

Memorandum

To: Planning Commission

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Date: July22, 2015

Subject: **Comprehensive Plan and Zoning Code Amendments for the Old Town Historic Core Overlay and for Gilman Street**

MEETING PURPOSE

On July22, 2015 the Planning Commission will continue discussion on the Technical Committee's recommended package of Comprehensive Plan and Zoning Code amendments for the Old Town Historic Core Overlay and Gilman Street. The complete package of proposed amendments was sent to the Planning Commission on June 26, 2015.

The Planning Commission's review of the package of proposed amendments is scheduled to extend through August 19, 2015. This meeting packet provides staff's analysis of the Commission's third set of discussion topics, using the Commission's preferred evaluation criteria.

PREPARATION FOR THE JULY 22 STUDY SESSION AND CONTINUED PUBLIC HEARING

Please continue reviewing the June 26, 2015 Technical Committee Report and exhibits focusing on the amendment topics identified below. Please also identify questions and discussion topics by Sunday, July 19 and email them to Kim Dietz at kdietz@redmond.gov.

New topics for discussion at the July22, 2015 study session and the associated portion of the Technical Committee recommendations are listed below:

- Windows (Exhibit B – New Section – Old Town Historic Core Overlay, pp.10-13)
- Corners (Exhibit B – New Section – Old Town Historic Core Overlay, pp.13-18)
- Entry (Exhibit B – New Section – Old Town Historic Core Overlay, p. 21)
- Signs (Exhibit B, Attachment 6)

Attachment A to this meeting packet includes staff's analysis of these topics using the Commission's evaluation criteria. Also, *Attachment B* to this meeting packet describes differences between the current Zoning Code and the proposed standards and highlights from staff's consultation with the Design Review Board for each of the amendment topics.

Please also review Attachment C: Planning Commission Issues Table which includes the discussion topics identified at your July 8 and July 15 study sessions. Please let staff know if any topics are missing or inaccurately summarized. Among the topics for continued discussion on July 22 is issue E regarding the cross-section for Leary Way.

REVIEW SCHEDULE

Staff requests that the Commission keep the public hearing open for oral and written testimony until August 5, 2015. Staff also proposes that the Commission accept written testimony on the proposed amendments until August 12, 2015.

Topics for scheduled for subsequent Planning Commission review and discussion are as follows:

- **August 5, 12 and 19** – building mass, height and setbacks, Historic Core Overlay Map and associated section on architectural and design character, structured parking and on August 19, complete recommendation
- **August 26** – Planning Commission report approval

City Council review and action would follow during the fourth quarter of 2015.

Please contact Kim Dietz or Sarah Stiteler regarding proposed amendments to design standards, or Patrick McGrath regarding Gilman Street prior to the meeting if there are questions or concerns.

ENCLOSURES

Attachment A: Evaluation of Amendment Topics Using Criteria

Attachment B: Comparison to Current Code & Design Review Board Consultation and Perspectives

Attachment C: Planning Commission Issues Table

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.

	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
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.

	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
Exhibit B – Zoning Code: Sequential Pedestrian Experience, p. 21 and 22	↑	↑	↔	↔	↔	↑
	Supports Principles 3 and 6: 3-“Activate the urban environment by encouraging pedestrian friendly streetscapes and block fronts and by incorporating landscaping.” 6-“Encourage more public spaces (plazas or green spaces) in conjunction with new development.”	Increase in variety of architectural detail within base of building will support traditional, smaller scale character of Historic Core. Also serves to enhance the pedestrian experience which is consistent with the vision of both Old Town and proposed Historic Core.	Provides more specific requirements for implementation of elements to support the pedestrian experience. Proposed requirements are consistent with existing standards, but more explicit. May have positive impact by supporting an attractive and engaging pedestrian environment.	No change.	No change; however may assist in providing more interesting, compelling pedestrian experience such that persons are willing to park and walk farther to destinations.	Serves to enhance the pedestrian experience which is consistent with the vision for Downtown.
Exhibit B - Zoning Code: Streetscape Elements (part of Sequential Pedestrian Experience, p. 22, items iii-vi).	↑	↔, ↑	↔	↔, ↑	↔	↔
	Supports Principles 3 and 6: 3-“Activate the urban environment by encouraging pedestrian friendly streetscapes and block fronts and by incorporating landscaping.” 6-“Encourage more public spaces (plazas or green spaces) in conjunction with new development.”	Little change from existing code which encourages amenities such as potted plants, benches, and historic lighting to support the Historic Core as the first business district in Redmond. However, new standards would require awnings for year-round weather protection and would require consistency of design approach among streetscape elements such as for seating and wayfinding signage.	Overall, little change from existing code. Consistent with existing standards which support attractive and engaging pedestrian environment which may benefit business. New standards require awnings which may add costs.	Overall, little change from existing code though new standards would require that awnings be provided to support year-round weather protection to enhance pedestrian comfort.	No change; existing on-street parking is retained	Little change; serves to enhance the pedestrian experience which is consistent with the vision for Downtown.

	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
NEW 7/22/15:	↑	↔,↑	↔,↑	↔	↔	↔
Exhibit B - Zoning Code: G. Windows, pp. 10-13.	Supports Design Standard Principles 2, 3,5,7,9 and 10	Proposed changes generally provide more specificity for window requirements to further enhance the historic character and pedestrian engagement, e.g., standards pertain to windows on buildings of all materials, not just brick or stone structures in some instances. Includes new requirements for window materials, use of transom windows, use of primarily glass doors and sidelights. Building Base requirements (p.21) for windows to extend across a minimum of 75% of the horizontal length of the building's exterior wall.	Consistent with existing standards which require historic window treatments. However, proposed new standards may result in additional costs as they require materials that are consistent with historic window construction - to provide depth and texture similar in appearance to historic wood windows; use of transom windows and requirement for 75% transparency.	No change, however, required transparency into building base, e.g., storefronts or other similar use may encourage more pedestrian activity.	No change.	Little change; consistent with the vision for the Downtown

	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
NEW 7/22/15:	↑	↔,↑	↔,↑	↔	↔	↔,↑
Exhibit B - Zoning Code: H. Corners, pp. 13-19.	Supports Design Standard Principles 2, 3,5,7,9 and 10	Intent to ensure that buildings on corner lots within the Historic Core reinforce and celebrate the street corner to enhance the pedestrian experience and to soften building mass. Existing Map 62.2 identifies corner lots where standards would apply*. Standards include a menu of ways for implementation of corner treatments with use of architectural details or amenities such as artwork, plazas, canopies and benches, for example. *NOTE: Corner treatments required within Historic Core only.	Proposed standards would require use of corner treatments for buildings on identified intersections within the proposed Historic Core only. Could result in additional cost for corner treatment if otherwise was not planned to be a part of development.	Proposed standards provide a variety of entry/corner treatments to orient buildings toward the street corner and support pedestrian activity on the two street frontages.	No change.	Proposed standards are consistent with intent of existing standards for corner treatments to integrate with Old Town and other Downtown zones.
NEW 7/22/15:	↑	↑	↔,↑	↔	↔	↔,↑
Exhibit B - Zoning Code: Entry (see under Building Base, p. 21, also p. 11 – item f and p. 13 – item 2.b)	Supports Design Standard Principles 2, 3,5,7,9 and 10	Entry treatments would be required to be incorporated into the Building Base to strengthen the building’s architectural distinction, context and pedestrian experience. Requirements include entries to be recessed and with primarily glass doors and sidelights which are consistent with the historic structures in the proposed Historic Core Overlay.	Could result in additional cost for entry treatment if otherwise was not planned to be a part of development.	Proposed standards intended to reinforce entry of buildings to enhance sequential pedestrian experience.	No change.	Intent of proposed standards to be consistent with enhancing pedestrian experience to integrate with Old Town and other Downtown zones.

	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
NEW 7/22/15:	↑	↑	↔	↔	↔	↔
Exhibit B - Zoning Code: Exhibit B, Attachment 6 - Signs	<p>Supports Design Standards Principles 2 and 10:</p> <p>2 - “Encourage building variety while providing for designs that reflect the context of the site and that include some unifying elements of consistency within specific districts. (E.g.: Use of brick near historic core to create a more unified district.)”</p> <p>10 – “Ensure that individual building elements and details are visually consistent with a building’s overall architectural style.”</p>	<p>Proposed new language to existing sign regulations - for Historic Core Overlay “shall be consistent with the historic character of the overlay.”</p> <p>Use of backlit plastic wall signs, extruded aluminum, changing message or other newer technology signs and neon signs would be prohibited.</p>	<p>Signage costs could be less; however business owners especially retail may prefer lighted signs.</p>	<p>No change.</p>	<p>No change.</p>	<p>Little change; specific prohibition of certain materials and lighting treatments such as backlit wall mounted signs, and neon to be more consistent with historic character in Overlay area.</p>

Attachment B: SUMMARY COMPARISON TO CURRENT CODE & DESIGN REVIEW BOARD CONSULTATION AND PERSPECTIVES

- (7/8/15) Topic: Tripartite Architecture & Design, Exhibit B – pages 19 to 32

Appropriate:



Summary of Staff Proposed Code:

Intent:

- Promote architecture and design that strengthens the unique character and sense of distinction in the Historic Core Overlay.
- Foster visual interest and opportunities for pedestrian engagement.
- Visibly anchor and complete buildings.

Specificity: Defines and includes proposed standards for the three portions of the structure:

- Base – focus, distinction, variety
- Middle – rhythm, character
- Cap – distinction and complete building

Other Aspects: Incorporates some additional and maintains other flexibility for architects, designers, and builders to implement the code such as through use of a variety of design treatments.

Summary for Comparison to Current Code:

- Citywide design criteria requires Building Scale Articulation to reduce the apparent scale of buildings. Tripartite articulation, described below, is listed as one of seven techniques for achieving this requirement. Examples of other techniques include window treatments, materials, upper story setbacks and landscaping
 - Provide tripartite building articulation (building top, middle, and base) to provide pedestrian scale and architectural interest.

Inappropriate:



Design Review Board:

- Felt that the proposal would ensure suitable architecture and design in the Historic Core.

- (7/8/15) Topic: Building Material – Exhibit B, pages 6 to 10

Attachment B: **SUMMARY COMPARISON TO CURRENT CODE & DESIGN REVIEW BOARD CONSULTATION AND PERSPECTIVES**

<p>Appropriate:</p> 	<p>Summary of Staff Proposed Code:</p> <p>Intent: To ensure that materials used on the exterior of new construction:</p> <ul style="list-style-type: none"> • Reflect the time period when the individual structure was built and create a sense of timelessness through the use of high quality material; • Complement materials used on historic and landmark structures; • Achieve visual interest and distinctive architecture and design, and emphasize tripartite form; and • Support a comfortable, consistent and engaging pedestrian experience along the street front. <p>Specificity: Would require use of distinctive masonry over at least 60 percent of building exterior.</p> <p>Would not allow use of exposed/unfinished concrete, corrugated metal, mirrored glass, or vinyl siding.</p> <p>Other Aspects: Allows for:</p> <ul style="list-style-type: none"> • Material variation, including allowing for new material and innovative design treatments. • Deviations from standards for material would need to be approved by the Design Review Board. 	<p>Summary for Comparison to Current Code:</p> <ul style="list-style-type: none"> • Requires residential facades in Downtown to be clad with superior exterior cladding materials on 100 percent of the facades. • Encourages vernacular architecture and materials similar to existing historic structures: brick, stucco, wood, and stone. • Requires architectural detailing reflected in Old Town with design details consisting of contrasting material or color. • Requires details around windows in brick and stone structures. • Preferred colors reflect the historic pattern of Old Town with allowances for other complementary colors.
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<p>Inappropriate:</p> 	<ul style="list-style-type: none">• Maintaining similar color preferences though introducing some opportunity for variability and use of contrasting colors for accent.	<p>Design Review Board:</p> <ul style="list-style-type: none">• Believed proposed code should require use of distinctive masonry though with no specific minimum amount.• Also believed certain materials should not be allowed such as vinyl and mirrored glass.• Suggested maintaining opportunities for variation and flexibility in design treatments; the Board could work with the applicant to finalize the preferred building materials and design.• Felt that proposal should accommodate future use of new high-quality materials and innovative design treatments.
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Attachment B: **SUMMARY COMPARISON TO CURRENT CODE & DESIGN REVIEW BOARD CONSULTATION AND PERSPECTIVES**

7/8/15 Topic: Pedestrian System Map, Exhibit B – Attachment 3		
 	<p>Summary of Staff Proposed Map Amendments:</p> <ul style="list-style-type: none"> • Add pedestrian connection through Historic Core, between Cleveland Street and Redmond Way, to/from Downtown Park and to/from 164th Avenue NE. Not to include mid-block crossings. • Change sidewalk standard for Leary Way to reflect sidewalk width of 12 feet, as currently built. • Change Gilman Street classification to reflect ROW width, combined ped/vehicle street, and wider sidewalk. 	<p>Summary for Comparison to Current Code:</p> <ul style="list-style-type: none"> • Leary Way (Type D): A 14 foot urban walkway with 4-feet for tree grates and pedestrian amenities, an 8-foot sidewalk, and a 2 foot setback area for planters and building modulation. • Gilman Street (Type VII): A 30-foot wide shared pedestrian and vehicular lane.
		<p>Design Review Board:</p> <ul style="list-style-type: none"> • Staff did not consult with the Board on this proposed amendment though did consult with staff from transportation planning, parks, economic development, fire, utilities, development review and traffic operations and following evaluation, consensus was to recommend this change

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(7/15/15) - Topic: Sequential Pedestrian Experience – pp. 21-22 of Exhibit B – New Section – Old Town Historic Core Design Standards

<p>Appropriate:</p>  	<p>Summary of Staff Proposed Code:</p> <p>Sequential Pedestrian Experience: 6.C.2.d.</p> <p>Building Base: 6.C.</p> <p>Intent: To foster visual interest and a variety of opportunities for pedestrian engagement.</p> <p>Specificity: Defines and includes proposed standards for the base portion of the structure along with other elements.</p> <p>Other Aspects: Proposed amendment: the Building Base shall be differentiated along the building’s horizontal exterior length by variation in material, modulation, wall penetrations such as windows and doors, architectural treatments and artistic elements.</p> <p>For the Sequential Pedestrian Experience, proposed standards identify intervals of horizontal building plane that must be broken up or differentiated by some form of change depending upon linear feet of building – such as door or window treatment, variation in building material, modulation or change in storefront.</p>	<p>Summary for Comparison to Current Code:</p> <p>Redmond’s current code does not address this concept directly, however, there are other code elements that can affect the sequential pedestrian experience:</p> <ul style="list-style-type: none"> • Examples of other techniques: Old Town existing standards suggest window treatments, entry or corner treatments, materials and use of colors to provide variety at the pedestrian level. • Also, Citywide design criteria requires Building Scale Articulation to reduce the apparent scale of buildings which is experienced at the pedestrian level.
<p>Inappropriate:</p>		<p>Design Review Board:</p> <ul style="list-style-type: none"> • The DRB supported the concept of wider intervals for enhancements to the sequential pedestrian experience; • Emphasized allowing

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		<p>designers to have flexibility in meeting the design intent.</p> <ul style="list-style-type: none">• Staff revised the recommended intervals to be wider as a result of discussion and included a menu of suggested options to meet the requirement.
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Attachment B: SUMMARY COMPARISON TO CURRENT CODE & DESIGN REVIEW BOARD CONSULTATION AND PERSPECTIVES

(7/15/15) - Topic: Streetscape Elements – Exhibit B, page 22, items iii-vi
 (Part of Sequential Pedestrian Experience, pp. 21-22)

Appropriate:



Summary of Staff Proposed Code:

Intent: To foster visual interest and a variety of opportunities for pedestrian engagement.

- Informal gathering places should be created and shall be consistent and integrated with the streetscape through design and amenities such as by using complementary surface material, seating, pedestrian-scale lighting and wayfinding signage.
- Permanent public seating, when provided, shall be located within the parcel. Temporary or movable public seating may extend into the first two feet of the sidewalk, measured from the parcel boundary.
- The use of potted

Summary for Comparison to Current Code:

- Old Town Zone design standards, Pedestrian/Customer Elements:

The Old Town zone characterizes a pedestrian shopping and gathering environment, with comfortable and attractive sidewalks, plazas, informal seating areas and pedestrian amenities that are consistent with the historic character of the zone.

The current standards:

- Encourage creation of informal gathering places integrated with the streetscape
- Street furniture should be of uniform design
- Encourage use of street trees, potted plants and flowers
- Street lighting

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	<p>plants and flowers as well as street trees is encouraged, provided pedestrian access is maintained.</p> <ul style="list-style-type: none"> • Street lighting should relate in scale and design to the historic character of the area • Awnings shall be provided to support year-round weather protection and allow for removal as requested by the City for sidewalk and utility maintenance. 	<p>should relate in height and scale to the character of the area, and should enhance a historic theme.</p>
<p>Inappropriate:</p> 		<p>• Design Review Board</p> <p>Additional items would be consistent with the goal of enhancing Old Town as a pedestrian friendly area. Would like a broad list of suggestions for designers to choose from to encourage variety.</p>

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NEW (7/22/15) - Topic: Windows – Exhibit B, pp 10-13

<p>Appropriate:</p> 	<p>Summary of Staff Proposed Code:</p> <p>Intent:</p> <ul style="list-style-type: none"> -Demonstrate distinctive, high quality and timeless architecture and design, -Be complementary in character to historic and landmark structures within the Historic Core Overlay. -Support an engaging pedestrian experience along the street front by fostering a connection between pedestrians and the interior of the ground floor <p>Specificity: Proposed changes generally more specific for window requirements, e.g., more standards pertain to windows on buildings of all materials, not just brick or stone structures in some instances. Includes new requirements for window</p>	<p>Summary for Comparison to Current Code:</p> <p>Existing code requirements include maintaining historic window proportions and location of windows on buildings, use of color for trim detail, other architectural detail for window trim on brick or stone structures, recessed windows on upper stories for brick, stone and art deco style stucco buildings. Transom windows <i>encouraged</i> as well as use of windows to avoid large areas of solid surfaces.</p>
<p>Inappropriate:</p>		<p>Design Review Board:</p> <p>Favors use of historic proportions, smaller panes and trim. Agreed that mirrored glass was not appropriate in Historic</p>

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	<p>materials, use of transom windows, use of primarily glass doors and sidelights.</p> <p>Building Base requirements (p.21) for windows to extend across a minimum of 75% of the horizontal length of the building's exterior wall.</p>	<p>Core.</p>
		

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NEW (7/22/15) - Topic: Corners – Exhibit B, pp 13-18

Appropriate:



Summary of Staff Proposed Code:

Intent: To ensure that buildings on corner lots reinforce and celebrate the street corner; strengthen articulation and modulation across the structure, enhancing the pedestrian experience and facilitating a softening of the building's mass.

Specificity: Standards would require corner treatments though include a menu of corner treatments with use of architectural details or amenities such as artwork, plazas, canopies and benches, for example.

Existing Map 62.2 (p.15) identifies intersections for corner treatments

Summary for Comparison to Current Code:

Existing standards incorporate a map of identified corners; however existing standards do not *require* corner treatments:

“Buildings on corner lots *should* reinforce and celebrate the street corner by providing pedestrian entrances that orient toward the corner and by incorporating architectural detailing, cornice work, or frieze design that orient toward and highlight the corner.”

Also, current standards do not provide suggested methods for implementation.

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<p>Inappropriate:</p> 	<p>within Old Town and slightly beyond.</p> <p>NOTE: standards for required corner treatments would apply within proposed <i>Historic Core</i> area only.</p>	<p>Design Review Board:</p> <p>Supported the concept of well-designed entries and corners, especially as it supports and enhances the pedestrian experience.</p> <p>However, would like to maintain design flexibility and concerned about any recommendations that would put specific dimensions in code which can result in sameness. Staff recommended code does not include specific dimensions.</p>
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NEW (7/22/15) - Topic: Entry – Exhibit B, p. 21

Appropriate:



Summary of Staff Proposed Code:

Intent: To anchor the building to the ground and engage pedestrians through the building's architecture and design elements

Specificity: Entry treatments would be required to be incorporated into the Building Base.

Requirements would include entries to be recessed from the back of sidewalk and not project into or over the back of sidewalk.

Would require that entries have primarily glass doors and sidelights which are consistent with the historic structures in the proposed Historic Core Overlay.

Standards for, and examples of entries are provided in pp. 23-26 of Exhibit B.

Summary for Comparison to Current Code:

Existing standards do not require specific entry treatment; however encourage orientation on front of building, recessed entry for storefronts, as well as for weather protection. Porches, courtyard entrances, or stoops are encouraged for ground floor residential units where allowed. Encourage proper lighting of entries for safety. Recommend architectural detailing to support historic core: transom or pediment above door, use of decorative glass, columns or pilasters on sides.

Inappropriate:



Design Review Board:

Supported the concept of well-designed entries and corners, especially as it supports and enhances the pedestrian experience.

However, would like

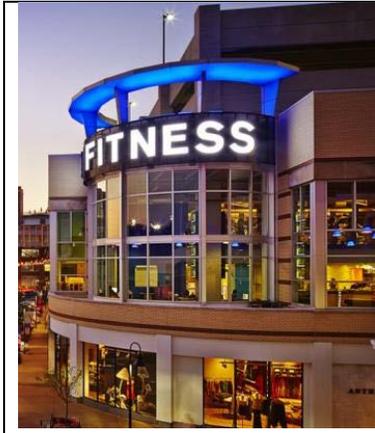
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		<p>to maintain design flexibility and concerned about any recommendations that would put specific dimensions in code which can result in sameness. Staff recommended code does not include specific dimensions.</p>
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NEW (7/22/15) - Topic: Signs – Exhibit B, Attachment 6

<p>Appropriate:</p> 	<p>Summary of Staff Proposed Code:</p> <p>Intent:</p> <p>Proposed new language to existing sign regulations - for Historic Core Overlay “shall be consistent with the historic character of the overlay.” Use of backlit plastic wall signs, extruded aluminum, changing message or other newer technology signs and neon signs are prohibited.</p>	<p>Summary for Comparison to Current Code:</p> <p>Existing sign regulations includes these standards as “shoulds”</p>
<p>Inappropriate:</p>		<p>Design Review Board:</p> <p>The DRB was supportive of the recommended amendments to the</p>

Attachment B: SUMMARY COMPARISON TO CURRENT CODE & DESIGN REVIEW BOARD CONSULTATION AND PERSPECTIVES



sign code.

Discussion Issues

Issue	Discussion Notes	Status
<p>A. Community Character & Historic Preservation and Urban Centers – Downtown Section (Policies, Exhibit A)</p>		
<p>What is the relationship of the proposed policy amendments to the Transportation Master Plan (TMP): Are they consistent with and/or guided by the TMP? -(Miller)</p>	<p><u>Planning Commission Evaluation Criteria:</u></p> <p><u>Planning Commission Discussion:</u> Commissioners were satisfied with the staff response.</p> <p><u>Staff Response/Recommendation:</u> The community’s vision guides the development of the City’s priorities and the Comprehensive Plan. From these, the City developed its guiding principles and the overarching transportation vision. Using this citywide transportation vision, five transportation strategies were developed as part of the 2013 TMP update. Each of the five strategies describes core activities needed to achieve desired outcomes. The five strategies provide the basis for identifying projects and programs to be completed by 2030. Implementation activities needed to achieve each strategy will also be guided by the sustainability principles of safety, maintenance, environmental stewardship and economic vitality.</p> <p>The five transportation strategies are found in TMP Chapter 1, on page 3 and include:</p> <ul style="list-style-type: none"> • Prepare for Light Rail • Ensure Strong Support for Urban Centers • Improve Travel Choices and Mobility • Increase Neighborhood Connections • Enhance Freight Mobility <p>Below is an analysis of how the proposed policy amendments and proposed new policies would facilitate the TMP strategies:</p> <ul style="list-style-type: none"> • Proposed new policy CC-32(b) speaks to a plan that would continue to provide strategies and support for the Downtown’s urban center. • Proposed new policy DT-25(b) is consistent with the TMP urban center strategy by calling for design standards that address high quality and complementary designs as 	<p>Opened 7/8</p> <p>Closed 7/15/15</p>

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	<p>well as ensuring the creation of an engaging pedestrian experience in the Historic Core.</p> <ul style="list-style-type: none"> • Proposed amendments to existing policy DT-28 and DT-29 and proposed new policy DT-30(b) and DT-30(d) support the TMP urban center and light rail strategies particularly by calling for seating and landscaping as components of the streetscape, by calling for landscaping between on-site parking and the pedestrian realm, and by encouraging other outdoor seating, dining, landscaping, and coordinated waste disposal in the context of pedestrian activity and the future Downtown light rail station. • Proposed new policy DT-30(c) supports the TMP urban center strategy by calling for visibility for and connection to the commercially-based Historic Core, particularly from Downtown Park. • Proposed new policy DT-25(b), amendment to policy DT-28 and DT-29, and new policies DT-30(b), (c) and (d) support travel choices and mobility associated with the Historic Core and may provide some support for connections. <p><u>Public Comment</u></p>	
B. Tripartite Architecture and Design (Zoning Code, Exhibit B, pages 19 to 32)		
<p>At what threshold would the new standards apply when renovating a structure?</p> <p>- (Murray, Biethan)</p>	<p><u>Planning Commission Evaluation Criteria:</u></p> <p><u>Planning Commission Discussion:</u> Commissioners asked if implementation of the proposed new standards would be required in the case of a tenant improvement to a building or a minor exterior renovation. They asked staff to provide more information of what threshold of renovation would require the application of the proposed new standards.</p> <p><u>Staff Response/Recommendation:</u> Staff’s response is summarized below.</p> <p><u>7/15/15:</u> The Planning Commission was satisfied with the staff response. The following levels of impact or thresholds would apply based on the amount of</p>	<p>Opened 7/8</p> <p>Closed 7/15/15</p>

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	<p>modification proposed as a tenant improvement:</p> <ol style="list-style-type: none"> 1. Tenant Improvement (to interior only) <ul style="list-style-type: none"> ▪ No modification to exterior would be required 2. Change of Use (modification to interior only) <ul style="list-style-type: none"> ▪ Possible requirement at entry such as for meeting accessibility and building code standards ▪ If an entry change required, would also trigger design standards though specific to the portion of the building being modified such as the entry and its framing 3. Tenant Improvement (with minor exterior modifications) <ul style="list-style-type: none"> ▪ Would trigger requirements of design standards and would look for consistency with standards based on the portion of the building or element(s) being modified such as entry, windows, trim, etc. 4. Tenant Improvement (with major exterior modifications) <ul style="list-style-type: none"> ▪ Would trigger requirements of design standards and would be consistent in scope/scale with the portion of the building being modified. For example, a change of an exterior wall would warrant use of the design standards in addressing the wall’s architecture and design. ▪ However, based on the amount of modification, this still may not trigger requirements over the entire building. 5. Extension to the building <ul style="list-style-type: none"> ▪ An addition or extension to the building such as by adding a story or new portion to an existing building would require use of the design standards. However, the existing structure and its design would be taken into consideration. The goal would be to not move the structure further away from the overall character of the Historic Core as well as from the building itself. 6. Reconstruction of a building or new construction <ul style="list-style-type: none"> ▪ This type of change would require implementation of the design standards. 7. Modifications to a Historic Landmark <ul style="list-style-type: none"> ▪ These structures are addressed through the <i>Secretary of the Interior’s Standards for the Treatment of Historic Properties</i> (http://www.nps.gov/tps/standards.htm). Building code comes into play 	

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	<p>such as for life safety including seismic retrofitting and fire suppression.</p> <p><u>Public Comment:</u> How will amendments affect existing buildings? At what point such as during tenant improvements will the new design standards become requirement? (Johnson)</p>	
<p>C. Materials (Zoning Code, Exhibit B, pages 6 to 10)</p>		
<p>1. At what threshold would the new standards apply when renovating a structure?</p> <p>-(Murray, Biethan)</p>	<p><u>Planning Commission Evaluation Criteria:</u></p> <p><u>Planning Commission Discussion:</u> (See also, item B. above) Commissioners asked if implementation of the proposed new standards would be required in the case of a tenant improvement to a building or a minor exterior renovation. They asked staff to provide more information of what threshold of renovation would require the application of the proposed new standards.</p> <p><u>7/15/15:</u> The Planning Commission was satisfied with the staff response. (See Item B. above)</p> <p><u>Staff Response/Recommendation</u> See Item B above.</p> <p><u>Public Comment:</u> See Item B. above.</p>	<p>Opened 7/8</p> <p>Closed 7/15/15</p>
<p>2. Do the new standards allow that the era of a building can be maintained when renovated? (Example of art deco style building not having to comply with standards for tripartite architecture)</p> <p>- (Murray, Miller, Captain)</p>	<p><u>Planning Commission Evaluation Criteria:</u></p> <p><u>Planning Commission Discussion</u></p> <p><u>Staff Response/Recommendation:</u> The existing structure and its architecture, design, and time period come into account when working with an applicant regarding proposed tenant improvements. Provided that improvements meet building code such as regarding life safety, improvements would be assessed in the context of the existing structure until such a time that the majority of the structure were proposed for alteration, a major addition, or reconstruction following demolition. Therefore, in the case of the art deco structure, the amount of proposed improvement would lead to the amount of consistency with the</p>	<p>Opened 7/15/15</p>

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	<p>structure itself and with the proposed design standards that would be implemented. Additional information is included in Item B above.</p> <p>The proposed amendments also speak to timeless architecture and design. For example, the proposed portion of code that addresses material includes “Reflect the time period when the individual structure was built and create a sense of timelessness through the use of high quality material” {page 7 of new code section M in Technical Committee exhibits, F.1.a.}.</p> <p>Staff referred to several architectural resources for defining timeless architecture and design - an aspect of buildings that can be challenging to pinpoint as a single element or design treatment. The design elements depicted in the proposed amendment also illustrate various architectural and design treatments that would be respectful of historic structures, particularly those found in the Historic Core. To be respectful through architecture and design would mean to demonstrate sensitivity to existing historic treatments while incorporating and innovating with modern forms and material.</p> <p>Timeless architecture and design demonstrates the following:</p> <ol style="list-style-type: none"> 1. Strong likelihood of relevancy over many generations. 2. Utilitarian by responding to the intended function of the building such as commercial, office, or residential uses. 3. Strong relationship to natural elements such as solar, precipitation, and temperature. 4. Responsive to and incorporates the weathering process. 5. Demonstrates human-scale proportions in which the setting or environment (building, entry, ceiling height) relates closely and predominantly to human dimensions. To provide an example of contrast, Notre Dame’s exterior would not demonstrate human-scale though portions of its interior possess design and forms that are in keeping with human dimensions. 6. Graceful siting in location. For example, the western portion of Allez (NE 85th Street and 158th Avenue NE) steps down to the Sammamish River Trail and includes vegetated elements adjacent to the King County demonstration garden. <p><u>Public Comment</u></p>	

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Issue	Discussion Notes	Status
D. Pedestrian System Map Amendment – Historic Core Pedestrian Connection (Exhibit B, Attachment 3)		
<p>What is the purpose of the proposed Pedestrian Connection and how will it function? -(Miller)</p>	<p><u>Planning Commission Evaluation Criteria:</u> 4-Mobility</p> <p><u>Planning Commission Discussion:</u> Commissioner Miller asked if the proposed new east/west pedestrian connection will support pedestrian mobility and requested more information on how the connection is proposed to function, especially without proposed mid-block crossings on Leary Way and Gilman Street.</p> <p><u>Staff Response/Recommendation:</u> The following describes the goals and other aspects of the three proposed nonmotorized pathways:</p> <p>Section 1 (Downtown Park to Leary Way)</p> <ul style="list-style-type: none"> • A nonmotorized pathway providing an alternate route to businesses along Leary Way • Economic vitality is one of the primary goals whereby businesses could activate their “back of house” and outdoor area for café seating • The opportunity would be available for existing businesses • And, the connection and outdoor opportunities would be incorporated in new development • The opportunity for Section 1 has been coordinated with Downtown Park design • Would include existing and potential business, such as for outdoor café seating: Homegrown, Molly Moon’s, El Toreador, Palmers • The following image shows the location of potential and existing outdoor café areas in addition to Downtown Park and O’Leary Park, both as opportunities for dining outside: 	<p>Opened 7/8/15</p>

Issue	Discussion Notes	Status
	 <p>Section 2 (Leary to Gilman)</p> <ul style="list-style-type: none"> • Would be created as an interior pathway • This section would also help support economic vitality for new commercial spaces • Section 2 could also be create to provide access between commercial businesses and interior parking <p>Section 3 (Gilman to 164)</p> <ul style="list-style-type: none"> • Would be created as an interior or exterior, nonmotorized pathway • The route could be located to ensure preserving historic landmark visibility • Alternately, it could be incorporated like Section 2, connecting commercial and interior parking • This section could also be coordinated to align or connect with future outdoor café seating along Gilman Street 	

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Issue	Discussion Notes	Status
	<p><u>Public Comment</u></p>	
<p>E. Pedestrian System Map Amendment – Leary Way Width (Exhibit B, Attachment 3)</p>		
<p>What is the appropriate cross-section for Leary Way and how should we accommodate parking and pedestrian mobility?</p> <p>What is the relationship to mobility needs in the context of future light rail? What is the relationship to parking?</p> <p>- (Miller)</p>	<p><u>Planning Commission Evaluation Criteria: 4-Mobility, 5-Parking</u></p> <p><u>Planning Commission Discussion</u></p> <p><u>Staff Response/Recommendation:</u></p> <p>A recent study with assistance from Nelson Nygaard consultants considered parking in several areas of the City, including Downtown. The final report for this Parking Strategies Project was completed on Oct. 27, 2014. Overall, the results show that there is not a parking supply problem in the Downtown. On Jan. 27, 2015, the Council held a study session to review and discuss the report’s recommendations, which included alternative approaches and associated strategies. The Council asked staff to come back in the fall of 2015 with responses to the issues raised at the study session. The date to do this has not yet been scheduled.</p> <p>Some of the issues raised by Council:</p> <ul style="list-style-type: none"> • Clarify-what are market based parking solutions. • How are market forces taking advantage of our regulations? • How are public parking facilities financed? <p>More specifically for Leary Way, there are 19 on-street parking spaces along the portion of the street that does not have turn lanes. This parking serves the function of both supporting access to businesses in the area as well as providing a separation between people on the sidewalk and vehicles in the street.</p> <p>Even if on-street parking were removed, this would not provide additional space along the</p>	<p>Opened 7/8/15</p>

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	<p>entire length of Leary Way since on-street parking is only a portion of the street.</p> <p>Regarding mobility needs in the context of future light rail, staff reviewed Sound Transit’s (ST) projections for ridership and pedestrian flow from the East Link Final Environmental Impact Statement. Based on review of ST’s analysis, the specifics of which are below, the Downtown light rail station is unlikely to create sidewalk capacity problems on Leary Way if the proposed 12 foot sidewalk standard is implemented, even at double Sound Transit’s projected ridership.</p> <p>ST’s analysis indicates that during the peak hour of the day in the peak direction (boarding/toward the station), there will be approximately two pedestrians entering the station per minute, from both the Leary and 161st entries $[190 * 0.6 / 60]$. Pedestrians walking to high frequency transit routes tend to trickle in and catch the next available train, so in this direction a per-minute average is appropriate.</p> <p>In the non-peak direction (alightings), pedestrians will exit the station in pulses numbering about 13. Assuming 50% of passengers exit at Leary, and that 75% of those would travel north on Leary without turning or crossing the street, then a Leary sidewalk in the Historic Core might experience up to 5 people at a time walking north in the peak hour due to the presence of the light rail station. This group of pedestrians might elongate in its travel pattern, across multiple blocks as people moved through the corridor, due to individual differences in walking speed.</p> <p>Staff plans to provide additional information that the Commission requested, such as existing and proposed cross sections, at the July 22nd study session.</p> <p><u>Public Comment</u></p>	
<p>F. Pedestrian System Map Amendment – Gilman Street (Exhibit B, Attachment 3)</p>		
	<p><u>Planning Commission Evaluation Criteria:</u></p>	<p>7/15/15</p>

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Issue	Discussion Notes	Status
	<p><u>Planning Commission Discussion</u></p> <p><u>Staff Response/Recommendation</u></p> <p><u>Public Comment:</u></p> <p>Should Gilman be closed to auto traffic? Seems that current use is more in line with parking versus for through trips. Should the street create a place for people? (Buhlman)</p> <p>Can Gilman be signed to mitigate cut-through traffic or can its speed be reduced? Concern about speed and frequency of cut-through trips with the streets function in supporting parking for adjacent businesses. (Bieri)</p>	
<p>G. Pedestrian Experience and Streetscape Elements (Zoning Code, Exhibit B, pages 21 to 27)</p>		
<p>1. How can the sidewalk be improved? - Public comment</p>	<p><u>Planning Commission Evaluation Criteria:</u></p> <p><u>Planning Commission Discussion</u></p> <p><u>Staff Response/Recommendation</u></p> <p><u>Public Comment:</u> Can and how can the sidewalk along Leary Way be improved? Pavers have been damaged and tree grates seem to need maintenance and/or updating. (Sherpa)</p>	
<p>2. Are waste receptacles needed along Leary Way? - Murray</p>	<p><u>Planning Commission Evaluation Criteria:</u></p> <p><u>Planning Commission Discussion</u></p> <p><u>Staff Response/Recommendation:</u> Staff will provide information regarding this question.</p> <p><u>Public Comment:</u></p>	<p>7/15/15</p>

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<p>3. To what extent should transparency requirements apply to the interior of buildings (just inside the windows)? - Miller</p>	<p><u>Planning Commission Evaluation Criteria:</u></p> <p><u>Planning Commission Discussion</u></p> <p><u>Staff Response/Recommendation:</u> Staff will provide information regarding this question.</p> <p><u>Public Comment:</u></p>	7/15/15
<p>4. What is the appropriate depth for awnings? - Murray</p>	<p><u>Planning Commission Evaluation Criteria:</u></p> <p><u>Planning Commission Discussion</u></p> <p><u>Staff Response/Recommendation:</u> Staff will provide information regarding this question.</p> <p><u>Public Comment:</u></p>	7/15/15
<p>5. To what extent do the proposed design standards related to streetscape support ADA requirements? Should there be visual markers? - Miller, Murray</p>	<p><u>Planning Commission Evaluation Criteria:</u></p> <p><u>Planning Commission Discussion</u></p> <p><u>Staff Response/Recommendation:</u> Staff will provide information regarding this question.</p> <p><u>Public Comment:</u></p>	7/15/15
<p>H. Building Corners and Entries (Zoning Code, Exhibit B, pages 13 to 18)</p>		
	<p><u>Planning Commission Evaluation Criteria:</u></p> <p><u>Planning Commission Discussion</u></p> <p><u>Staff Response/Recommendation</u></p> <p><u>Public Comment</u></p>	
<p>I. Building Windows</p>		

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(Zoning Code, Exhibit B, pages 10 to 13)		
	<p><u>Planning Commission Evaluation Criteria:</u></p> <p><u>Planning Commission Discussion</u></p> <p><u>Staff Response/Recommendation</u></p> <p><u>Public Comment</u></p>	
J. Signs (Zoning Code, Exhibit B, Attachment 6)		
	<p><u>Planning Commission Evaluation Criteria:</u></p> <p><u>Planning Commission Discussion</u></p> <p><u>Staff Response/Recommendation</u></p> <p><u>Public Comment</u></p>	
K. Building Height (tbd)		
	<p><u>Planning Commission Evaluation Criteria:</u></p> <p><u>Planning Commission Discussion</u></p> <p><u>Staff Response/Recommendation</u></p> <p><u>Public Comment</u> Can building heights be modified? Concern that allowed height creates an incentive for redevelopment. Tenants can be phased out as redevelopment occurs. (Bieri)</p>	7/15/15
L. Building Mass		

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(tbd)		
	<u>Planning Commission Evaluation Criteria:</u> <u>Planning Commission Discussion</u> <u>Staff Response/Recommendation</u> <u>Public Comment</u>	
M. Building Stepbacks (tbd)		
	<u>Planning Commission Evaluation Criteria:</u> <u>Planning Commission Discussion</u> <u>Staff Response/Recommendation</u> <u>Public Comment</u>	
Additional Topics		

Questions

1. Question? (Commissioner{s})

Answer/reply/information