

Attachment A: Staff Evaluation of Amendment Topics Using Planning Commission Criteria

	10 Design Standard Principles (City Council & Makers)	Integration with the Historic Core Character	Impact Economic Conditions & Balance Community, Business, and Property Owner Interests	Encourage Mobility in Historic Core and Downtown	Implications on Parking Opportunities	Integration with the Downtown
Policies: Community Character & Historic Preservation and Urban Centers – Downtown Section	↑	↑	↑	↑	↔	↑
	General policy support for principles 1, 2, 3, 4, 5, 6, 7, 8, 9	Policies increase emphasis on compatible, complementary design, and pedestrian experience including additional nonmotorized connections	Policies specifically promote economic vitality, engagement with businesses, and enhancements to infrastructure for the Historic Core	Policies call for additional nonmotorized connections and enhancements to a variety of aspects regarding the pedestrian experience	No effect on parking	Policies emphasize compatible, complementary design and promote the pedestrian experience including additional nonmotorized connections that connect the Historic Core to Downtown Park and to the adjacent Anderson Park zone
Exhibit B - Zoning Code: Tripartite Architecture and Design, pages 19 to 32	↑	↑	↔	↑	↔	↔
	Supports principles 1, 2, 3, 4, 5, 8, 9, 10	Emphasizes and clarifies tripartite building design, Citywide design standards	Maintains allowed uses and does not affect floor area ratio. May have positive impact on economic conditions of businesses in the area by supporting an attractive and engaging pedestrian environment. Higher standards for materials may also result in increased costs for developers.	Emphasizes human-scale and pedestrian experience at building base	No effect on parking	Tripartite architecture and design has been applied on buildings in other locations within the Downtown. This form of architecture/design will help support the unique character of the Historic Core and the relationship of this area with the rest of Downtown.

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Exhibit B – Zoning Code: Materials, pages 6 to 10	↑	↑	↔	↔	↔	↔
	Supports principles 1, 2, 5, 7, 8, 9, 10	Increased emphasis on material and complementary character, particularly regarding historic and landmarked masonry structures such as the Bill Brown building and the Stone House	May have positive impact on economic conditions of businesses in the area by supporting an attractive and engaging pedestrian environment. Higher standards for materials may result in increased costs for developers. Overall, maintains balance between community’s interests and property or developer interests.	No effect on mobility	No effect on parking	Maintains current code intent that speaks to Old Town and the area specific to the Historic Core being distinctive, with visual interest, and having an engaging pedestrian experience; Increased emphasis on material and complementary character.
Exhibit B – Attachment 3: Pedestrian System Map Amendment – Historic Core Pedestrian Connection	↑	↑	↔	↑	↔	↑
	The design standard principles are oriented toward building features, though the proposed additional pedestrian connection on the Pedestrian System Map supports principles 3 & 6	New nonmotorized connection may encourage property owners, developers, and business owners to activate the portion of their property or business that fronts this public space or corridor. This interior connection may also increase visibility of the Historic Core from destinations such as Downtown Park.	Developers may also choose to incorporate the connection into the interior of their development thus creating a public space similar to gallerias. Depending on architects or designers implementation of the new connection, the property owner may experience a reduction in portion of commercial floor area.	Would likely enhance pedestrian-friendliness through the internal portion of the Historic Core, in connection with Downtown Park’s pathway network, while retaining vehicular access.	No change; existing on-street parking is retained. Though this connection would require nonmotorized connections through the middle of blocks, it would not include mid-block crossings because of smaller, shorter block length.	Would create additional visibility of businesses and activities in the core of Downtown.

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Exhibit B – Attachment 3: Pedestrian System Map Amendment – Leary Way Width	↑	↔	↑	↑	↔	↔
	The design standard principles are oriented toward building features, though the proposed Pedestrian System Map amendment for Gilman Street supports principle 3	Maintains the current sidewalk width, which would also maintain consistency with building’s locating at the back of sidewalk similar to location of existing structures, some of which are historic or landmark.	Allows buildings to develop to the current back of sidewalk which creates an addition of four linear feet that could be added to floor area across the building façade and over a height of three stories. Café seating, when desired by businesses, could be located within the respective building, such as through an alcove that opens to the sidewalk.	No effect on mobility compared to current conditions.	No change; existing on-street parking is retained.	Limited to Leary Way
Exhibit B – Attachment 3: Pedestrian System Map Amendment - Gilman Street	↑	↔	↑	↑	↔	↔
	The design standard principles are oriented toward building features, though the proposed Pedestrian System Map amendment for Gilman Street supports principle 3 & 6	Consistent and integrated with roadway treatments in Historic Core including Cleveland Streetscape and Couplet Conversion.	Proposed map amendment allows for wider sidewalk, which will create new opportunities for sidewalk activation, as well as curbside design that retains parking and supports use of the street for events.	Enhances pedestrian-friendliness along Gilman while retaining vehicular access.	No change; existing on-street parking is retained.	Limited to Gilman Street and is consistent with Downtown East-West Corridor Study.