

V. Urban Design Concept

Urban design provides for the general spacial arrangement of activities or objects over an extended area. Urban design does not provide the final touches, but rather the fundamental considerations that enter into the early phases of project design. The Urban Design chapter of the Olde Town Plan utilizes urban design activities in order to direct attention to certain uses or activities or away from others.

A. Community Character Concepts

1. The existing relationship between City development and the natural amenities of Issaquah Creek and the Issaquah Alps should be maintained and improved wherever possible. Olde Town enjoys a beautiful park-like setting along Issaquah Creek, set against a backdrop of the Cascade Mountains, while minutes from downtown Seattle. Founded just before the turn of the century as a commercial and service center for lumber, mining and agricultural activities, Issaquah was relatively isolated until the Lake Washington floating bridge opened in 1940. Rapid growth was experienced with the completion of I-90 through Issaquah. Despite rapid suburban growth in surrounding areas, Olde Town has retained much of its small town character. The accessibility and permanence of this open space should be ensured.

2. The historic character, small scale and traditional “small town” appeal of Olde Town should be protected and enhanced. The small scale and the architectural variety of Olde Town’s buildings create a special pedestrian oriented environment unique to the “Eastside” region. The design of circulation, developments and structures should be sympathetic and complementary to the historic and distinctive parts of Olde Town. The traditional business center, consisting of many small individually owned businesses enhances the town’s appeal. This has created a sense of cohesion and continuity among Olde Town locals who’ve assessed it’s image as a “know your butcher or barber” community. It is important to encourage the unity of Olde Town as a place.



3. Accessibility should be a high priority in planning and design decisions. People should move easily moving through Olde Town. A compact layout will encourage pedestrian and bicycle access. Convenient public parking should be provided in conjunction with on and off-street parking. Alleys and parking behind stores enhance access while retaining a continuous retail façade. Transit will be available to more people around town and the region.

4. Olde Town functions as a unique cultural and historical center and a tourist destination. Issaquah's treasures such as the Village Theatre, the Fish Hatchery, Historic Train Depot and local hiking and biking trails make it a popular "weekend getaway spot." Emphasizing civic and cultural connections, such as the Community Center, public parks, theatre, library, hatchery and Salmon Days, should be used as the catalyst for other tourism activities.



B. Functions

The 1996 (Phase I) Olde Town Subarea Plan stressed the importance of preserving Issaquah's park-like setting and small town America image while strengthening its existing diversity. Olde Town presently serves numerous functions to both residents and visitors.

1. **Unique Cultural and Historical Center.** The Cultural and Business District (CBD) comprises the soul of the historic community of Issaquah. It is a place for public gathering, festivals, parades and entertainment. Adopted policies reference the need for design guidelines, preserving and enhancing the City's historic buildings and structures. The policies include aiding permit issuance, financial assistance for downtown, Olde Town project and policies review and revision.
2. **Tourist Destination: Getaway Spot.** The CBD contains tourism related businesses and activities that complement locally focused businesses. Tourists typically come to Issaquah for special events such as Salmon Days and the 4th of July parade. They also come for year round activities at the Community Center, Village Theatre, concerts, to hike or bike nearby trails, to enjoy the unique shops and character of downtown. Policies include marketing, design guidelines, working with tour companies, sign standards, a Bed and Breakfast District, trails and trolley service.
3. **Residential Area.** The Olde Town area contains a diverse mixture of housing, from historic single family neighborhoods to higher density multifamily housing. Residents of Olde Town can walk to local businesses and recreation, and consequently, are less reliant on automobiles. A policy focus of the plan is to enhance and increase goods and services available to residents in new residential mixed-use development.

4. **Local Service Center and Vital Business Core.** Downtown contains numerous businesses to serve local residents, government facilities and other businesses and services. An increased residential base downtown would likely improve local business opportunities and improve the vitality of Olde Town.

5. **Civic and Community Center.** Historically, Olde Town has served as the location for the City's governmental and community facilities. Such services typically comprise the heart of a working city. Adopted policies reference restoring the City Administration building downtown, establishing a Post Office annex in the CBD, locating the expanded Police Station and Jail, Library and Senior Center downtown, and maintaining and enhancing other existing community facilities.



These features supported by the Olde Town adopted policies were used to create and refine an urban design strategy for Olde Town. **Figure V-A** highlights the results of the urban design strategy.

C. Urban Design Concepts

The urban design concepts addressed in this element include edges, gateways, grid streets, residential character, activity areas and focal points, views, and streetscape.

□ *Edges*

Olde Town is defined by strong natural boundaries such as the forested hillsides of Tiger and Squak Mountains and the main and east forks of Issaquah Creek. These features, in addition to the views of the mountains, provide Olde Town with a distinct identity and a unique sense of place.

Figure V-A
Olde Town Design Strategies

Greenbelt and Mountain Edge:

The vegetated Issaquah Creek corridor defines most of the western edge of the Olde Town area. Similarly, the edge of Tiger Mountain and the greenbelt, which extends between SE Bush and SE Darst Streets, create the southern and eastern greenway edge for Olde Town.

Urban Design Focus: Protect and enhance the wooded edges on the east and west sides of Olde Town.

Strategy: The SE Issaquah Bypass will create opportunities to enhance the streetscape and pedestrian environment downtown. At the same time it potentially threatens the serenity and the scenic attributes of the hillside greenbelt on the eastern edge of Olde Town. Construction of the roadway (hillside cut) from the Bypass must be engineered so that minimal greenbelt area is removed and after construction, the hillside is revegetated. Those areas disturbed during Bypass construction should be appropriately revegetated to establish the greenbelt appearance and function. Flood protection activities along Issaquah Creek should also support the appropriate revegetation of this riparian corridor. The new park located at the east fork and mainstem of Issaquah Creek will assure that the wooded creek corridor is largely retained to continue the green link that forms the western boundary.

1. *Monitor SE Issaquah Bypass for greenbelt preservation.*
2. *Assist creek corridor revegetation from flood protection activities.*
3. *Implement new parks and open space to retain greenways.*

□ *Gateways*

Urban Design Focus: Use gateways to mark the point where a primary corridor crosses a boundary marking the end of one kind of activity or place and begins another.

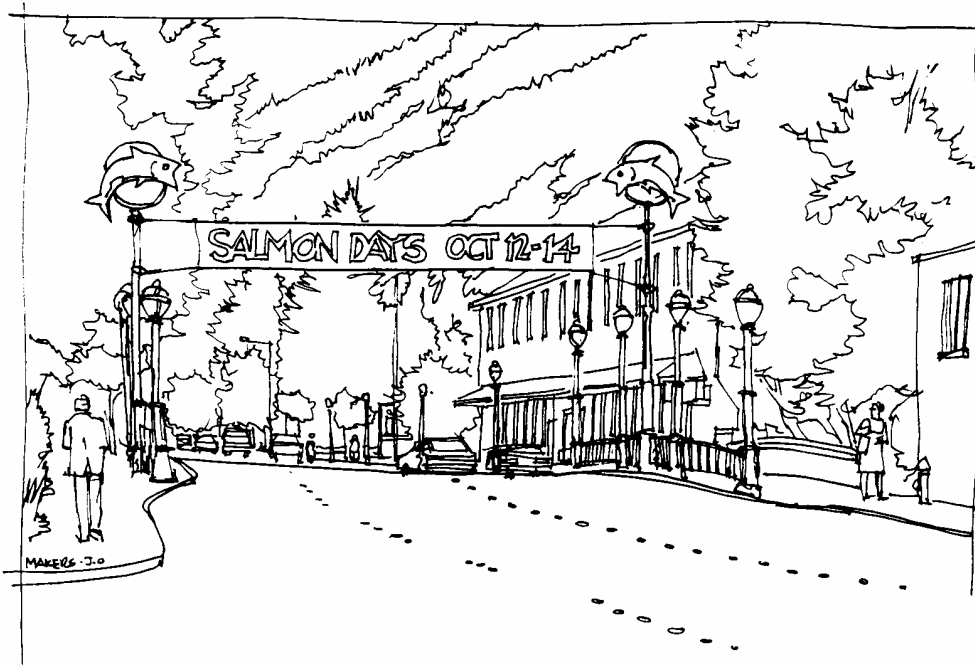
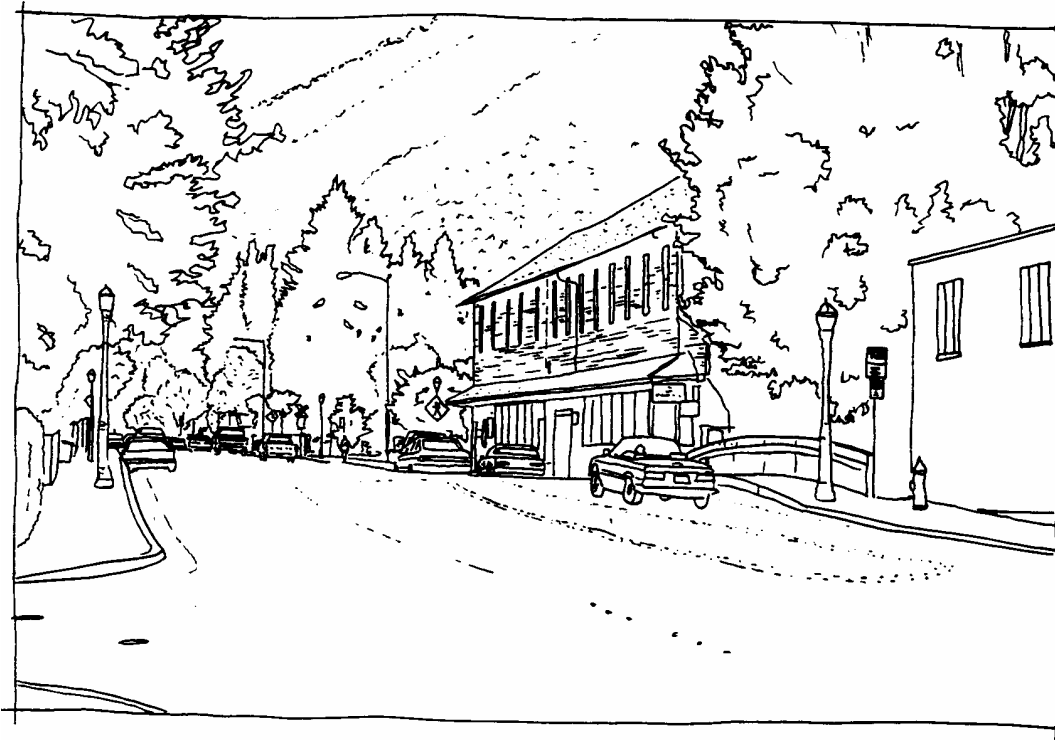
Strategy: Olde Town has four logical entry points, making the appearance of each a component of the experience of entering the downtown. **(See Figure V-B.)** Each of the potential gateways is located near Issaquah Creek or at a crossing point. The gateways should have a common characteristic or a consistent theme so that the entry point into Olde Town would be identifiable, no matter from which direction.

The **north gateway** includes property on both sides of Front Street, from Gilman Boulevard to the East Fork of Issaquah Creek. This is the most highly traveled of Olde Town’s entry points. Most traffic entering Olde Town does so via Front Street, from Gilman Boulevard or Interstate 90. This is an ambiguous entry, with an awkward variety of buildings that provide little indication of the downtown ahead. The landmark feature along this stretch of Front Street is the Darigold Creamery,

1. *Install street and landscape improvements.*
2. *Install decorative lighting to emphasize the bridge.*
3. *Add information signage.*
4. *Establish design standards.*
5. *Encourage Darigold to open up for public tours.*
6. *Continue children oriented businesses and activities.*
7. *Encourage location of a Children’s Museum.*
8. *Install community event banner*

Figure V-B
Gateways

Figure V-C
North Gateway
Before and After Improvements



developed in 1909. South of the creamery, the bridge over the East Fork of Issaquah Creek and the Mercantile Building provides a physical boundary separating the pedestrian oriented CBD from the auto-oriented Gilman Boulevard area. Decorative and informal gateway improvements, particularly in the area immediately south of the Gilman Boulevard intersection, are vital to inform and direct residents and tourists towards the downtown. Opening up the Darigold Creamery to public tours, providing amenities and promoting the development of more children oriented businesses, activities, and services are great opportunities to build upon Olde Town’s image. Adopting design guidelines for new development along the corridor will help to ensure quality development in keeping with the area’s positive attributes. Gateway improvements on the bridge over the East Fork of Issaquah Creek will help emphasize the feeling of transition and reinforce the distinctiveness of the CBD. (See Figure V-C.)

A **west gateway** entry point exists at the Issaquah Creek bridge on W. Sunset Way. This creek crossing marks a pleasant and concise physical boundary between the residential Squak Mountain or Newport Way areas and the CBD. The inconsistent development pattern along the stretch of West Sunset Way between the creek and Front Street, fails to unify the townscape. The Issaquah Fish Hatchery dominates the south area of Sunset Way. The north side of Sunset Way

1. *Install street, landscape and art improvements.*
2. *Install decorative lighting to emphasize the bridge.*
3. *Add information signage or decorative mural.*
4. *Establish design standards.*
5. *Coordinate with Hatchery & Library improvements.*

contains multifamily residential uses, an auto parts store and a barren gravel parking lot. Several opportunities exist to substantially improve the entry corridor. These improvements include plans for hatchery upgrades to improve hatchery function and to promote education and tourism, a new Library and parking garage on the north side of Sunset Way between 1st Avenue NW and 1st Place NW (replacing the gravel lots) and a multi-purpose trail (adjacent to Sunset Way from Newport Way to the hatchery). Streetscape improvements associated with these projects, as well as future projects, will help emphasize the downtown beyond Front Street.



The **east gateway** into Olde Town on E. Sunset Way, from Interstate 90 is very attractive with forested hillsides to the southeast and a heavily vegetated residential area to the north. The East Fork of Issaquah Creek passes nearby. The bend in the road adds to the anticipation of the town entrance upon entering the valley. At the 6th Avenue NW intersection, Sunset Way straightens and the motorist has a clear view into town.

Preserving these special entryway features are important in light of the potential plans for the Sunset Interchange. The Sunset Interchange proposes the location of storm drainage facilities at this Sunset Way location, potential trailhead. The new entrance could be part of the Sunset interchange new ramped roadway connection to E. Sunset Way. The I-90/Sunset interchange may hold opportunity to present an attractive gateway feature for Olde Town.

1. *Establish a gateway marker that is visible from I-90. Coordinate with Interchange designers to develop a gateway design.*
2. *Add informational signage.*
3. *Retain greenbelts along creek and Tiger Mt. Hillside.*
4. *Assure buildings do keep open views of Tiger Mountain.*
5. *Utilize interchange storm drainage area as a natural feature.*
6. *Retain Tiger Mountain trail connection.*
7. *Develop creek viewpoint near 6th Avenue NE.*

The **south gateway** entrance, via Front Street S., provides transition from rural and suburban area to the urban environment of Olde Town. South of town, Front Street parallels Issaquah Creek in a narrow valley. Approaching Olde Town, the valley slowly begins to open up. The Front Street/Newport Way intersection provides a clear entry point into the CBD. The south gateway, at the corner of S. Front Street and Newport Way, again lies near Issaquah creek as it make a long bend. The northwest corner of Front and Newport and the Julius Boehm Pool are primary landmarks to emphasize the southern Olde Town entrance. The Phase II Community Center expansion will greatly enhance this south gateway. Similarly, the home west of Front Street could be considered for future acquisition and long term transition as part of the gateway, and another access point to Issaquah Creek.

1. *Acquisition of northwest corner for linear park.*
2. *Extend Community Center Phase II improvements to include a gateway design.*
3. *Add informational signage*
4. *Retain and emphasize greenbelt along creek.*
5. *Develop creek viewpoint.*
6. *Install street, landscape and art improvements*

□ *Grid Streets*

The layout of Olde Town’s streets reflect its early town roots. The grid system of streets was formed with the original township, and expanded as the city grew. The railway lines, now used for trails, intersect that grid. The residential development near Issaquah Creek’s meandering path through the valley has resulted in curvilinear streets and cul-de-sacs (NE Crescent and NW Birch Street).

1. *Make a north-south connection from Second Ave. NE to NE Dogwood.*
2. *Extend 1st Avenue NW to Rainier Blvd. N.*
3. *Make intersection and alignment improvements at Front Street and Dogwood Street.*
4. *Add an Evans Street connection to the SE Issaquah Bypass.*
5. *Consider future evaluation of 3rd Avenue vehicle bridge.*

Urban Design Focus: Complete the CBD grid where feasible to facilitate pedestrian, bicycle and vehicle circulation.

Strategy: Front Street is the primary corridor in Olde Town, and forms the backbone of the community’s grid-system. Olde Town residents

and merchants are particularly concerned about the choking afternoon and rush-hour traffic flows on Front Street through downtown. Providing alternatives to Front Street prior to the Bypass completion will only transfer traffic to the adjacent residential areas. The proposed SE Issaquah Bypass may effectively address the majority of the congestion problem.

When a Bypass road is completed and traffic reduced on Front Street, connections to enlarge the circulation pattern are possible. Creating additional north-south and east-west connections will: 1) allow residents more opportunities to get to and from their homes without traversing the entire length of Front Street or Sunset and, 2) provide connections for business patrons to reach parking areas easily.

□ *Residential Character*

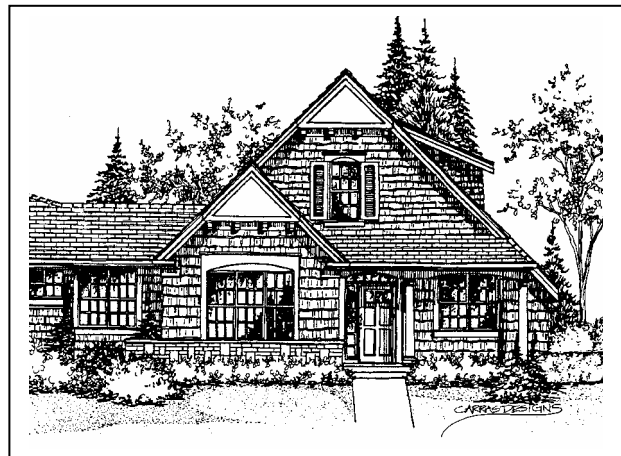
Traditional Residential Areas:

East of the CBD, the residential area includes a variety of single family homes, in addition to duplexes, triplexes, townhomes, apartments, and accessory units. Properties closest to the Gilman town site were developed in the early 1900's. A majority of the residences in Olde Town were either constructed in the post-war era of the 1950's or during the 1960's ("ramblers"). As the area was developed incrementally, the individual properties vary in lot size. Most of the streets, however, contain alleys in the rear; thus, there are very few garages in the front yard. A number of properties within these residential areas have been developed into townhomes or apartments in recent years. Although most of these structures have kept with the traditional, small town character of development, residents fear the intrusion of box-like apartment complexes and unwanted density.



Urban Design Focus: Retain the small town, traditional single family character of this area.

Strategy: **Traditional Residential:**
Retain existing Single Family - Duplex





(SF-D) zoning and develop design standards and guidelines for new development. The City is seeking support of a nationwide program established by the National Historical Preservation Trust that provides financial and technical support to preserve properties of local importance. Encourage respectful infill with a mix of single family, duplex and accessory units. Examples of traditional residential element for new residential are provided in **Appendix B**. Stabilize residential

areas most susceptible to wide-spread redevelopment by encouraging maintenance and improvement of homes to give additional value or rental income to the resident. This may include supporting programs that allow low income residents to maintain and improve their homes. The City will work with the neighborhood and new developments to upgrade the aged infrastructure, such as sewer, water and storm-water management, street and sidewalk improvements. The infrastructure needs to be expanded in order to prevent the existing units from degrading and to provide the support anticipated with residential infill. Retain and expand residential pedestrian connections by completing the missing segments of walkways within Olde Town.

Traditional Residential

1. Establish design guidelines for Traditional Residential areas to include accessory units, cottage units, carriage houses and townhomes, or home-based businesses.
2. Revise code to encourage accessory unit, cottage units or home-based businesses rather than redevelopment of residential.
3. Systematic upgrade of necessary water and sewer lines.
4. Plan storm drainage system for unserved residential area.
5. Complete missing links of sidewalk.

Creekside Residential

6. Establish design guidelines for multifamily infill.
7. Complete missing links of sidewalk.
8. Establish creekside trail access through new multifamily developments.
9. Complete flood hazard program improvements.

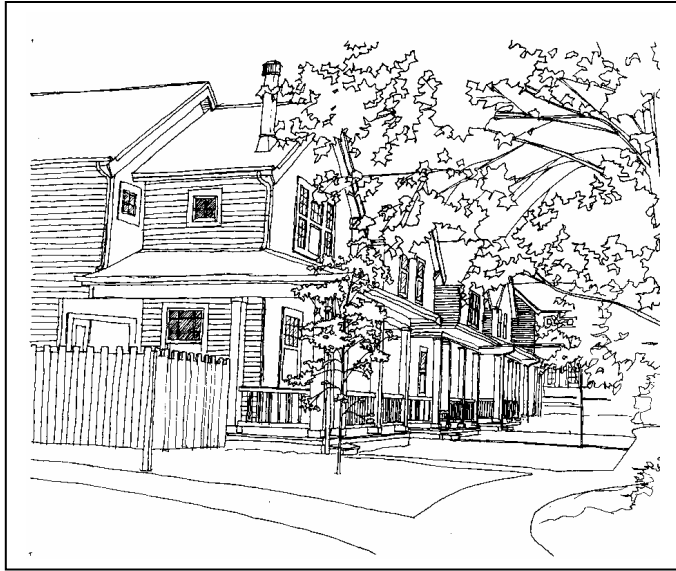
Creekside Residential Areas:

This area includes property between Issaquah Creek and 1st Avenue NW and Rainier Boulevard, south of the East Fork of Issaquah Creek and north of Sunset Way. This is a residential area in transition from single family residential uses to multifamily residential uses. The majority of structures are still single family residential. Some homes,

particularly those towards the creek lie within the 100-year floodplain. Current zoning is Multifamily – Medium (MF-M), with some Single Family Small Lot (SF-SL) on 2nd NW and Birch.

Urban Design Focus: Infill the area west of 1st Avenue NW with small scale, medium density residential development and continue to purchase flood prone properties and easements for permanent open space.

Strategy: Retain existing zoning and create multifamily residential development guidelines aimed at retaining Olde Town's traditional or small scale character, while providing for high density. The multifamily density would occur in smaller sized developments, with architectural techniques to minimize the perceived bulk and visual impact and to be compatible with surrounding buildings. The presence of flood hazards will be accounted for in siting new development. The new development near the creek would provide creekside open space in lieu of large front or side yard setbacks. This is an area where completing the Flood Hazard Program is essential, and creekside public viewpoints will be sought. Pedestrian walkway connections to the CBD and public facilities will be emphasized.



□ *Community Focal Place and Focal Points*

A “community focal place” is a public outdoor place, a shopping street, square or village green, which due to its central location and public nature becomes the symbolic heart of the community. The community focal place encourages its residents to walk and meet and leads to community interaction. The community focal place becomes a central activity area. Focal points bring the public’s attention to a desired action or viewpoint.

Historic Downtown /CBD Activity Area

The Historic Downtown includes Front Street from the East Fork of Issaquah Creek, southward to Bush Street. The area also includes property along 1st Place NW, Rainier Boulevard (south of the East Fork of Issaquah Creek) and Sunset Way (from Issaquah Creek to 2nd Street NE).

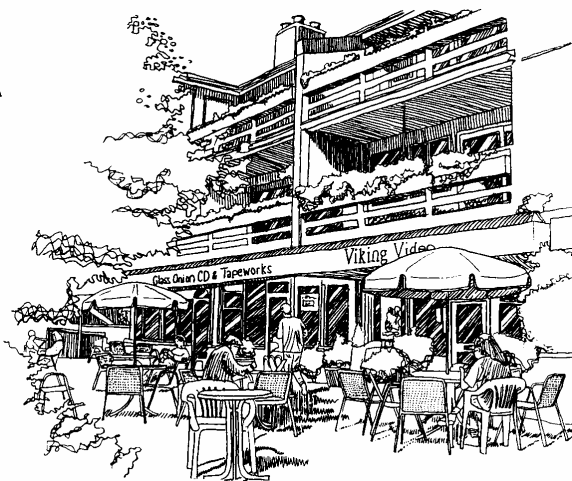
Urban Design Focus: The community focal place accommodates a mix of uses, from civic to commercial in nature. In Olde Town, enhance Front Street’s small town “Main

Street, USA” image to provide a focal place that functions as a vital business core, tourist destination, and unique entertainment and historical center.

Strategy: Maintain downtown as the focal space for Olde Town. Design guidelines will call for street oriented buildings with parking on the side or in the rear and building articulation to break down the mass of structures.

The City of Issaquah and Main Street™ Issaquah are coordinating the efforts of the many downtown businesses into a thoughtful cohesive revitalization plan for Historic Downtown Issaquah. One such effort is for the identification of streetscape improvements that would create an incentive for people to come to downtown and to walk its length. The incentive would be accomplished by the use of carefully placed interactive, educational and historic art/play configurations for children along Front Street and Sunset Way. The display points would be called PODs. Each POD would have an art feature and bench, trash receptacle, appropriate lighting, safe sidewalks, and attractive and prominent landscaping. Eleven potential PODs have been identified. (See **Appendix C.**) Main Street™ Issaquah has requested financial assistance or support from the City to develop the PODs. Placing new emphasis on Sunset Way will change downtown from a linear commercial area to a commercial crossroads. The commercial area will also expand to fill the CBD through the use of grid street pattern emphasis.

1. *Develop design standards for the Historic Downtown area.*
2. *Encourage office and residential on upper floors with retail uses at ground level.*
3. *Establish Front Street and Sunset Way as the commercial and cultural crossroads and prime focal point for Olde Town.*
4. *Implement streetscape improvements that include landscaping, informational signage and Pedestrian Oriented Design sites (POD) improvements.*
5. *Market businesses that cater to before and after Theatre activities.*
6. *Coordinate parking that exists and develop new on-street and off-street parking facilities, through a downtown parking authority.*
7. *Establish transit-friendly designs for new development.*
8. *Strategically locate a transit hub in the center of Olde Town.*
9. *Locate an Artist in Residence or artisan village, considering sites including the new northern park.*
10. *Utilize urban trail as the connection between the CBD and Gilman Village; and rail trolley between the Historic Depot and Lake Sammamish State Park and Regional Trail System.*



Land uses will provide opportunity for office and residential uses on upper floors and on secondary streets in the CBD. Land use activities will encourage before and after performance support for the Village Theatre. Coordination of and development of satellite parking will serve businesses in the daytime and the Theatre in the evening. Art galleries, bookstores, night clubs, and restaurants will be the kinds of uses targeted to extend CBD activities into the evening hours. The CBD will maintain and enhance its link with

Gilman Village. This will be done with the improvement to the Rainier Greenway (urban trail) connection, open space connections through the new northern park and with improved circulation and parking. New development will be transit friendly. The CBD will be the location for a transit hub connected by shuttle to a City transit center served by the Regional Transit Authority (RTA) and METRO, and supplemented by trolley service. (See Transit discussion in the Parking and Circulation Chapter). Transit accessibility will be integrated in to the planning and improvement of roads and walkways.

A large natural area will be created at the north end of the CBD where the proposed new north park that combines the Public Works Shop site, Cybil-Madeline park property, and the Anne Johnson property, and the Anderson property (as a potential future acquisition). This park will serve the entire Issaquah community as a central park by its location and will establish a premier location for public access along the 33-mile length of Issaquah Creek. As emphasized by public surveys and the City’s visioning process, the City and its residents define themselves by Issaquah Creek. The City sees this future park as its “jewel” of the park system, emphasizing the quality of life in Issaquah. Key to the development of this park is preservation of an area of natural open space land, which would speak to the historic significance of this area. The park may have a potential use for an “Artist in Residence” using the existing historic buildings or creating an artist’s village. An artist in residence program could be guided by a private non-profit organization/foundation created for just that purpose. The mission would be to provide educational opportunities that relate to art and culture.

The encouragement of Bed and Breakfast (B&B) operations is to be encouraged in proximity to the Village Theatre and Historic District. However, a separate District is not recommended, as the regulations within the CBD (and other residential districts) already encourage B&B’s and thus, no special “District” regulations are needed.

Sunset Way Activity Area:



East Sunset Way from the edge of the CBD to the Sunset Interchange will continue the transition towards multifamily units. The Olde Town Plan will direct, to the Sunset Way corridor, small-scale high density multifamily residential and neighborhood commercial as mixed use developments. New commercial within mixed use residential will expand both the availability of local services the neighborhood population who will

use the local services. The consolidation of small lots may be required to make redevelopment feasible.

Urban Design Focus: Use Sunset Way development to provide additional housing opportunities within Olde Town and support the CBD as a livable pedestrian-friendly and accessible activity area.

Strategy: Assure that new development is a sufficient size and density to economically support the desired local services, transit and pedestrian activity. New multifamily will utilize courtyard and other pedestrian-friendly designs. This area will include small scale offices and other neighborhood-oriented commercial uses to supplement the anticipated multifamily. Integrated into Sunset Way will be distinct landscaping to soften the environment to offset increasing traffic and land use intensity. Specific design guidelines for Sunset Way will be used to encourage courtyard housing and building articulation to break up building mass and reflect the surrounding small scale. New development along Sunset Way will enhance walkway links for residents to parks, open space, and trails. Sunset Way development will maintain its direct connection to Front Street and improve the streetscape to emphasize that connection. The Transit Center along Sunset Way will be supported by transit friendly development that eases use of transit services.

1. *Establish new multifamily as the economic support for keeping downtown businesses healthy.*
2. *Establish design guidelines that address changing land uses and traffic conditions, transit-oriented development and pedestrian friendly design.*
3. *Develop streetscape improvements that encourage connection to the CBD.*
4. *Establish clear connections to trails and open space.*

□ *Streetscape*

Successful streetscapes create streets within a community that encourage pedestrian activity. Active street edges are healthy places for people to inhabit and make for safer streets.

Urban Design Focus: Improve streetscape elements on Front Street and throughout the CBD. Complete the street grid to improve circulation opportunities.

Strategy: New development should accommodate human activity by providing windows, canopies, arcades, plazas and street side entry for encouraging interaction and enhancing the shopping experience. In residential areas, balconies, terraces, yards, and porches provide space for neighborly interaction. Entrances, balconies, decks and seating should be located to promote pedestrian use of the street edge and to provide weather protection, security and safety. Attractive streetscapes should also reduce the negative visual impacts of blank walls on the pedestrian environment. Ends of buildings should be designed and articulated with windows,

1. *Accommodate human activity in commercial areas with canopies, arcades, and outdoor seating and plazas that encourage interaction and provide weather protection.*
2. *Utilize balconies, porches and terraces as features for neighborly interaction.*
3. *Utilize murals or landscaping to address blank walls.*
4. *Install street trees as a linear connection, traffic buffer and cooling shade for pedestrians.*
5. *Establish standards for streetscape improvements.*

landscape elements or art. Upgrade dilapidated public streets throughout Olde Town. Change the streets from asphalt with gravel shoulders to new sidewalks, planting strip for street trees and vegetation and new curb and gutter.

□ *Pedestrian Oriented Community*

A walkable, pedestrian oriented community encourages residents to set aside their cars and use healthier and less energy intensive modes of transportation.

Urban Design Focus: Choosing to be a pedestrian oriented community provides the option of traditional mixed-use neighborhoods pattern through:

1. Focusing on an area of limited size, with clear edges and a focused center,
2. Providing shops, workplaces and residences of different types and for all income groups should be provided and in close proximity to each other so that residents will have the option to walk from one place to another,
3. Establish streets sized and their edges designed to serve equitable both automobile, the bicyclist and the pedestrian, organized to provide many alternative modes of travel, and to relieve congestion,
4. Providing squares and parks distributed throughout the neighborhood designed as special places for social interaction and recreation. Reinforcing the existing wooded areas and water courses and preserving open space.

Strategy: Olde Town as a pedestrian community already has the basic elements. The diagram shows three Olde Town pedestrian oriented neighborhoods linked to form a community with commercial and public services clustered at a community focal point. Transit and road systems located to provide convenient access without disrupting residential neighborhoods. Parks and open space are linked with trails and greenways through neighborhoods.

In a pedestrian oriented neighborhoods should be 800 feet to 1200 feet (less than ¼ mile) is considered a convenient pedestrian travel distance under pleasant walking conditions. To reduce vehicular trips, these neighborhoods should have services within walking distance of its residents. Within ½ mile walking distance of all neighborhood residents should be:

1. Convenient access to transit,
2. Work places and shops,
3. Civil services like post, fire, police stations,
4. Religious and other meeting places,
5. Parks and recreation,
6. Interconnecting road network,
7. Schools.

Figure V-D shows the areas for the ¼ mile for neighborhoods and ½ mile area around the commercial services.

The outer boundaries of the pedestrian oriented neighborhood can include existing elements of the urban landscape, like arterial streets, water amenities like creeks or wetlands, heavier commercial development and resource lands or greenbelts. Olde Town includes for its boundaries, Issaquah Creek, and the Tiger Mountain hillside, Gilman Boulevard.

A pedestrian oriented neighborhood should not be bisected by a major vehicle thoroughfare. Olde Town is currently bisected by a thoroughfare, but the future anticipates substantial reduction of through-traffic with the construction of a Bypass. Traffic in the neighborhood should be no more than 35 mph and should be designed mostly to serve the residents. The speed limits in Olde Town are no greater than 35 mph and most roads are 25 mph. Once the Bypass diverts through-traffic from Front Street, additional traffic calming devices (stop signs, angled parking and islands) will be used on Front Street to slow traffic in the CBD. Pedestrian friendly devices (pedestrian islands, more and wider sidewalks, and transit platforms) will also be available to encourage walking or transit use.

The average density of the area should be a minimum of 7 dwelling units per acre to support bus transit and a density of 20 dwelling units per acre to support high capacity transit. Olde Town is currently developed at a density of 8.25 dwelling units per acre surrounding the CBD. Future development in Olde Town will raise the density to about 12 dwelling units per acre.

In pedestrian oriented neighborhoods, the boundaries should be clear and provide transitions for inter-neighborhood social interaction. These interaction areas include parks, conservation areas, schools and shopping districts. Main pedestrian and vehicular paths into a neighborhood should be treated as gateways, with identifiable markers, residential squares and other neighborhood elements. Olde Town will have four gateways to mark the entry. From those gateways, pedestrian-friendly development will be emphasized, and multiple forms of transit will be available. The transit center for the RTA will locate in downtown, to support transit riders from within and beyond the Olde Town neighborhood.

D. Historic Downtown Design Standards

The City, in cooperation with Main Street™ Issaquah, is developing a set of display and appearance standards. The standards once adopted for the Historic Downtown Issaquah business area will further implement the Olde Town Plan.

Figure V-D
Olde Town Walkability:
Quarter and Half Mile Radius

E. Goals, Objectives and Policies

This section identifies the Objectives and Policies that will guide the future of Olde Town.

OLDE TOWN URBAN DESIGN GOAL: Use urban design as a tool to revitalize Olde Town and reflect the desired character of this part of town.

OBJECTIVE OT 5.0 Integrate urban design into improvements for Olde Town through continuous and consistent efforts.

Policy OT 5.1 **Walking Town.** Ensure that local essential services are located within a comfortable walk of the center of Olde Town and public parking.

Policy OT 5.2 **Building Standards.** Adopt CBD Design Standards to replace existing CBD Design Guidelines to improve:

1. Predictability of design review process
2. Flexibility for creative solutions that meet design intent of the standard
3. Clarity of intent through examples; and
4. The Home Town Center identity of Olde Town by defining and emphasizing the district's unique design tradition.

Policy OT 5.3 **Building Scale.** Preserve the small scale traditional design features and historic character in Olde Town, which includes the compact commercial and residential core of one and two story buildings. Larger, taller infill development should also respect building scale.

Policy OT 5.4 **Streetscape.** Improve streetscape with upgrades throughout Olde Town to create a pleasant pedestrian environment. Continue a street tree planting pattern along streets to visually link these areas and create a pleasant pedestrian environment. Upgrade area streets and new connections with new curb, gutter, sidewalk and planting strips (between sidewalk and street), street trees, canopies, lighting and storm drainage.

Policy OT 5.5 **Respectful Residential Infill.** Encourage single family or duplex residential infill siting and design that is similar to the traditional elements, design features, building scale, and historic character found in the older homes in the historic residential area. In these areas setbacks, porches, and generously landscaped front yards add to community enjoyment by all. Restrict location of driveways and garages to minimize their visual impact on the street. Use

traditional residential elements (**Appendix B**) to provide compatibility between new infill and existing residential.

- Policy OT 5.6 **Residential Landscaping.** Encourage the use of native or specimen trees and generous landscaping, where appropriate, to shade homes and street and link various neighborhoods.

Special Emphasis Areas

- Policy OT 5.7 **Infill Commercial Development.** Implement design standards for new commercial, office and multifamily development along Front Street, Sunset Way, and the 1st Avenue NW and 1st Place NW corridor of the CBD. Planned development will be similar in scale and configuration with the Front Street area. Two to three story structures are encouraged. Taller structures (4 and 5 story buildings) are possible if upper stories are setback from the street, as done at the Village Theatre. Continuing the pattern of commercial buildings to the front property line, or courtyard multifamily, and with limiting parking to the rear of sites will allow a continuity of building façade and therefore pedestrian interest.
- Policy OT 5.8 **North Gateway:** The Front Street gateway entrance will emphasize the arched bridge, creek corridor and a marked transition to the historic and pedestrian-oriented downtown.
- Policy OT 5.9 **West Gateway:** The west gateway to the CBD will emphasize the arched bridge, creek corridor and Fish Hatchery.
- Policy OT 5.10 **East Gateway:** The east gateway to Olde Town on Sunset Way will emphasize the visual access from I-90, green hillside appearance, and protecting views of Tiger Mountain.
- Policy OT 5.11 **South Gateway.** The south gateway, at the intersection of Newport Way and S. Front Street will emphasize the creek corridor, the recreation amenities and civic gathering place.