, glass, and metal panel systems. Other accent materials may be used to create distinctive detail features.

The free-standing restaurants in the south parking area, adjacent to Bear Creek Parkway, are designed to enhance the gateway character of the office-park area and exploit the outdoor qualities of the adjacent plaza. Restaurants will be similar in appearance and consistent with the surrounding mixed-use buildings.

Building setbacks along Bear Creek Parkway allow landscaped areas to soften the edge of the project and provide a visual transition to the open space on the other side of Bear Creek Parkway.

Service areas for all buildings are screened with landscaping or enclosed.

### Landscape

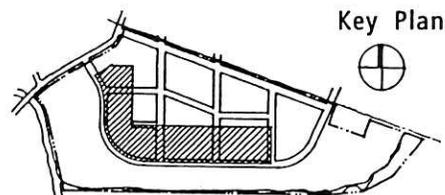
Landscaping is consistent with the requirements of the Redmond Community Development Guide Section 20C.20.090.

Structured parking will also be screened with landscaping. Structured parking roof decks includes trees and other vegetation to soften visual impact.

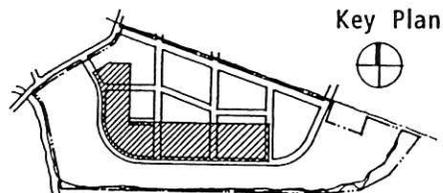
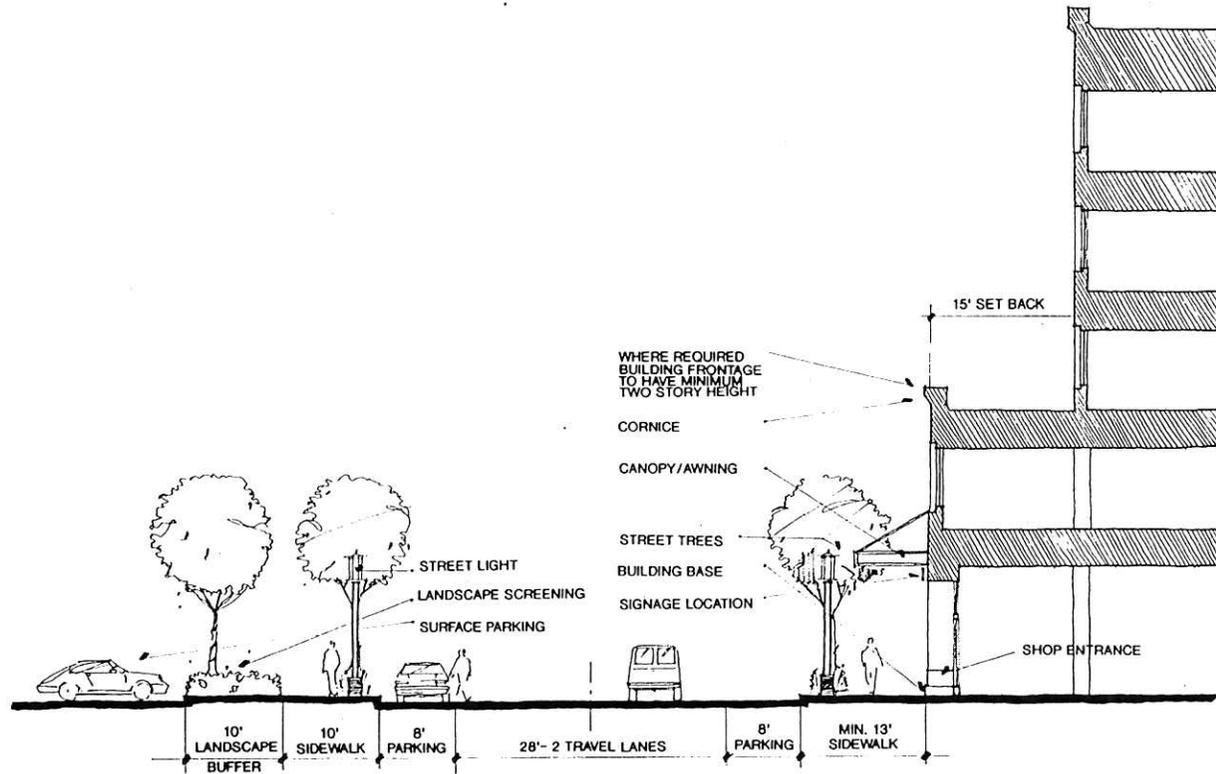
Garage entrances are an integral part of the building design and provide optimum vehicular access points.

### Signage

Signage is consistent throughout the building and reflects the building's character, enhancing features such as entryways and other focal points (Figure 3-11) without detracting from the architectural expression of the building (e.g., wall signs should avoid covering columns).



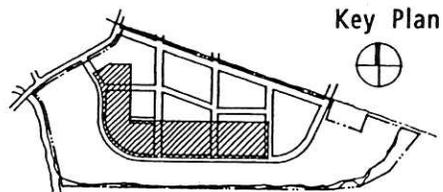
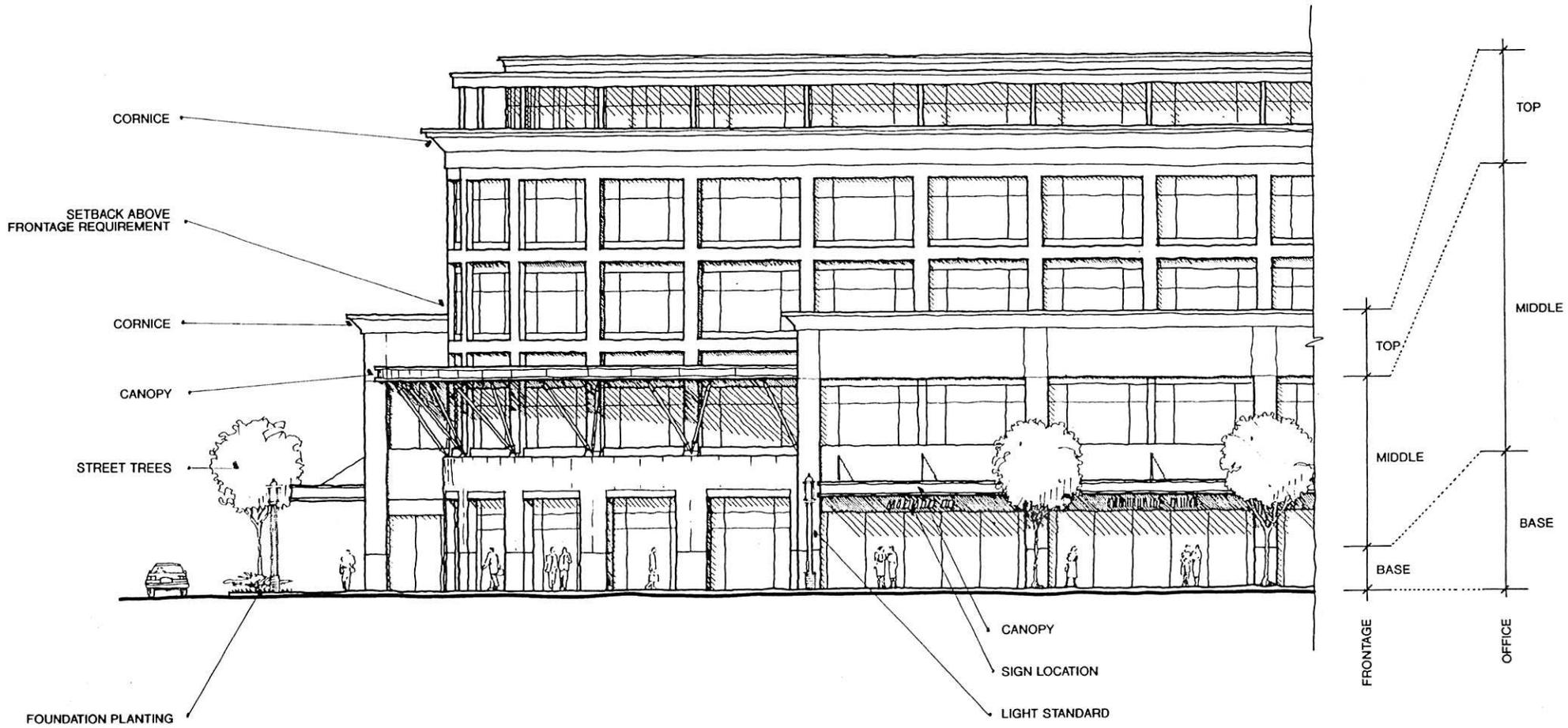
## Design Standards Gateway Office Park Design Area



REDMOND  
TOWN CENTER

**Figure 3-10**  
**Typical Street Section**

## Design Standards Gateway Office Park Design Area



REDMOND  
**TOWN CENTER**

**Figure 3-11**  
*Multi-Story Office Conceptual  
Elevation*

# Design Standards

## Gateway Office Park Design Area

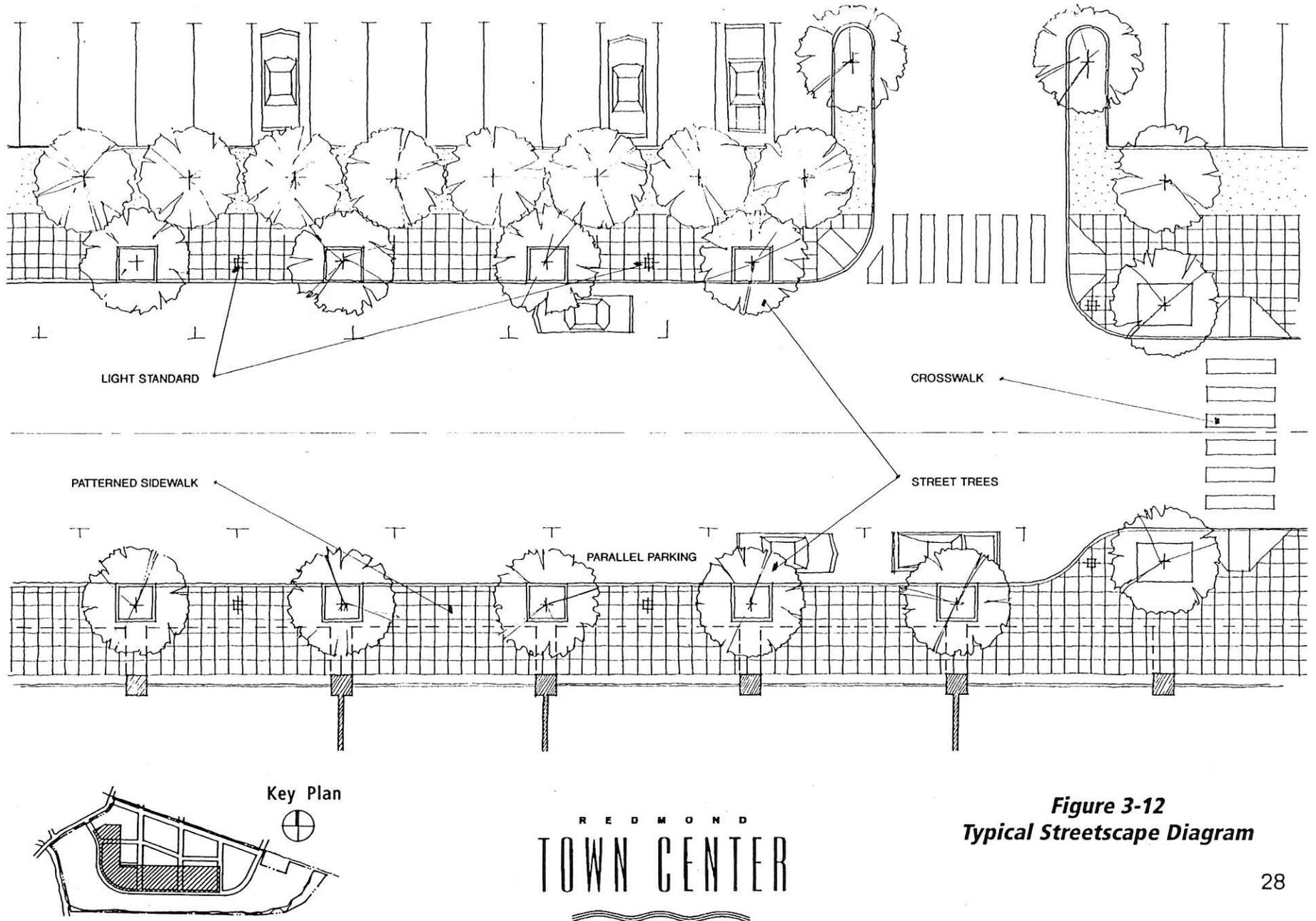


Figure 3-12  
Typical Streetscape Diagram

## Design Standards Bear Creek Retail Design Area

### General

The Bear Creek Retail Design Area is auto-oriented and designed for “category specialist” retail tenants in freestanding buildings of up to 50,000 sq. ft. The master plan allocates up to 200,000 sq. ft. of such retail use on the eastern portion of the Town Center site.

Although these buildings share design elements with the rest of Redmond Town Center, their character differs from those in the other two design areas. These buildings use creative design elements to add visual interest and spatial depth to their overall designs.

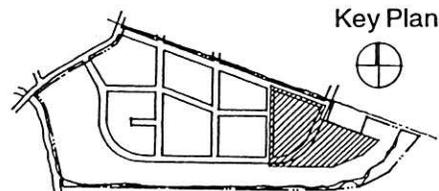
This area may also be developed with office use. Buildings are sited and designed consistent with Gateway Office design area.

### Streets and Pedestrian Areas

Buildings sited adjacent to the Bear Creek Parkway - Railroad Street intersection include storefronts along Bear Creek Parkway and building features that reflect their presence as the project entry at the east end of the site.

A sidewalk with a minimum width of 13 ft. is provided along the primary front of each retail store (refer to Figures 3-13 & 3-15).

A pedestrian link between this design area and the Town Center Mixed-Use Design Area encourages pedestrian activity along Town Center Street (refer to Figure 2-5).



### Building Architecture

The architectural character of these buildings is consistent with the Town Center Mixed-Use Design Area (refer to Figures 2-6, 3-2, 3-5, 3-8 & 3-14) ( i.e., they are generally one or two stories high), but they are served entirely by surface parking. Storefronts reflect contemporary retail shop design and style.

Building architecture expresses basic design elements defined in City Center plan requirements (Figures 3-13 & 3-14). Building finishes and materials are selected to enhance the architectural character of the building façades and to be compatible with the Town Center Mixed-Use Design Area. Primary materials may include masonry block, brick, steel, and stucco. Other accent materials may be used to create character and detail features.

Building base, body, and cornice-line treatments create compatibility with adjacent buildings in accordance with Redmond Community Development Guide Standards (Figure 3-14). Storefronts align with and continue the character of Town Center Street into the Bear Creek Retail Area.

Elevations without storefronts must be designed with creative patterns or other architectural treatments, such as canopies and wall projections, to give additional form and character. Other ways to disguise blank walls include creative landscape treatments and screening (refer to Figure 3-14).

Walls are modulated at intervals of no less than 36 ft.



## Design Standards

### Bear Creek Retail Design Area

Building base, body, and cornice-line treatments provide consistency to the design character in this area. Building entries incorporate distinctive design features and canopies (refer to Figure 3-14).

Buildings facing Railroad Street include a landscape buffer to soften their visual impact.

Service areas are screened or enclosed to enhance the character of the building.

#### Landscape

Landscaping is consistent with the requirements of the Redmond Community Development Guide Section 20C.20.090.

Street trees are spaced no more than 30 ft. apart and planted no closer than 3 ft. from the from the curb. Variations to tree spacing may be considered to emphasize building focal points as long as the trees do not visually block retail storefronts (Figure 3-15).

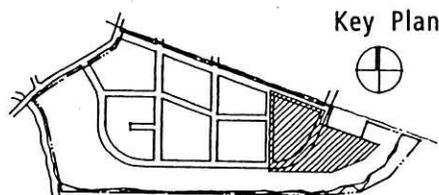
Trees are planted in surface parking areas at a ratio of 1 tree per 4 parking spaces. Trees may be located in planters, landscape medians, or screening buffers from streets. Landscaping is designed to enhance architectural design and visually soften parking areas. The tree and shrub types selected create spatial variety and seasonal distinction.

#### Parking Areas

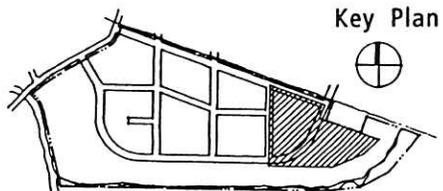
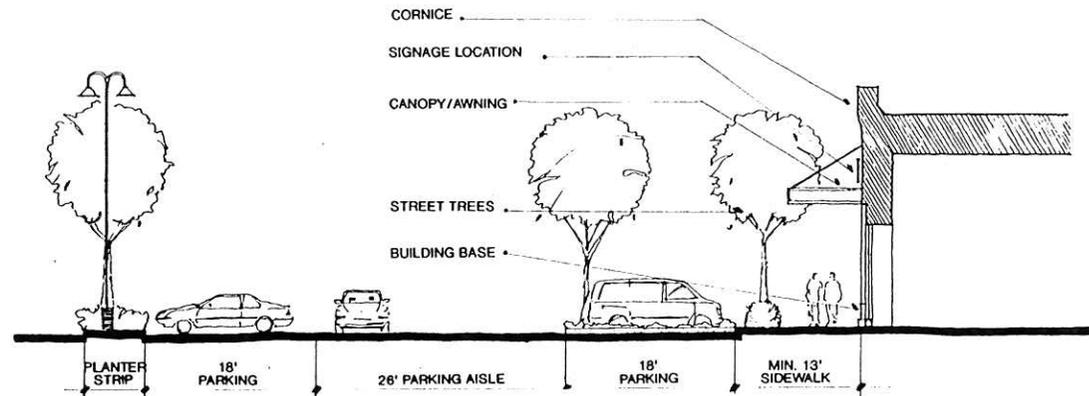
Surface parking areas are visually screened from streets by means of building placement and landscaping treatments along the perimeter and in vehicular-use areas and require significant landscape breaks at a minimum of 1 per 200 car spaces (a “significant landscape break” is defined as a minimum 8 ft.-wide landscape median located between two parking lot aisles).

#### Signage

Signage design is consistent throughout the building and reflects with the building’s character. Signage is located to enhance building features such as an entries and other focal points (refer to Figure 3-14).



## Design Standards Bear Creek Retail Design Area

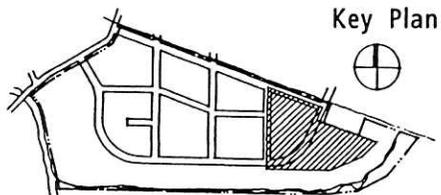
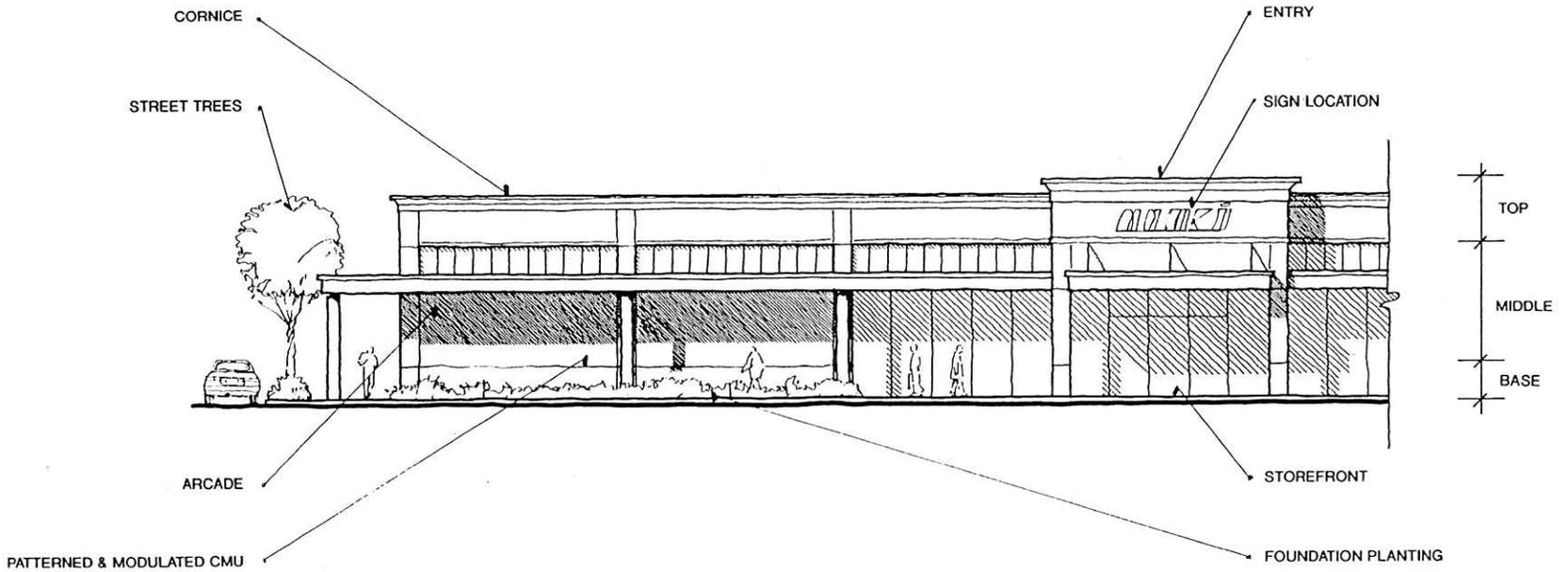


REDMOND  
TOWN CENTER

**Figure 3-13**  
**Typical Street Parking Section**

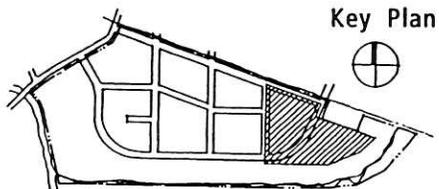
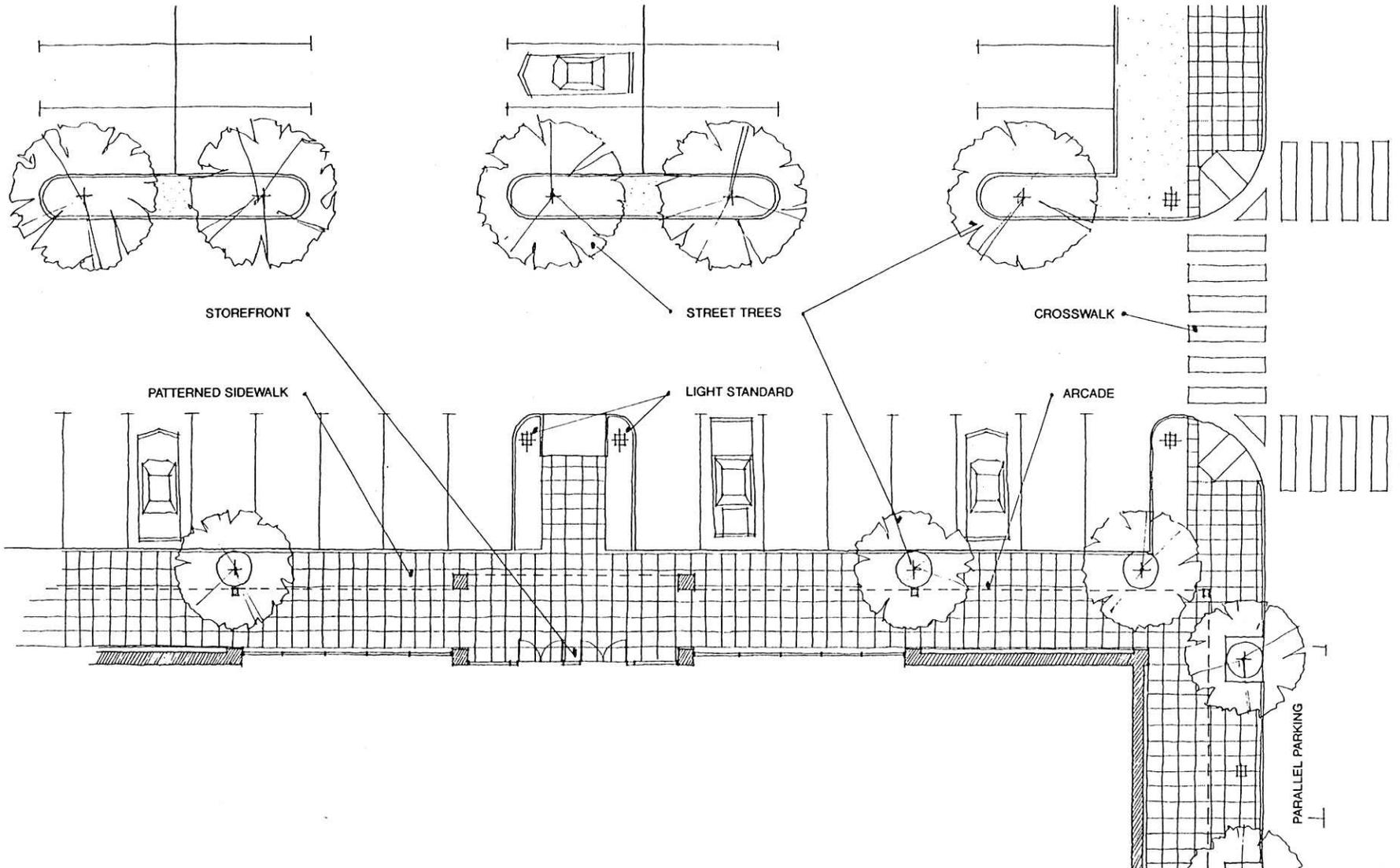
# Design Standards

## Bear Creek Retail Design Area



**Figure 3-14**  
*Single-Story Retail Conceptual  
Elevation*

### Design Standards Bear Creek Retail Design Area



REDMOND  
TOWN CENTER

Figure 3-15  
Typical Streetscape Diagram

**Redmond Community Development Guide Section 20C.30.050**

**City Center Permitted Land Use**

Prior to approval of any clearing, segregation or development permits; a conceptual Master Plan which shows, at a minimum, the building sites, streets, open space, required building frontages, and plazas of the proposed development shall be approved by the Technical Committee and/or Design Review Board.

Mixed-Use Retail Center - 3 stories (60 feet); hotel - 6 stories (75 feet) or 8 stories (100 feet) with meeting, conference and banquet facilities in hotel; and office, 5 stories (75 feet).

**Sign Requirements per Zoning District**

The larger of 15% of the facade to which the sign attached or 30 sq. ft. up to a maximum of 300 square feet.

**Urban Design**

General Design Concept

The mixed-use retail center design area 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 center include storefronts along roadways, curbside parking, pedestrian plazas, and sidewalk designs that integrate into building architecture.

Gateway to Downtown

The design area classified as Mixed-Use Retail Center functions as a gateway to the City of Redmond (City) from State Road 520 (SR 520). Development in this area should complement the

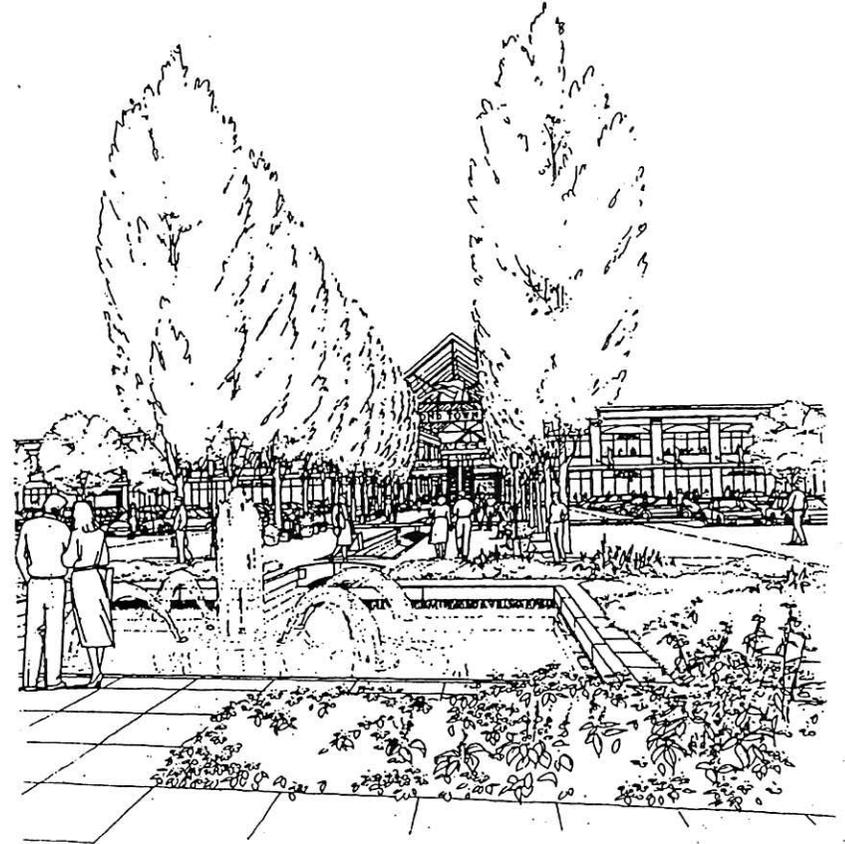


Figure 4-1

## Redmond Community Development Guide Section 20C.30.050

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 (refer to Figure 4-1).

### 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 classified Mixed-Use Retail Center should further the City's goals for the following subareas (Refer to Figures 4-2 & 4-3):

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

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

Retail buildings located at the northern edge of the site will establish functional and visual continuity with downtown. The character of the new buildings will be compatible with older existing buildings (refer to Figures 4-2 & 4-4).

- Bear Creek - The edge along Bear Creek should remain a natural area, with uses limited to passive activity and trail and pathway connections.



Figure 4-2

**Redmond Community Development Guide Section 20C.30.050**

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

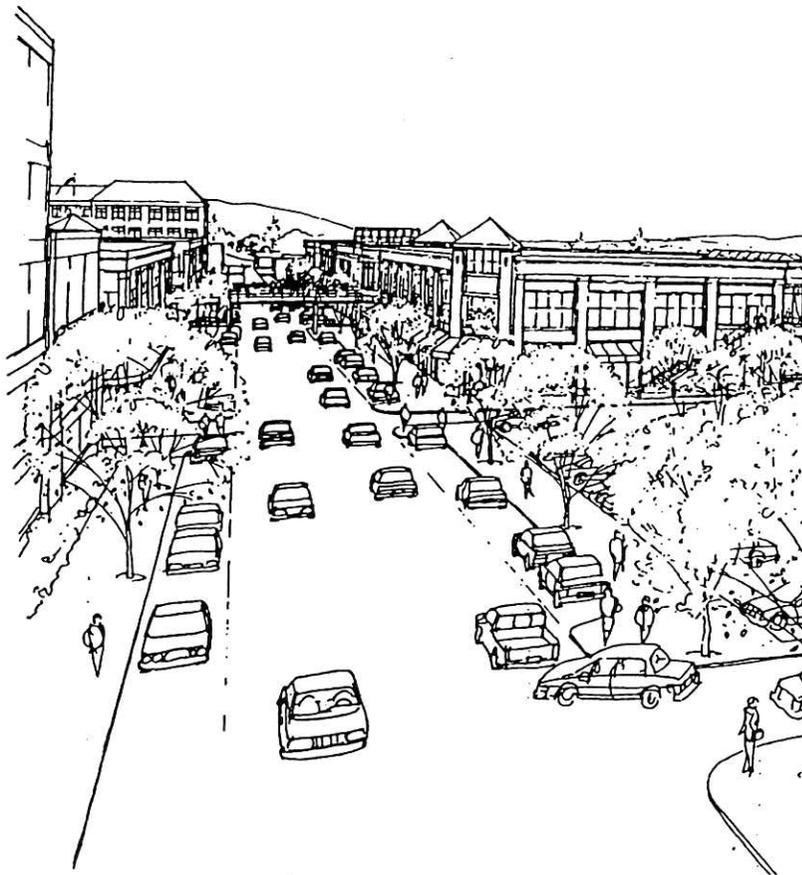


Figure 4-3

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

- 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 and pathway activities may be allowed, but should be kept to a minimum.

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

**Architectural Guidelines**

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 overall site plan (refer to Figures 4-3, 4-5, & 4-8).

**Redmond Community Development Guide Section 20C.30.050**

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 (refer to Figure 4-5).

Encourage variety of shapes, angles, and reliefs in the upper stories of structures over four stories.

The ground floor of buildings should provide pedestrian interest and activity. The use of arcades, colonnades, or awnings to provide pedestrian protection is encouraged (refer to Figures 4-2, 4-6, & 4-8).

Large buildings should avoid continuous, flat facades.

Avoid the use of false fronts and large blank walls.

Facades should be divided into increments through the use of



Figure 4-4

**Redmond Community Development Guide Section 20C.30.050**

architectural features such as bay windows, offsets, recesses, and other devices which break or minimize scale.

Column and bay spacing along streetfronts should be no greater than 36 feet apart and at a spacing which maintains a pedestrian-oriented scale and rhythm.

Building design should complement the character of adjoining Old Town (refer to Figures 4-2 & 4-4).

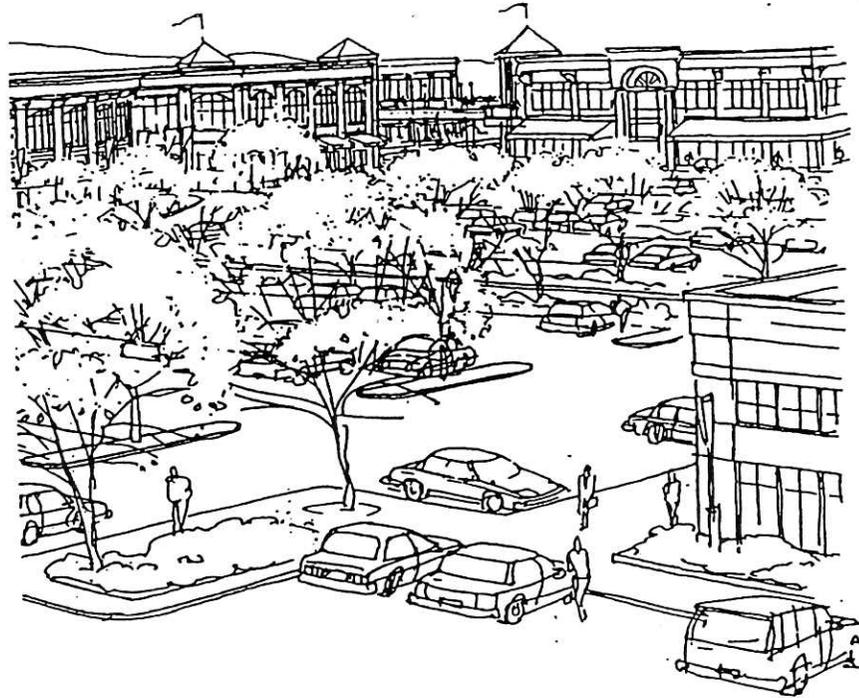


Figure 4-5

Building design must relate in material, colors, scale, and form, which are harmonious with the surrounding environment in Old Town.

Buildings and facades in the mixed-use retail and office district should be a combination of brick, stucco-like finishes, smooth finished concrete, and architectural metals. Building and facades in the Bear Creek retail area should be primarily masonry products with concrete and architectural metal used for detailing if desired. In all design areas, 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.

Buildings and the spaces between them should relate easily and openly to the external public areas or plazas.

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 (refer to Figures 4-6 & 4-8).

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.

The integrity of a building as an individual structure or as part of a series of buildings should be respected.

**Redmond Community Development Guide Section 20C.30.050**

Buildings as a whole should be seen as significant architectural elements.

Exterior building surfaces above the first level and the primary architectural elements covering pedestrian areas, such as arcades, colonnades, and canopies, shall be considered in the building design and entry areas.

Storefront design and materials should be allowed to be unique while maintaining the character of the building facade of which they are a part.

Building Entry

Orient building entrances to the street in a manner which provides easily identifiable and accessible pedestrian entry ways.

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.

Public Art

Encourage public art in public areas of the design area particularly in and around the mixed-use retail center.

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 (refer to Figures 4-1, 4-5, & 4-6).

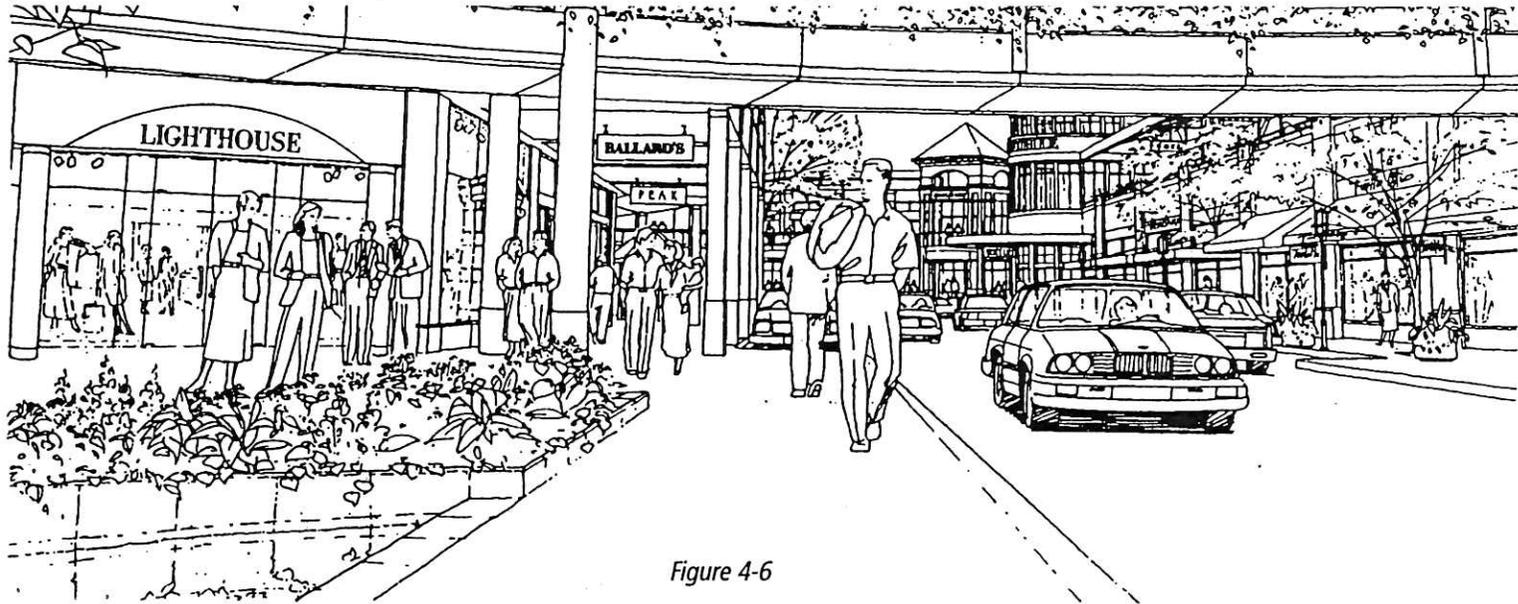


Figure 4-6

## Redmond Community Development Guide Section 20C.30.050

Mixed-use retail and office buildings should abut the sidewalks on at least one side and orient the primary entrance, or entrances, toward the street.

### 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.

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

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

### Windows and Display Areas

Windows and display areas shall be located along pedestrian routes to enhance the pedestrian experience (refer to Figures 2 & 7).

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.

Windows shall be provided on the street level in mixed-use retail buildings rather than blank walls to encourage a visual and economic link between the business and passing pedestrians. Where windows cannot be provided, window boxes may be used with Site Plan Review approval.



Figure 4-7

**Redmond Community Development Guide Section 20C.30.050**

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.

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.

Pedestrian Features

Provide pedestrian scale external features including such items as window and glass display cases, street furniture and covered walkways, and avoid large blank walls.

Outdoor Pedestrian Areas

The outdoor pedestrian areas shall include special paving treatments, landscaping, and seating areas (refer to Figure 4-1).

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.

Site Entrances

Entrances to the Town Center development shall be emphasized with landscape treatments to strongly indicate the pedestrian orientation of these areas (refer to Figures 4-2 & 4-3).

Architectural and urban design treatment of 166th Avenue NE shall encourage pedestrian circulation from the project to the Cleveland Street retail area.

Rooftop Mechanical Equipment

Rooftop mechanical equipment will be screened in a manner which enhances the overall architectural design and roof tops will



Figure 4-8

**Redmond Community Development Guide Section 20C.30.050**

be of a color that reduces glare and other types of visual impact on the adjacent residentially developed hillsides.

Rooftops should incorporate features which soften rectilinear forms and effectively screen mechanical equipment from view.

**Transportation Guidelines**

Roadway Configurations

Roadways that are above existing-grade should be designed in a manner which reduces visual impact of pavement area such as using landscaping or bermings.

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

Streets should not be wider than 3 to 4 travel lanes and 5 lanes at intersections between the design area and areas targeted for integration with 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.

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 (refer to Figure 5).

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.

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

Landscaped medians should be provided where access and traffic movements allow.

Conflicts 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.

**Redmond Community Development Guide Section 20C.30.050**

To minimize visual impact where surface parking is used, 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 utilize mixed-use center parking while patronizing other businesses in City Center. No rules, signage, or penalties shall be enacted by Town Center to preclude this parking allowance.

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 SR520 corridor.

Parking structures shall have landscaping around the perimeter which will correspond to adjacent land uses and activities. Landscaping shall include a combination of shade trees, evergreen trees, shrubs, and groundcovers, and 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% 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 center and the office park. *(Clarification: 50% ratio refers to all phases completed).*

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.

Pedestrian Links

Link proposed development to walkway, trail, and bicycle systems in the surrounding area by connecting and lining up directly to existing links, closing gaps and treating crossings of barriers (such as railroad, Bear Creek, 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 links. Safe,

**Redmond Community Development Guide Section 20C.30.050**

convenient and attractive connections to Marymoor Park, 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.

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 right-of-way areas may be appropriate for seasonal cafe seating or special displays.

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

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 (refer to Figures 4-2, 4-6, & 4-8).

Buildings should be designed to provide for weather and wind protection at the ground level at mixed use retail storefront areas. Buildings fronting sidewalks should provide pedestrian weather protection by way of arcades, colonnades, and canopies at a minimum of 48 inches in depth. The elements should be complementary to the building's design and design of contiguous weather protection elements of 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.

Enclosed Malls

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

Trails - Pedestrian

Special design treatment and appropriate safety features should be afforded the pedestrian trail crossings at public right-of-way areas and at the Burlington Northern railroad tracks.

**Redmond Community Development Guide Section 20C.30.050**

Trails - Bicycle

Facilities for parking and locking bicycles should be provided and be readily accessible from bicycle trails.

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.

Plazas and 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.

Landscape Guidelines

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.

Site Furnishings

Benches, kiosks, signs, bollards, waste receptacles, water fountains, lighting standards, perch walls, sidewalks, pathways, trail and special water features should be designed to be compatible elements of like materials and design.

Perimeter Landscaping

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

Landscaping on Streets

Landscaping on streets should be simplified to allow adequate visibility from automobiles to businesses.

Trees, Plants, Flowers

The use of potted plants and flowers, as well as street trees, are encouraged, but should not impede pedestrian traffic.

Open Space Guidelines

Tree Retention and Open Space Landscaping

Preserve existing natural features, particularly healthy mature trees and stream courses.

Preserve a minimum of 100 percent of all trees within the Public Access Open Space as identified in Figure 2-4. This area includes the cluster of trees along the east side of Leary Way for

**Redmond Community Development Guide Section 20C.30.050**

the purpose of preserving the corridor's green gateway image, and the significant 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 Section 20C.20.090(25)d), 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 Section 20C.20.90(25). Replacement trees shall be located in the immediate vicinity as is practical.

Minimize new grading in this area.

Install landscape screening between this open space area and adjacent parking areas.

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 center, Marymoor Park, Sammamish River trail system, and other open space areas.

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 center area.

The informal nature of the west, south, and east portions of the site should be maintained by retaining native materials and random planting of compatible plant materials consistent with the City Center Neighborhood Program.

Justice White House and Saturday Market

The areas around the Justice White House and Saturday Market 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 center.

Sammamish River

Open space should be retained along the Sammamish River and enhanced by providing grade separation for trails at all appropriate and feasible locations, and by making connections to other open space zones.

Bear Creek

Open space along Bear Creek should be retained and enhanced by:

- Encouraging passive recreation areas and activities and discouraging active recreation.
- Integrating all storm water swales and recharge areas with the natural environment.
- Protecting vegetation of the riparian habitat in this zone by limiting access to the creek to designated access points.
- Providing connections to Marymoor Park, the Sammamish River, mixed-use retail center, and other open spaces.
- Including a pedestrian pathway, bicycle path, equestrian



**Redmond Community Development Guide Section 20C.30.050**

trail when required, passive water access area, seating, and site furnishings to facilities in this area.

Public Access Open Space

Public Access Open Space should be retained, enhanced, and made available for public use in this design area.

At least 46 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. *(Clarification: also includes Saturday Market).*

Open Space Acreage

Total open space as shown on Figure 2-4 shall include a minimum of 56 acres. This will include building entryways and miscellaneous building and parking lot landscaping, natural areas inclusive of the floodway, significant plaza areas and links and the Justice White House.

**Signage Guidelines**

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.

Symbols and Colors

International symbols and colors should be used whenever applicable.

SR 520 Signage

Signage for the subject proposal shall comply with the SR 520 Corridor Signage Policy adopted by the City Council.

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 relation 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.

Signs should be simple, clear, and direct. Extruded aluminum or plastic signs may not be appropriate. Careful use of neon may be acceptable.

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

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

**Redmond Community Development Guide Section 20C.30.050**

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.

Sign lighting should be energy efficient.

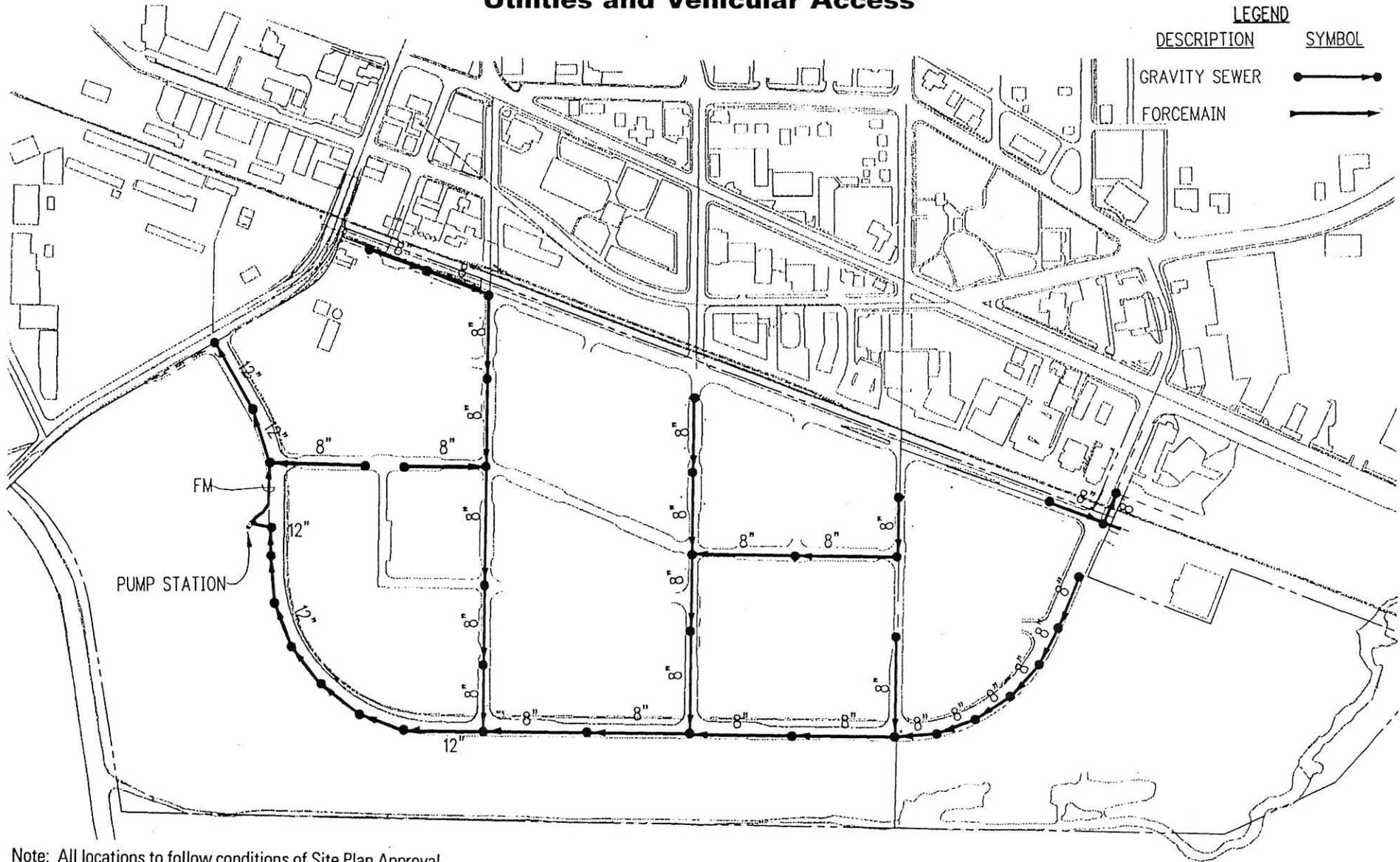
**Lighting Plan**

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

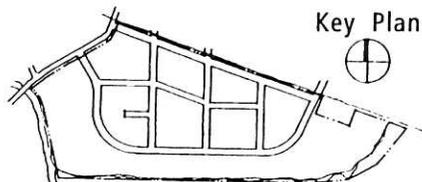
Parking lot and security lighting shall be screened by buildings and other means to minimize light intrusion onto the adjacent river.

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

**Utilities and Vehicular Access**



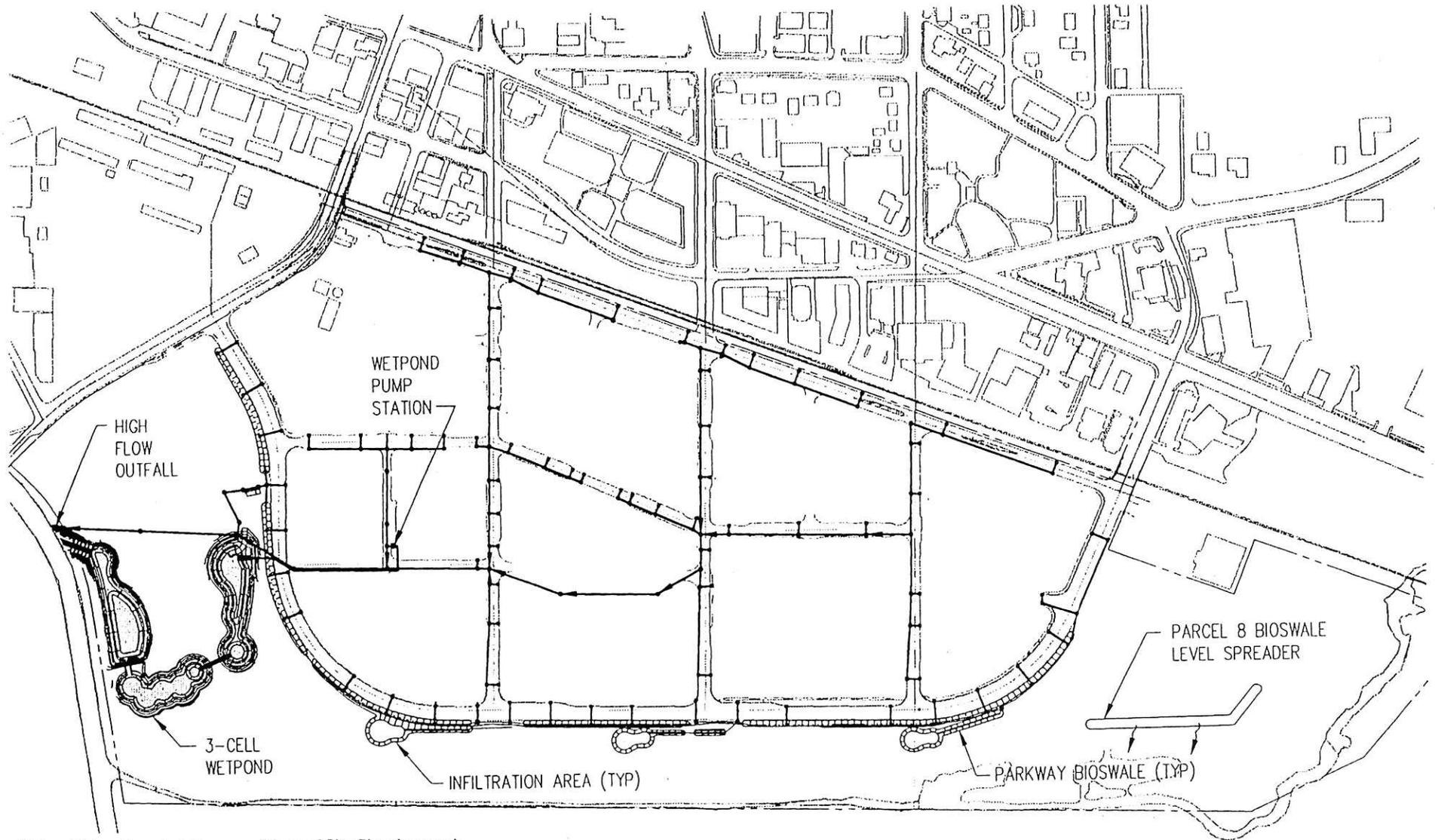
Note: All locations to follow conditions of Site Plan Approval.



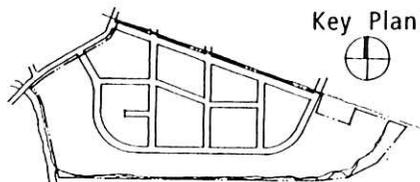
REDMOND  
TOWN CENTER

**Figure 5-1**  
**Concept Sewer Plan**

### Utilities and Vehicular Access



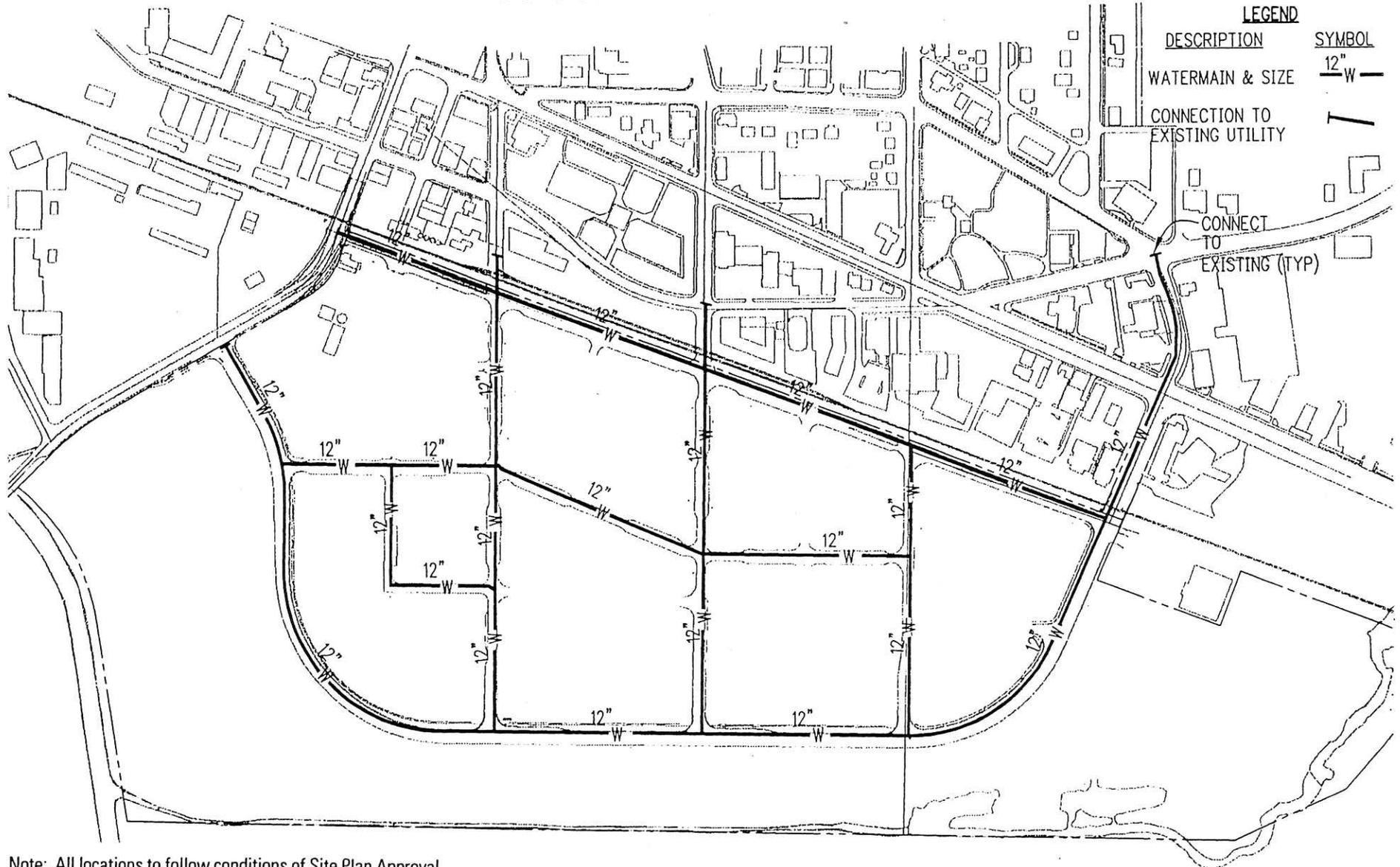
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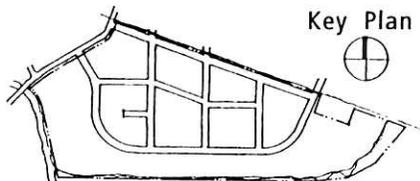
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**Figure 5-2**  
**Concept Water Plan**

**Utilities and Vehicular Access**



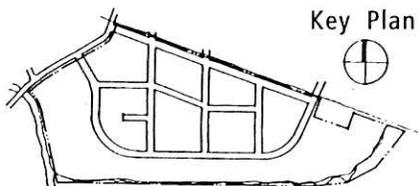
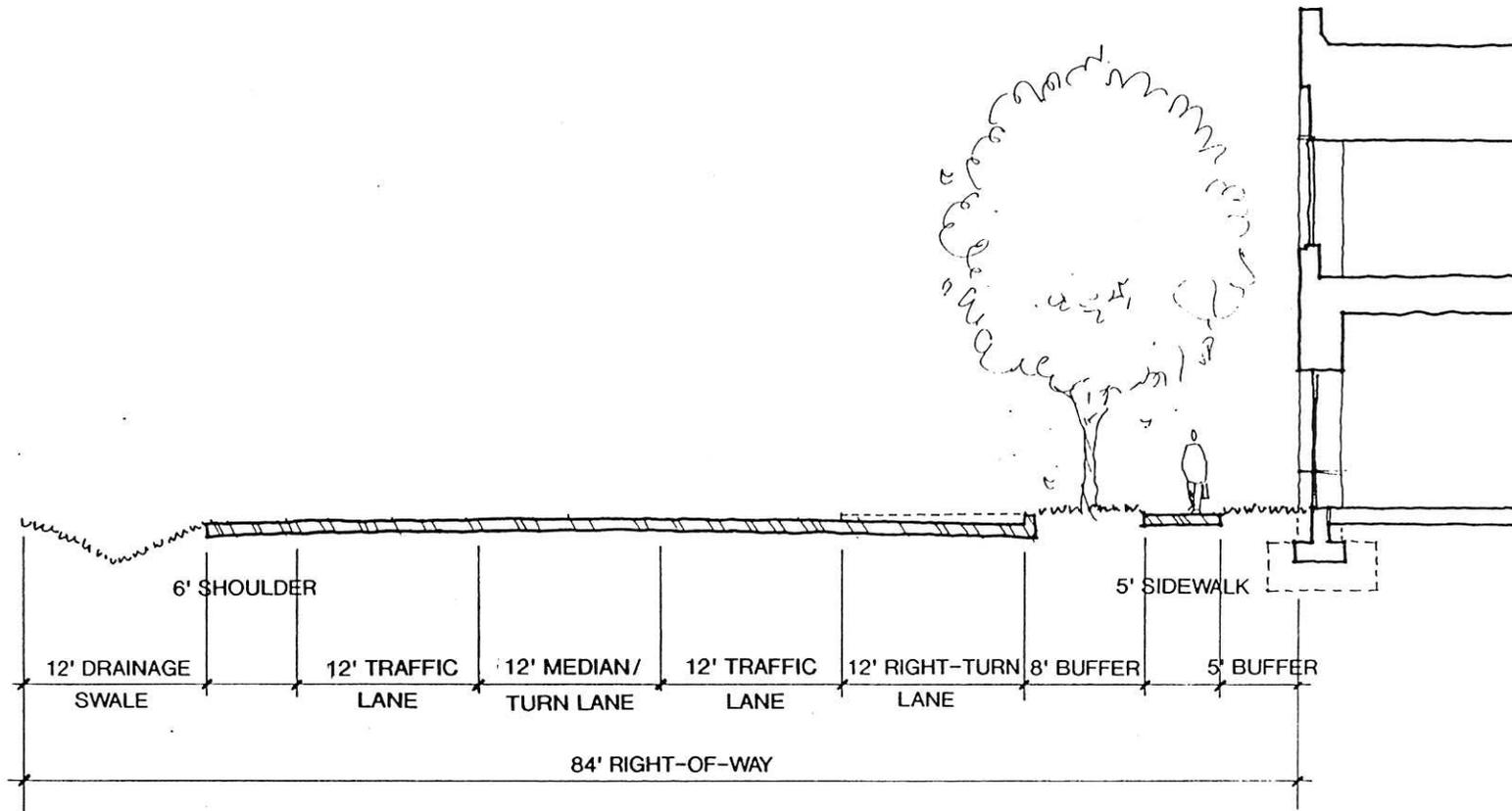
Note: All locations to follow conditions of Site Plan Approval.



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**Figure 5-3**  
**Concept Drainage Plan**

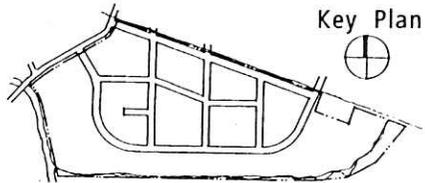
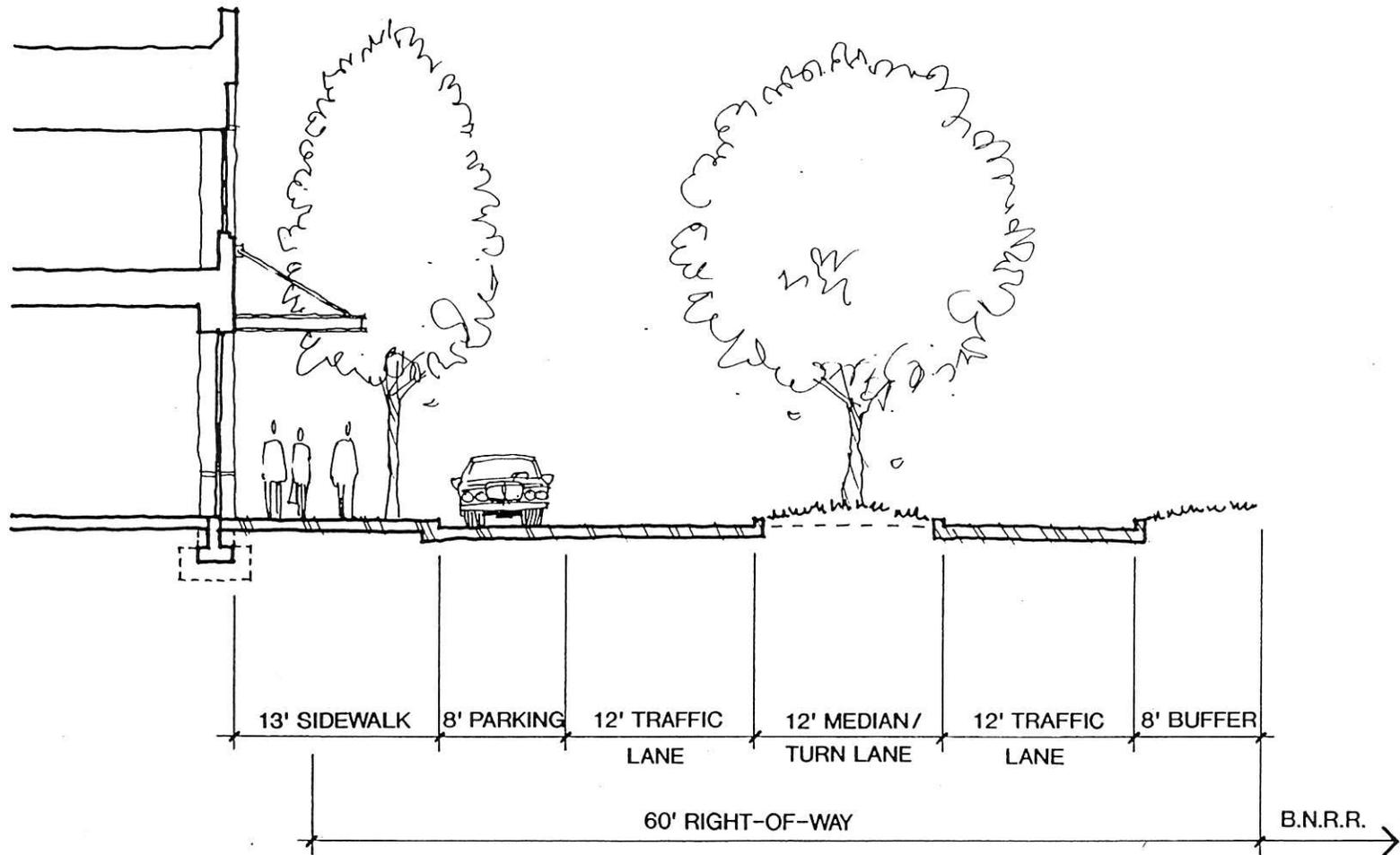
### Utilities and Vehicular Access



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**Figure 5-4**  
**Bear Creek Parkway**  
**Typical Section**

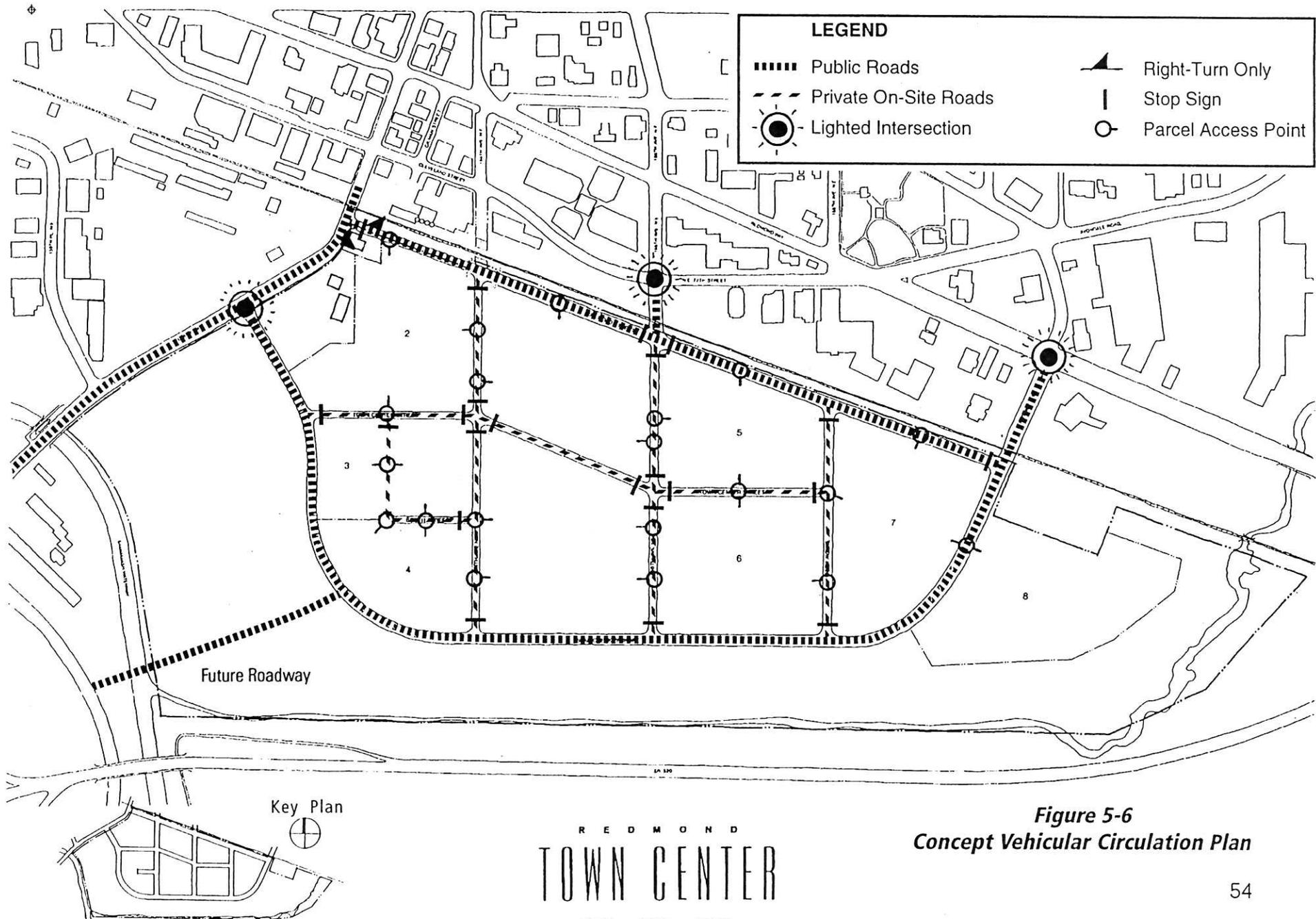
### Utilities and Vehicular Access



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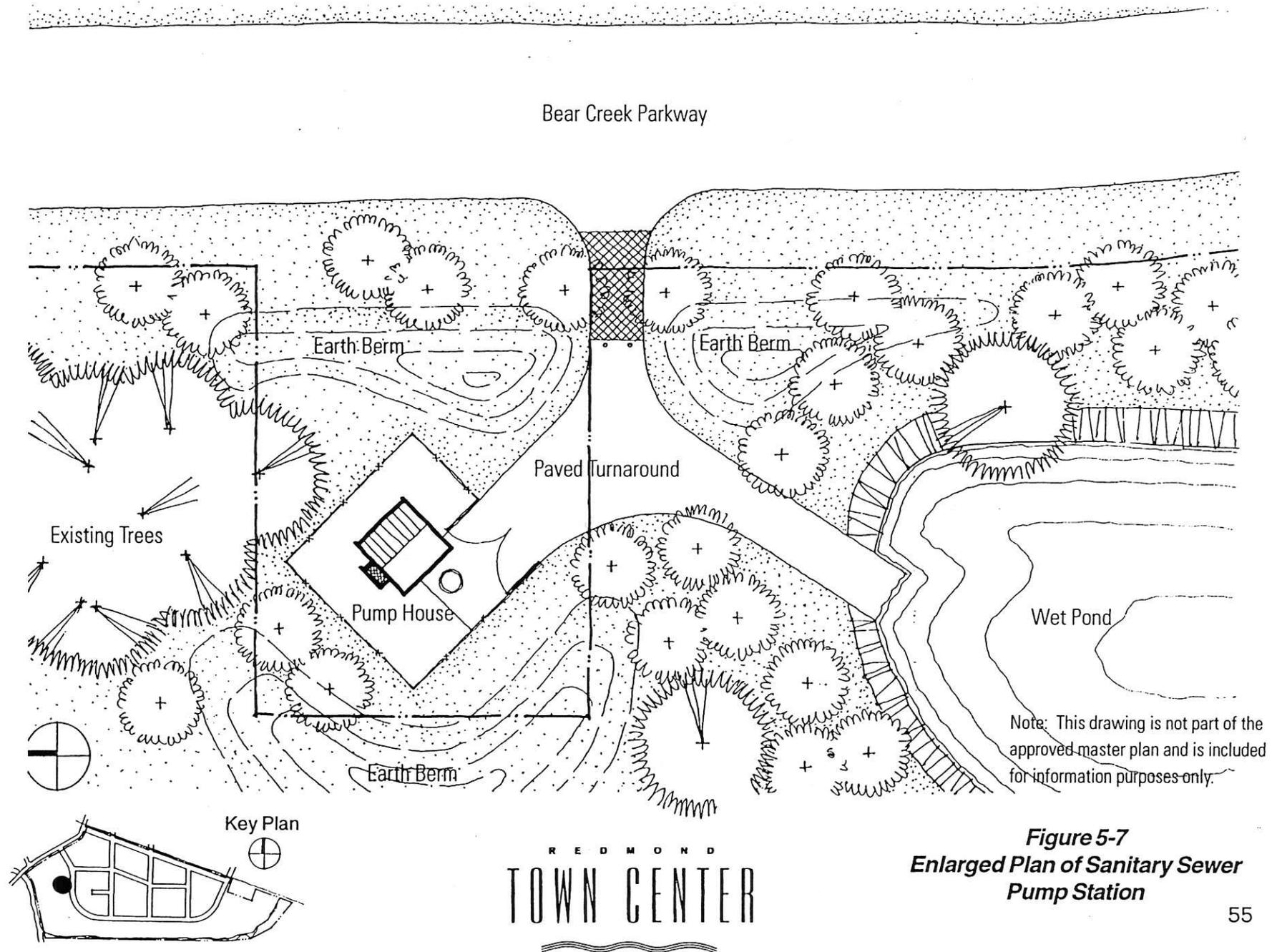
**Figure 5-5**  
**Railroad Street**  
**Typical Section**

**Utilities and Vehicular Access**



**Figure 5-6**  
*Concept Vehicular Circulation Plan*

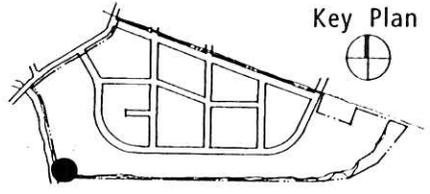
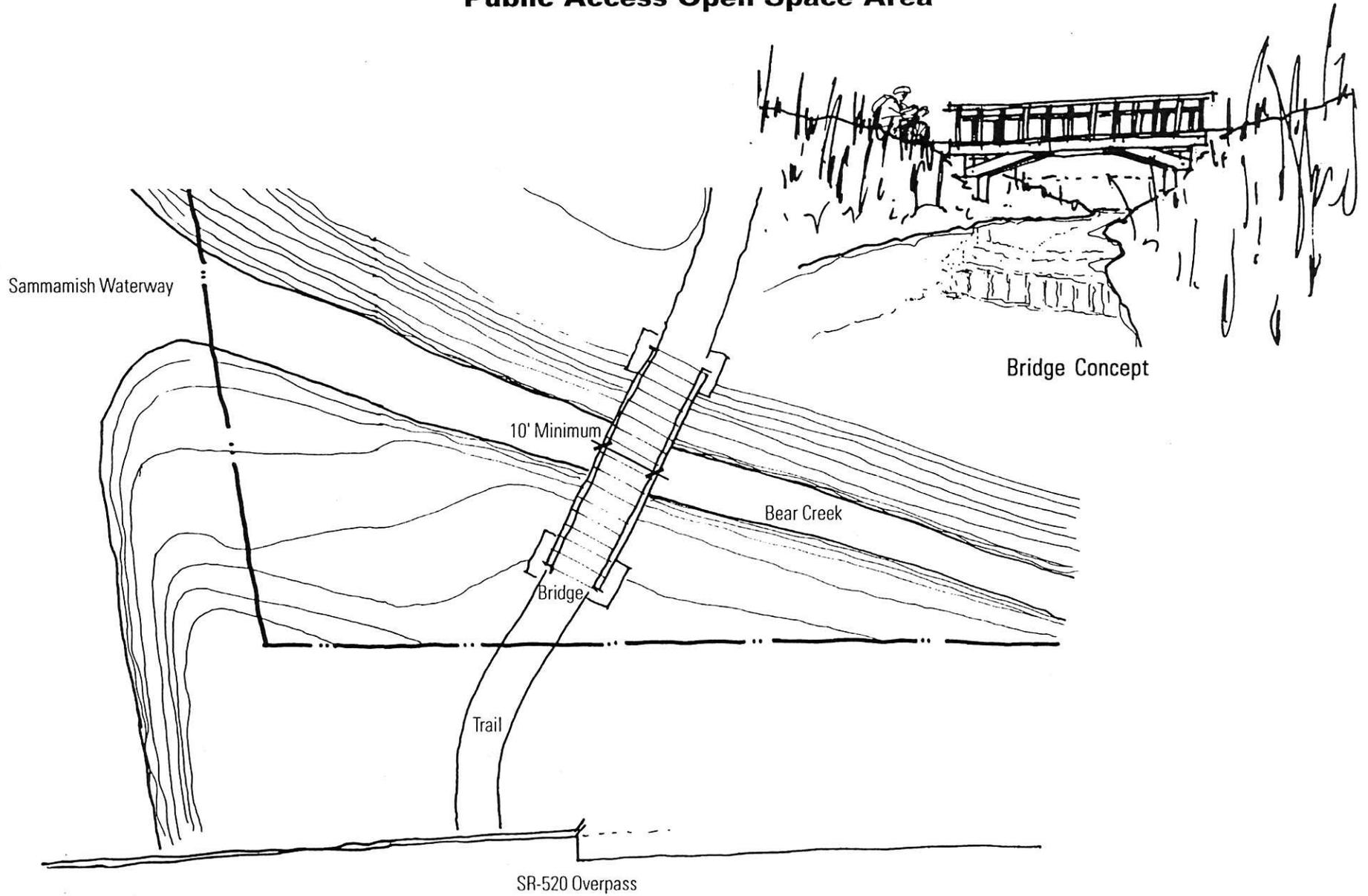
### Utilities and Vehicular Access



Note: This drawing is not part of the approved master plan and is included for information purposes only.

**Figure 5-7**  
**Enlarged Plan of Sanitary Sewer Pump Station**

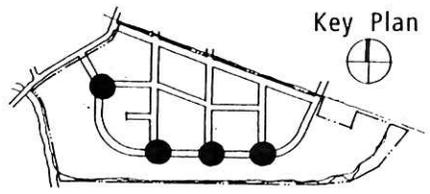
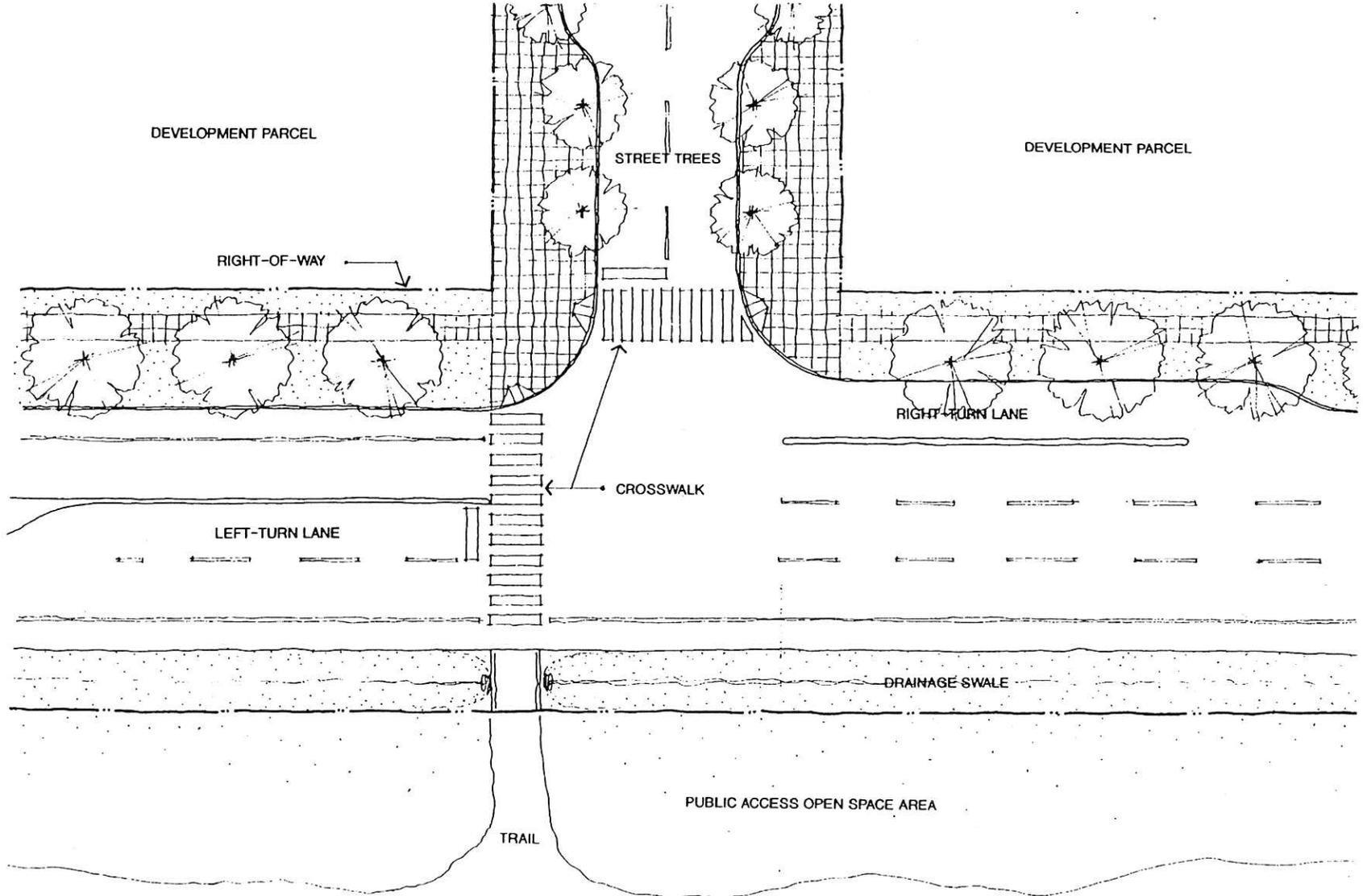
Public Access Open Space Area



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Figure 6-1  
Enlarged Plan of Trail Crossing at  
Bear Creek

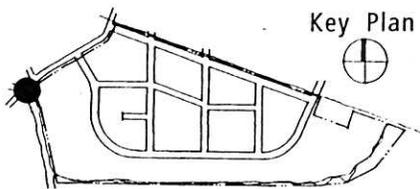
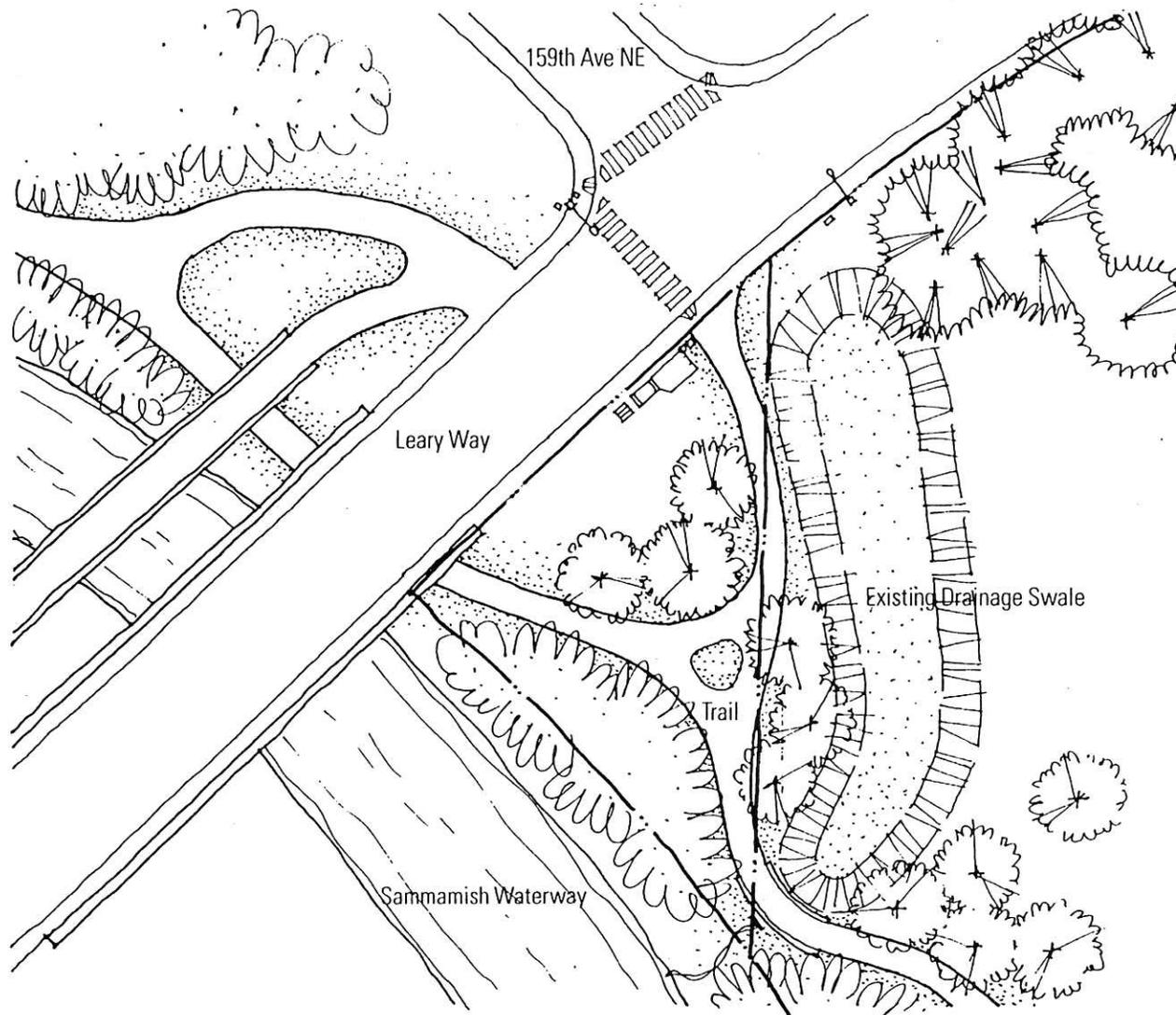
### Public Access Open Space Area



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Figure 6-2  
Typical Public Street Crossing Plan

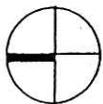
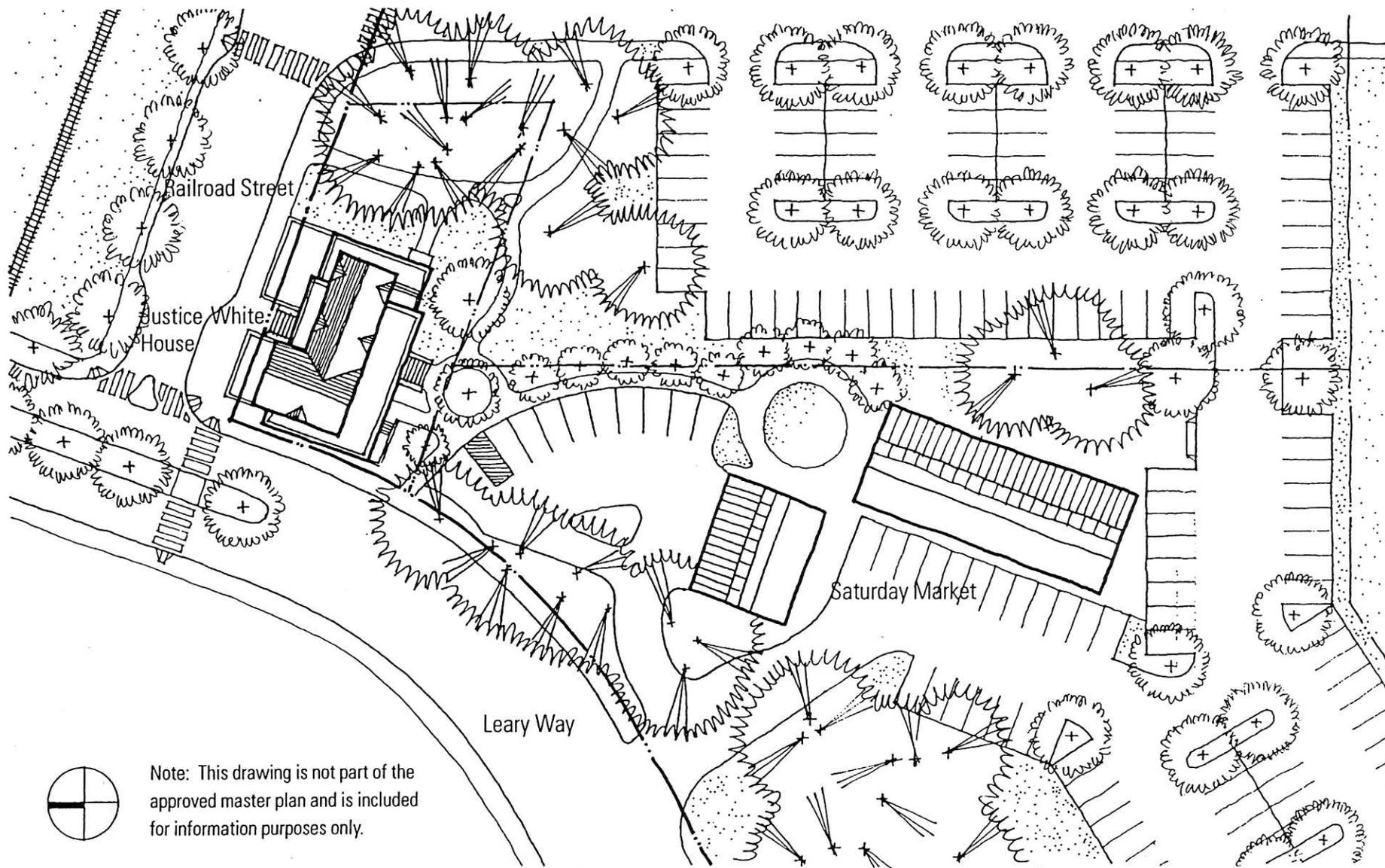
**Public Access Open Space Area**



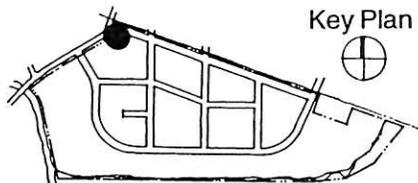
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**Figure 6-3**  
**Enlarged Plan of Trail Crossing at**  
**Leary Way**

### Public Access Open Space Area



Note: This drawing is not part of the approved master plan and is included for information purposes only.

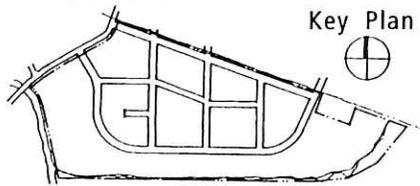
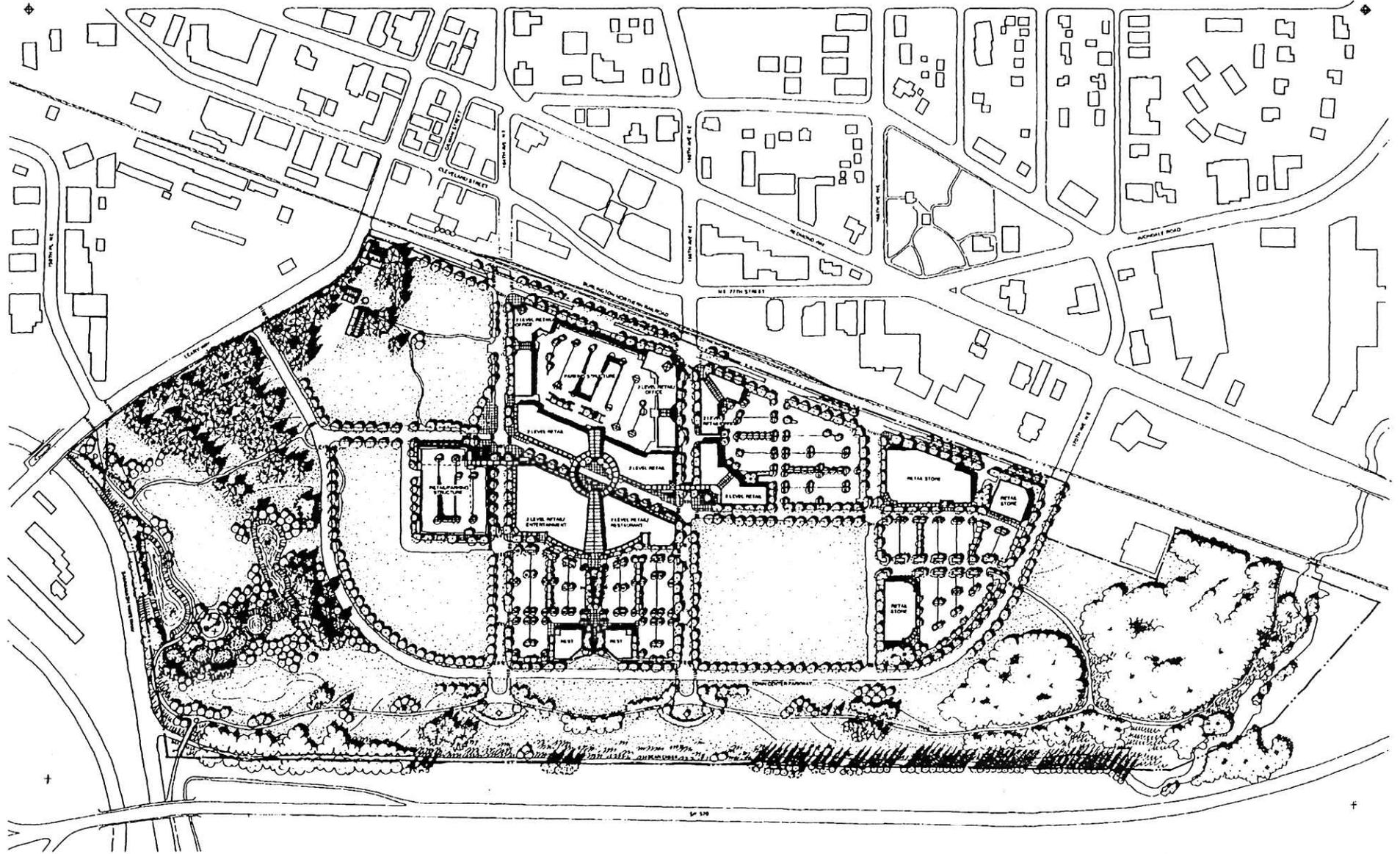


Key Plan

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Figure 6-4  
Justice White House and  
Saturday Market Parking  
Accommodation

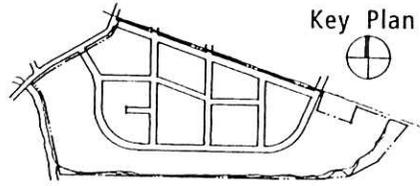
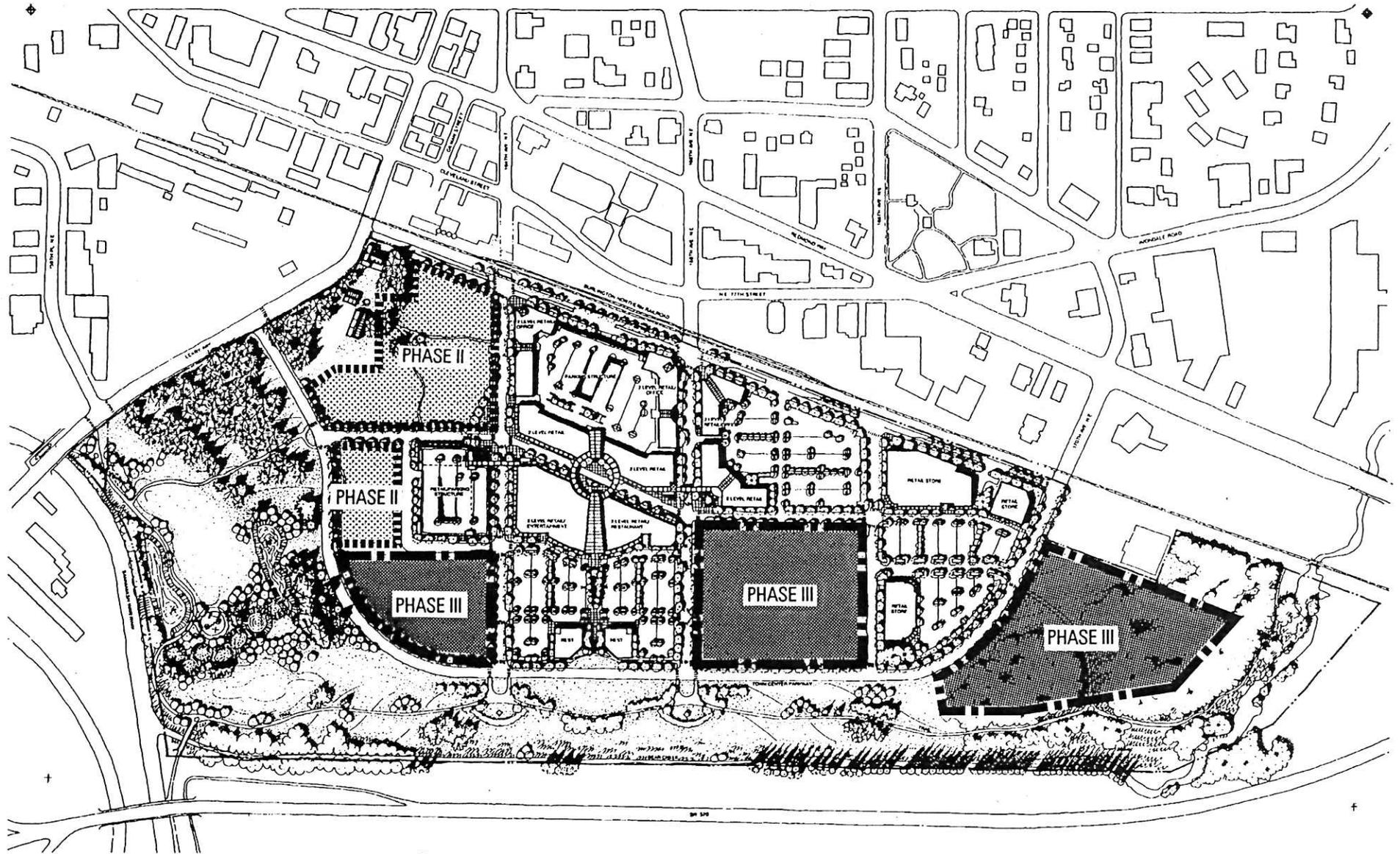
### Phasing Diagrams



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Figure 7-1  
Phase I Plan

### Phasing Diagrams



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Figure 7-2  
Phase II & III Plan