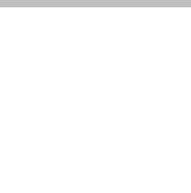
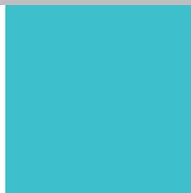




# Downtown Livability

## **FOCUS GROUP GUIDE: LAND USE CODE AUDITS**

JULY 2013







# Downtown Livability

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# Downtown Livability

## PURPOSE OF THE LAND USE CODE AUDITS

As part of the Downtown Livability Initiative, a series of Draft Land Use Code “Audits” were developed in spring 2013 and published on June 19, 2013. An audit is a review and evaluation, of the Downtown Land Use Code in this case. The purpose of these audits is to:

- Summarize existing code provisions and policies;
- Describe implementation results on the ground; and
- Observe what’s working well, where there is room for improvement, and new opportunities.

Thus, these Code Audits set the foundation for considering potential Downtown Land Use Code changes. They will help ensure that as we move forward, we retain the features that are working well, and focus changes on items needing improvement and new opportunities. The full Audit report can be found on the project web site at: [www.bellevuewa.gov/downtown-livability.htm](http://www.bellevuewa.gov/downtown-livability.htm). The topics, or modules, relate to the Downtown Livability scope of work as defined by Council, including:

### Design Modules

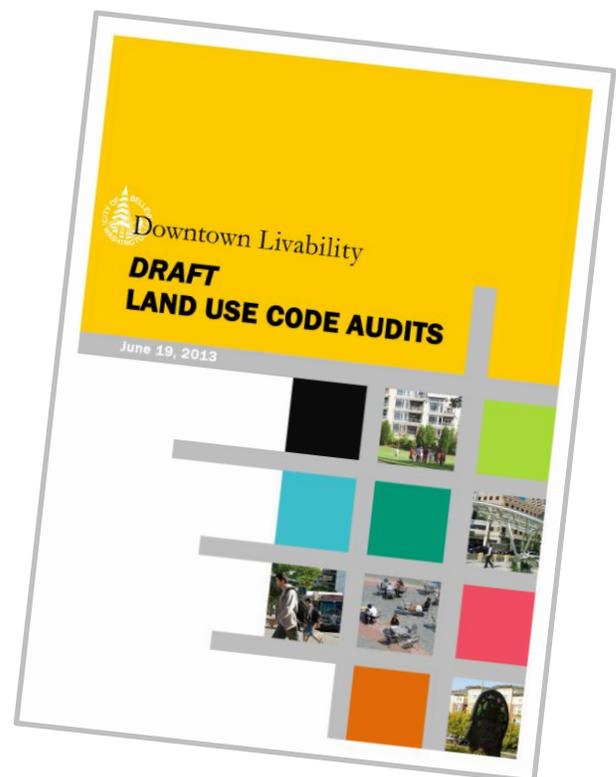
- Building Height and Form
- Amenity Incentive System
- Design Guidelines
- Pedestrian Corridor and Public Open Spaces
- Vision for DT-OLB District

### Connectivity Modules

- Light Rail Interface/Station Area Planning
- Downtown Parking

### Other Modules

- Mechanical Equipment Screening
- Vacant Sites and Buildings
- Recycling and Solid Waste
- Vendor Carts/Mobile Food Trucks
- Permitted Uses





# Downtown Livability

## OVERALL PROCESS

The Downtown Livability Initiative is being guided by a 15-person Advisory Committee appointed by the Bellevue City Council on March 18. It is comprised of members from several boards and commissions and other community representatives (full membership is shown below). The following is the overall process for the project, with public engagement occurring at each step.

- **Public Scoping (*November 2012 scoping meeting and open house*)**
- **Land Use Code Audits (*completed June 2013, included March 2013 Focus Groups, comment forms and walking tours*)**

### **WE ARE HERE – July 2013**

- **Identification of Range of Alternatives (*by Advisory Committee*)**
- **Analysis of Alternatives**
- **Identification of Preferred Alternatives (*by Advisory Committee*)**
- **Alternatives Refinement and Development of Final Recommendations (*by Advisory Committee*)**
- **Transmittal of Recommendation from Advisory Committee to Council**
- **Review by Planning Commission**
- **City Council Consideration/Adoption Process**

### **Downtown Livability Advisory Committee**

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Aaron Laing (co-chair): Planning Commission  
Ernie Simas (co-chair): Transportation Comm.  
Hal Ferris: Planning Commission  
Erin Powell: Parks & Community Services Board  
Jan Stout: Human Services Commission  
Brad Helland: Environmental Services Comm.  
Trudi Jackson: Arts Commission  
Patrick Bannon: Bellevue Downtown Association

Gary Guenther: Bellevue Chamber of Commerce  
Ming Zhang: Business representative  
Michael Chaplin: Architect  
Mark D'Amato: Downtown resident  
Lee Maxwell: Resident nearby neighborhood  
Loretta Lopez: City-wide representative  
David Sutherland: Downtown employer

# Building Height and Form

The following is summary information. Please see Draft Land Use Code Audits for full write-up.

## Existing Code:

- “Wedding cake” form: 40 feet/55 feet in “A” Perimeter District to 450 feet in Downtown Core
- Heights above “basic” earned through Amenity Incentive System
- Allowed heights are typically greater for residential vs. commercial buildings
- Heights and floor plate related
  - Residential floor plates above 80 feet = 12,000 square feet max.
  - Office floor plates above 80 feet = 24,000 square feet max.

|  | What’s working well?  | Room for improvement?  |
|--|---|--|
| <b><i>Skyline Form and Memorability</i></b>                      | <ul style="list-style-type: none"> <li>• Skyline reinforces dynamic Downtown identity</li> </ul>  | <ul style="list-style-type: none"> <li>• From certain angles appears mesa-like rather than “wedding cake”</li> <li>• Additional height might reinforce desired form and generate additional amenities</li> </ul>       |
| <b><i>Public Views &amp; Light and Air between Towers</i></b>    | <ul style="list-style-type: none"> <li>• Current code has resulted in appropriate spacing and open space</li> </ul>   | <ul style="list-style-type: none"> <li>• Building spacing and orientation will be issues in DT-OLB District and other areas around Downtown’s perimeter</li> </ul>   |
| <b><i>Flexibility to Respond to Market</i></b>                   | <ul style="list-style-type: none"> <li>• Numerous new developments in pipeline—suggests that current standards not out-of-sync with market</li> </ul>   | <ul style="list-style-type: none"> <li>• Some market factors favor additional height</li> <li>• Fresh look needed at differential between residential vs. nonresidential buildings</li> </ul>                          |
| <b><i>Transition to Adjacent Single Family Neighborhoods</i></b> | <ul style="list-style-type: none"> <li>• Downtown has a distinctive edge, and code restrictions have kept the perimeter’s scale sympathetic to neighborhoods</li> </ul>   | <ul style="list-style-type: none"> <li>• In some cases, edges show a “back side” to adjacent neighborhoods</li> <li>• New development could make the perimeter more accessible and attractive for neighbors</li> </ul> |
| <b><i>New Opportunities</i></b>                                  | <ul style="list-style-type: none"> <li>• Consider additional opportunities to transfer density (FAR) between Downtown districts, particularly if it results in extraordinary public benefit?</li> <li>• Expand floor plate allowance, esp. at lower heights in DT-OLB?</li> </ul> |  |

## Questions:

- 1) Should building heights and their urban form be modified to better achieve the Downtown vision?
- 2) If so, what areas should be analyzed (Core, Mixed-Use District, DT-OLB District, Ashwood, Old Bellevue, Perimeter Areas, others)? And why?
- 3) Should iconic roof features be allowed to exceed building height limits? If so, where should this be analyzed?
- 4) Should differences between residential and non-residential buildings be addressed?
- 5) Should provisions for increased floor plates above certain thresholds be studied? What areas should be analyzed?

# Amenity Incentive System

The following is summary information. Please see Draft Land Use Code Audits for full write-up.

## Existing Code:

- Density (FAR) and height above the “basic” is earned through Amenity Incentive (bonus) System
- All development must provide a minimum level of amenities from short list of 12 items
- To earn “bonus” FAR and height, developer chooses from complete list of 23 amenities
- Bonus density/height is a ratio that captures the additional development value vs. the cost of providing the amenity (Example: developer earns 100 square feet of floor area for 1 lineal foot of storefront)

|   | What’s working well?  | Room for improvement?   |
|---|---|---|
| <b>Contributions to Downtown Livability</b> | <ul style="list-style-type: none"> <li>• Residential development—Downtown fastest growing neighborhood in Bellevue</li> <li>• Underground parking—in vast majority of new developments</li> <li>• Pedestrian-oriented frontages—in nearly every recent project</li> <li>• Plazas—widely provided mostly outdoor, some enclosed (lobbies)</li> <li>• Pedestrian Corridor—coming along with adjacent new development</li> </ul> | <ul style="list-style-type: none"> <li>• Potential added emphasis on active spaces—for ages 8 to 80</li> <li>• Potential to incentivize major identity/memorability features for Downtown</li> <li>• Some livability features (weather protection) developed in sporadic manner</li> <li>• Potential to incorporate newer thinking into the amenity system (e.g. Great Streets)</li> <li>• Potential to incorporate green building/sustainability features</li> </ul> |
| <b>Economics</b>                            | <ul style="list-style-type: none"> <li>• Every Downtown development has been contributing a level of urban amenities</li> <li>• Any changes need to carefully consider how this may affect development economics, and the balance between public benefit and economic return</li> </ul>   | <ul style="list-style-type: none"> <li>• System not “calibrated” in 30 years</li> <li>• Most popular amenities are underground parking, residential use</li> <li>• Other amenities rarely or never used, and a large number of excess FAR points generated</li> <li>• No built-in provisions to ensure system maintains a balance over time</li> </ul>  |

## Questions:

- 1) How should the Amenity Incentive System be updated to meet evolving market conditions and integrate newer thinking about desired Downtown amenities?
- 2) What existing amenities do you think provide a high level of public benefit?
- 3) Are there new items missing that should be analyzed for potential inclusion?
- 4) Should a fee-in-lieu system be considered?

# Design Guidelines

The following is summary information. Please see Draft Land Use Code Audits for full write-up.

## Existing Code:

- Purpose of design guidelines is to guide development to get high quality, context-sensitive design with vibrant pedestrian environment
- Applied through administrative design review process
- Downtown-wide and district-specific design guidelines
- Implemented through administrative design review process (professional staff as opposed to citizen committee)

|  | What's working well?  | Room for improvement?  |
|--|---|--|
| <b><i>Building/Sidewalk Relationship</i></b>               | <ul style="list-style-type: none"> <li>• Downtown's streetscape improving with nearly every new project</li> </ul>  | <ul style="list-style-type: none"> <li>• Right-of-way designation map outdated given changing contexts</li> <li>• Inadequate weather protection</li> <li>• Too many large blank walls</li> <li>• Some frontages lacking in detailing, quality of materials, permeability, utility integration</li> </ul> |
| <b><i>Building Materials</i></b>                           | <ul style="list-style-type: none"> <li>• Many buildings employ attractive &amp; durable materials</li> </ul>  | <ul style="list-style-type: none"> <li>• Almost no guidance on issue in current code/guidelines</li> <li>• Extensive use of EIFS (type of stucco)</li> <li>• Use of concrete block and metal siding</li> </ul>   |
| <b><i>Rooftop Design</i></b>                               | <ul style="list-style-type: none"> <li>• Some interesting roof forms</li> <li>• Some new buildings with integrated "green" elements</li> </ul>                                | <ul style="list-style-type: none"> <li>• Most rooftops are utilitarian, lacking strong visual interest</li> <li>• Design and quality of rooftops viewed from above</li> <li>• Sustainable features/elements</li> <li>• Usable rooftop space</li> </ul>   |
| <b><i>Façade Treatment</i></b>                             | <ul style="list-style-type: none"> <li>• Many new buildings have effectively integrated façade details &amp; articulation to add interest</li> </ul>                          | <ul style="list-style-type: none"> <li>• Some buildings lack human scale details</li> <li>• Many buildings lack articulation</li> <li>• Little or no code guidance on issues</li> </ul>  |
| <b><i>Pedestrian Circulation/Mid-Block Connections</i></b> | <ul style="list-style-type: none"> <li>• Ever-expanding network of attractive internal connections</li> <li>• Many good examples to draw from (Civica, Key Center)</li> </ul> | <ul style="list-style-type: none"> <li>• Successful mingling of autos and pedestrians</li> <li>• Code/guideline direction on good/bad design, phasing</li> <li>• Integrating them into a larger, functional system</li> </ul>  |

|   | What's working well?   | Room for improvement?  |
|---|--|--|
| <b>Public Views</b>                         | <ul style="list-style-type: none"> <li>• Mountain views from many major east-west streets</li> <li>• Evolving skylines views from parks and public spaces</li> <li>• Design guidelines reinforce protection of public views</li> <li>• Skyline views from surrounding neighborhoods</li> </ul> | <ul style="list-style-type: none"> <li>• More guidance on the specificity and retention of public views from public spaces</li> </ul>  |
| <b>Reinforcing Neighborhood Character</b>   | <ul style="list-style-type: none"> <li>• Old Bellevue</li> <li>• Bellevue Way (shopping street)</li> <li>• Ashwood Park neighborhood</li> </ul>  | <ul style="list-style-type: none"> <li>• Many areas lack strong identifiable character</li> <li>• Lack of design guidance to reinforce neighborhood identity</li> </ul>  |
| <b>Transition to Adjacent Neighborhoods</b> | <ul style="list-style-type: none"> <li>• Height setbacks, setbacks, and limits along perimeter have created clear transition</li> <li>• New neighborhood-serving uses and amenities</li> </ul>   | <ul style="list-style-type: none"> <li>• Some areas have been bypassed by development</li> <li>• Opportunities to enhance pedestrian connections and permeability</li> <li>• No direction on edge condition along I-405</li> </ul> |

### Questions:

- 1) How should design guidelines be refined to improve the livability and character of Downtown?
- 2) As the design guidelines are reviewed, what elements should receive the most attention?
- 3) How can the guidelines ensure quality design, while providing a balance between predictability and flexibility?

# Pedestrian Corridor and Open Spaces

The following is summary information. Please see Draft Land Use Code Audits for full write-up.

## Existing Code:

- Pedestrian Corridor is a key defining element for Downtown
- Design Guidelines specify the features of the NE 6th Pedestrian Corridor (NE 6th from Bellevue Way to 110th Ave NE)
- Developing properties on the Corridor required to build their share, with substantial bonuses provided
- Specific locations for “Major Public Open Spaces” along the Pedestrian Corridor
- Other public open spaces Downtown are part of bonus system and provided throughout Downtown by choice of developer

|  | What’s working well?   | Room for improvement?  |
|--|--|--|
| <b>PEDESTRIAN CORRIDOR</b>                     |  |  |
| <b>Human Scale Sequential Experience</b>       | <ul style="list-style-type: none"> <li>• Existing change in character provides some variety to hold pedestrian interest</li> <li>• Several focal points highlight Corridor character (Bellevue Square entry/plaza, Compass Plaza)</li> </ul> | <ul style="list-style-type: none"> <li>• Focal point at Corridor’s eastern end could be improved</li> </ul>  |
| <b>Spatial Enclosure</b>                       | <ul style="list-style-type: none"> <li>• New buildings are providing spatial enclosure</li> </ul>  | <ul style="list-style-type: none"> <li>• The areas that lack desirable spatial enclosure are where development has not occurred</li> </ul>   |
| <b>Building Transparency &amp; Human Scale</b> | <ul style="list-style-type: none"> <li>• Somewhat transparent facades with ground floor windows in newer development</li> </ul>  | <ul style="list-style-type: none"> <li>• Some of these transparent facades do not provide the visual interest to attract pedestrians</li> <li>• Some new buildings feature massively scaled elements even at the ground floor; could be more human-scaled at this level</li> </ul>   |
| <b>Character &amp; Wayfinding</b>              | <ul style="list-style-type: none"> <li>• Landscaping and street trees provide a garden-like character</li> <li>• Route along Corridor generally legible to casual visitor</li> </ul>   | <ul style="list-style-type: none"> <li>• Human scale sometimes lacking in new buildings</li> <li>• Some points where view to next section is not clear</li> </ul>  |
| <b>Spaces for Walking and Linger</b>           | <ul style="list-style-type: none"> <li>• Finished portions of Corridor accommodate pedestrians comfortably</li> <li>• Some large and small spaces for informal activities</li> </ul>   | <ul style="list-style-type: none"> <li>• Space truly available to the public is limited</li> <li>• Thought needed on potential mixing pedestrians and bikes in limited space</li> </ul>  |
| <b>Comfort, Safety, Amenities</b>              | <ul style="list-style-type: none"> <li>• Seating exists in public lingering spaces</li> <li>• Solar access good at key points</li> <li>• Use of “crime prevention through environmental design”</li> </ul>                                   | <ul style="list-style-type: none"> <li>• Weather protection is intermittent</li> <li>• The “garden hill climb” west of 108th is visually obscured in places</li> </ul>   |
| <b>Access and Adjacent Uses</b>                | <ul style="list-style-type: none"> <li>• Corridor is centrally located</li> </ul>  | <ul style="list-style-type: none"> <li>• Mid-block connections are a major opportunity to improve connectivity</li> <li>• More attractions needed to keep people on and near Corridor past daylight hours</li> <li>• Significant opportunities to enliven the Corridor through programmed activities and events</li> </ul> |

|                                      | What's working well?   | Room for improvement?   |
|--------------------------------------|--|---|
| <b>PUBLIC PLAZAS/OPEN SPACES</b>     |  |   |
| <b>Access, Comfort and Image</b>     | <ul style="list-style-type: none"> <li>• Generally good access to plazas, incl. for those with special needs</li> <li>• Most plazas clean, well-managed, safe</li> </ul>     | <ul style="list-style-type: none"> <li>• Bicycle accommodation often lacking</li> <li>• Wayfinding rare; in some cases view from street does not invite people</li> <li>• Many plazas lack variety of seating to accommodate groups and singles</li> <li>• Some plazas are dominated by private uses</li> </ul> |
| <b>Open Spaces: Activities</b>       | <ul style="list-style-type: none"> <li>• Some plazas (Compass Plaza) are very active</li> </ul>  | <ul style="list-style-type: none"> <li>• Generally, there is not diversity of activities such as play areas and sports courts</li> </ul>  |
| <b>Uses, Activities, Sociability</b> | <ul style="list-style-type: none"> <li>• Some plazas have good combination of uses, activities, and spaces, easily visible from the street</li> </ul>                        | <ul style="list-style-type: none"> <li>• Most plazas lack variety in activities and choices of things to do; and are not busy outside the lunch hour</li> <li>• Sociability weaknesses</li> </ul>   |
| <b>Plazas/Open Space Summary</b>     | <ul style="list-style-type: none"> <li>• Significant number of plazas/open spaces being provided</li> <li>• Major attention to image—clean, well maintained, safe</li> </ul> | <ul style="list-style-type: none"> <li>• Challenge is making the plazas function well for public gathering and a variety of activities</li> </ul>   |

### Questions:

- 1) How can the Pedestrian Corridor and public open spaces make for a more memorable and vibrant Downtown urban fabric?
- 2) What activities (e.g., farmers market, exercise classes, café seating, food trucks, playground) are appropriate for the Pedestrian Corridor?
- 3) What should be the experience along the Pedestrian Corridor? Which “themes” resonate with you – (a) family, (b) retail, (c) arts/entertainment/dining, (d) green oasis, or (e) other?
- 4) How should public open spaces respond to the City’s changing demographics (age, diversity, etc.)? How should they be designed to be more useable?

# Vision for DT-OLB District

The following is summary information. Please see Draft Land Use Code Audits for full write-up.

## Existing Code:

- Heights and densities (FARs) lower than elsewhere in Downtown outside the Perimeter
- No provisions for building/sidewalk interface
- Limited design guidelines
- Only district with front, rear, and side yard setbacks that are conventional in suburban areas

|   | What's working well?  | Room for improvement?  |
|---|---|--|
| <b>Character and relationship to Downtown</b>           | <ul style="list-style-type: none"> <li>• Significant new development &amp; infrastructure north of 8th</li> <li>• South of 8th, well-maintained mix of office, restaurant, and hotel uses; no major vacancies</li> </ul>  | <ul style="list-style-type: none"> <li>• Dated buildings; character of freeway corridor</li> <li>• Regulations may perpetuate this suburban character</li> <li>• Pedestrian and bicycle experience on 112th Ave NE</li> <li>• Additional amenities needed</li> </ul> |
| <b>Relationship with freeway and Wilburton District</b> | <ul style="list-style-type: none"> <li>• Number of connections to Hospital District/Wilburton</li> <li>• Front door; visual permeability (esp. south of NE 10th)</li> </ul>   | <ul style="list-style-type: none"> <li>• Several I-405 crossings not pedestrian or bicycle friendly; NE 6th extension will improve pedestrian/bicycle connectivity significantly</li> <li>• More east-west permeability on redevelopment sites</li> </ul>            |
| <b>New Opportunities</b>                                | <ul style="list-style-type: none"> <li>• Update the vision with transit orientation and pedestrian access as key considerations</li> <li>• Opportunity to allow taller and possibly higher density buildings while considering scale of development, relationship to freeway, etc.</li> <li>• Connections to and from the Wilburton District (Special Opportunity Area)</li> <li>• Larger floor plates may be appropriate in certain areas when considering topography</li> </ul> |  |

## Questions:

- 1) How should the vision for the DT-OLB District be updated to better fit with the rest of Downtown and respond to its proximity to light rail and Wilburton?
- 2) What specific regulations for the DT-OLB District should be addressed during the alternatives analysis? What ideas do you have for change?
- 3) Should the DT-OLB District be rezoned to be consistent with other Downtown districts? Which designation(s) seems most appropriate to analyze?

# Light Rail Interface

The following is summary information. Please see Draft Land Use Code Audits for full write-up.

## Existing Code:

- Nothing specific in Downtown Land Use Code relating to light rail interface
- City-wide LUCA only applies to Sound Transit facilities (station, guideway, etc.) and not to adjacent development

| General scope elements                           | Observations  |
|--|---|
| <i>Desired character of station area</i>         | <ul style="list-style-type: none"><li>• NE 6th Station will bring significant changes to Civic/Convention District</li></ul>  |
| <i>Pedestrian, bicycle, and transit linkages</i> | <ul style="list-style-type: none"><li>• Importance of pedestrian and bicycle access</li><li>• Relationship of station to Pedestrian Corridor</li><li>• Pedestrian amenities (e.g. lighting, weather protection)</li></ul> |
| <i>Transit-oriented development</i>              | <ul style="list-style-type: none"><li>• Land use provisions in place in most areas; need to revisit DT-OLB District</li></ul>   |
| <i>Traffic and parking management</i>            | <ul style="list-style-type: none"><li>• Drop-off, “hide &amp; ride”</li><li>• Future parking demand in and around station area</li></ul>  |
| <i>Coordination with East Link/Sound Transit</i> | <ul style="list-style-type: none"><li>• Remnant parcels and staging areas</li><li>• Design implications of light rail facilities to Downtown</li></ul>  |

## Questions:

- 1) How can the City best capitalize on the East Link light rail investment in Downtown?
- 2) What specific new Code provisions or modifications are needed?
- 3) What access improvements will be needed to make the Downtown station most usable?

# Downtown Parking

The following is summary information. Please see Draft Land Use Code Audits for full write-up.

## Existing Code:

- All development is required to provide for its parking needs; can be on-site or off-site
- Minimum and parking ratios, vary by use and district
- Minimum requirement may be reduced via shared use parking
- Downtown has very limited on-street parking; does not count towards development requirement

| General scope elements                           | Observations  |
|--|---|
| <i>Evolving parking demand</i>                   | <ul style="list-style-type: none"> <li>• Relatively high minimum parking requirements compared to peer cities; opportunity to tailor to specific parking needs</li> </ul>   |
| <i>Parking requirements in new development</i>   | <ul style="list-style-type: none"> <li>• Clarification of existing parking requirements</li> <li>• Parking requirements for specific uses</li> <li>• Visitor parking in residential/mixed-use buildings</li> <li>• Relationship of parking to mode split goals</li> </ul> |
| <i>Economic vitality and competitiveness</i>     | <ul style="list-style-type: none"> <li>• Most recent office projects have built closer to the maximum allowable than minimum</li> <li>• Employer subsidy to workers higher than in peer cities</li> </ul>   |
| <i>Role of on-street parking within Downtown</i> | <ul style="list-style-type: none"> <li>• On-street parking widely used; potential new opportunities</li> <li>• Asset to businesses/attractive to potential new tenants</li> </ul>   |
| <i>City's role in managing parking supply</i>    | <ul style="list-style-type: none"> <li>• City does not have a significant role in managing off-street parking supply; investigates issues as they arise</li> </ul>  |
| <i>Coordination with East Link/Sound Transit</i> | <ul style="list-style-type: none"> <li>• Remnant parcels and staging areas</li> <li>• Design implications of light rail facilities to Downtown</li> </ul>   |

## Questions:

- 1) Should Downtown parking standards be modified to meet the evolving needs of the city center?
- 2) How should parking be examined in the context of economic vitality and competitiveness?
- 3) What specific ideas do you have for changes in commuter parking, retail, residential, and on-street parking provisions?

# Other Modules

The following is summary information. Please see Draft Land Use Code Audits for full write-up.

## Mechanical Equipment Screening

| Existing Code  | What's working well?  | Room for improvement?   |
|--|---|---|
| <ul style="list-style-type: none"> <li>Consolidation of equipment on rooftops</li> <li>Screening requirements apply to rooftop and ground level</li> </ul> | <ul style="list-style-type: none"> <li>High-rise buildings more successful than low-rise in incorporating screening into building architecture</li> </ul> | <ul style="list-style-type: none"> <li>Exhaust venting directed toward the pedestrian path, creating an unpleasant experience for the pedestrian</li> </ul> |

**Question:** How should Code provisions respond to changed residential environment and requirements of new technologies?

## Vacant Sites and Buildings

| Existing Code   | What's working well?  | Room for improvement?   |
|---|---|---|
| <ul style="list-style-type: none"> <li>No minimum maintenance standards for commercial properties</li> <li>Vacant sites and buildings can become issues for Nuisance Code (accumulation of construction debris, fence/equipment disrepair)</li> </ul> | <ul style="list-style-type: none"> <li>Sites that are part of phased development are well maintained</li> </ul> | <ul style="list-style-type: none"> <li>Stand-alone sites often neglected</li> <li>No standards for commercial property exist</li> </ul> |

**Question:** Should Code ensure that vacant sites and buildings do not degrade the urban environment?

## Recycling and Solid Waste

| Existing Code  | What's working well?   | Room for improvement?   |
|--|--|---|
| <ul style="list-style-type: none"> <li>Collection area must be provided for each development; must be accessible</li> <li>Recycling area size set by use</li> <li>Solid waste and recycling to be located in close proximity and screened</li> </ul> | <ul style="list-style-type: none"> <li>Newer and larger developments meet needs of customer</li> </ul> | <ul style="list-style-type: none"> <li>Physical and visual clutter of needs to be managed</li> <li>Strong coordination with solid waste providers needed</li> </ul> |

**Question:** How should Code address the evolving space and equipment needs of solid waste and recycling?

## Vendor Carts/Mobile Food Trucks

| Existing Code   | What's working well?   | Room for improvement?  |
|---|--|--|
| <ul style="list-style-type: none"> <li>• Vendor carts/mobile food trucks permitted via “vendor cart” permit</li> <li>• Transitory vendors (few hours/day, 1-2 days/week) not required to get permits</li> <li>• Fixed location/extended time requires permit</li> <li>• Must meet County Health Dept. requirements</li> </ul> | <ul style="list-style-type: none"> <li>• Carts and food trucks add vitality to underused sites pedestrian environment</li> </ul> | <ul style="list-style-type: none"> <li>• Assess impact on nearby businesses</li> </ul> |

**Question:** What criteria are appropriate to manage effects of vendor carts on street vitality, livability, and economic factors?

## Permitted Uses

| Existing Code  | What's working well?   | Room for improvement?   |
|--|--|---|
| <ul style="list-style-type: none"> <li>• Most uses permitted outright</li> <li>• In some districts:               <ul style="list-style-type: none"> <li>– Certain uses common in a Downtown require conditional use process;</li> <li>– Certain uses otherwise a good fit have strict size limitations</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• Downtown is a highly-mixed use environment</li> </ul> | <ul style="list-style-type: none"> <li>• Process improvements and removing some size limitations may better serve the Downtown community</li> </ul> |

**Question:** Should size limitations or processes governing certain permitted uses be relaxed?