From: Jon Lebo [mailto:jonmlebo@gmail.com]
Sent: Monday, November 18, 2019 7:00 AM
To: Stephen Bennett <SBennett@ci.lake-forest-park.wa.us>; Joel Paisner <joel@ascentllp.com>; Maddy Larson <madlynlarson@gmail.com>
Subject: LFP TC Parking Garages

Hi Steve,

Thanks for sending the draft on the parking garage. I would like add a few comments regarding potential parking garage for a LFP Town Center development.

1. Exterior

    a. Use materials similar to other TC developments, brick, plaster, non-concrete exterior

    b. No cable railing. Use other materials

2. Pedestrian

    a. Limit building length and width to 200 feet a side, LFP TC guidelines for walkability (Portland City Block

    b. minimum 6 foot sidewalk on each side

3. Sustainability

    a. Non-carbon power source

    b. Require xx % of onsite power generation, such as solar.

4. Commercial Space

    a. Commercial Space of 50% of ground floor should be required, not optional. Or, similar area consolidated into 2 story space. If the commercial space is not required, it will not be built.

Jon

From: Steve Morris [mailto:smorrislfp@gmail.com]
Sent: Friday, November 22, 2019 3:40 PM
To: Stephen Bennett <SBennett@ci.lake-forest-park.wa.us>
Subject: Garage code feedback

The only feedback I have is the following:

I advocate allowing three floors (4 level parking), with a bonus of one or two additional floors in exchange for multi-use frontage on the south side of the garage.

I am of the opinion that mandating level floors is a very low priority and in-fact may be counter productive by necessitating a larger footprint or taller structure.

I have no expertise in the specifics of pedestrian access or lighting and trust that our consultants will provide language typical of a safe garage.

I also believe that it would be highly advisable to restrict the garage being within 50 feet of the creek (just to prevent the remote possibility of placing the garage at the Bank of America site).

As a concession to the uncertainties of site planning, I would allow the garage to be up to 10 feet further south than the front of the City Hall. (I don't think a small bump out would be a problem)

From: Joel R. Paisner [mailto:joel@ascentllp.com]
Sent: Sunday, November 24, 2019 9:34 AM
To: Stephen Bennett <SBennett@ci.lake-forest-park.wa.us>
Cc: cristina.haworth@otak.com
Subject: RE: Planning Commission Meeting follow-up

Steve and Cristina.

Attached are a few comments. Overall, I am persuaded that we need to focus on the exterior of the Parking Garage, and not the interior. I am in favor of 3 stories, with parking on 4, unless there are further benefits to the community. I am also ok with the parking garage extending further south because it will serve to limit the overall height of the building. But, I would really like to see some mixed use on the ground floor across from City Hall.

So, making those the base requirements – 3 stories, 4 parking levels; well-screened; extending south with commercial in the area across from city hall is fine. Anything beyond, requires further community attributes – :

- Contribution to pedestrian access from Burke Gilman
- Development of Community Solar project atop the garage

Comments from Commissioner Gross

18.42.XXX Freestanding parking structures.
The following freestanding parking structure design standards apply in addition to or, as specified below, supersede applicable parking requirements set forth in LFPMC 18.42.110 and LFPMC 18.58:

A. Parking structure location and massing.
   1. Freestanding parking structures located within 50 feet of Lake Forest Park City Hall shall be designed and located such that the freestanding parking structure is no further south than the southern (front) façade of Lake Forest Park City Hall. Pedestrian weather protection on the first level is exempt from this requirement for a width of up to 8 feet.
   2. Freestanding parking structures are limited to the lesser of one story or 19 feet in height except when using engineered wood materials for structural components of upper stories. Parking structures using engineered wood materials for structural components of upper stories are limited to three stories and 40 feet in height.
   3. Parapet walls no greater than four feet in height may project above the maximum allowable freestanding parking structure height. Parapet walls exceeding the maximum allowable height limit must be a minimum of 50 percent transparent.

B. Parking structure appearance.

Commented [I1]: I believe that the 19' here is not correct. I think we should require a taller first floor above grade with the upper levels a standard height. We should establish a maximum height to the top of the upper level parapet. We should allow for three stories above the lowest grade elevation (ie four levels of parking above grade. Parking levels below grade all you want.

Commented [SB2]: Commissioner feedback indicates this is too restrictive. Revise to allow: three stories (four parking levels) above grade allowed with building like aesthetics and a minimum amount of active (retail/community) use; four stories (five levels) allowed with greater amount of active use and/or other amenities

Commented [I3]: Not in favor of transparent parapet especially if they were to choose something like plexiglass. This is a cleaning pain to keep looking nice. Maybe require all parapets and railings (only the horizontal elements) to be of a natural engineered wood material. This could soften the façade.

1. Facades facing public rights-of-way or private internal access roads shall have the appearance of a commercial building except at required vehicle entries and exits.
2. Facades of freestanding parking structures without ground-floor active uses must be designed to minimize views into the interior of the parking structure.
    a. A five-foot-wide landscaping strip must be planted along all facades without ground-floor active uses.
    b. In addition to the landscaping strip, any portion of the parking structure ground floor with exposed parking areas adjacent to a public street or private internal access roads shall be screened with decorative trellis work and/or screening that does not compromise the open parking structure requirements of the Building Code.
    c. Views into upper floors of the freestanding parking structure be minimized by integrating planters, decorative trellis(es), or similar screening elements.
    d. Alternatives to these landscaping and screening requirements may authorized by the Director as part of the required development agreement.
3. Pedestrian-Oriented Facades shall be required along public rights-of-way or private internal access roads as follows:
    a. Transparent window areas or window displays or a combination of sculptural, mosaic, or bas-relief artwork and transparent window areas or window displays over at least 75 percent of the ground floor façade between 2 feet and 8 feet above grade.
    b. Weather protection at least 5 feet wide over at least 75 percent of the southern façade and at least 50 percent of the western façade.

Commented [I4]: Why not require all facades to be treated the same?

Commented [I5]: Why not limit view to the interior on all levels. If we have grade at varying elevations the interior of the garage can be seen from several locations and elevatons.

Commented [SB6]: Should sidewalks be prioritized over landscaping even when not adjacent to active use?

C. Parking decks.
1. Parking decks must be flat where feasible. Continuously-ramping parking decks are prohibited.
2. The minimum and maximum floor-to-floor heights are set forth in Table XX:

Commented [I7]: Requiring flat floors of the parking garage is going to increase the footprint of the garage. Sloping floors are not that big of a deal and should be allowed. Let's keep this structure as minimal as possible and spend the dollars on aesthetic items.

Commented [SB8]: Would it be appropriate to allow parking on ramped decks for up to 50% of the floor area in order to reduce footprint?

Table XX: Minimum and Maximum Floor-to-Floor Heights of Freestanding Parking Structures

Floor	Minimum Height*	Maximum Height
Ground to deck of first floor	14 feet	19 feet
Deck of first floor to deck of second floor	9 feet	12 feet
Deck of second floor to deck of third floor	9 feet	12 feet

* minimum vertical clearance for all garage floors is 7 feet, 2 inches

Commented [I9]: This requirement could lead to a taller garage than is necessary. The minimum clearance of 7'-2" or whatever we want is all that is needed They just need to know the minimum clearance and then figuring out the structural system will give them the floor to floor height.

D. Parking structure ramps.
1. Parking structure ramps for internal circulation must be located on the interior of the parking structure. Exterior parking structure ramps are prohibited.
2. The slope of a parking structure ramp shall be no greater than eight percent (8%) where feasible. An increase to a maximum of 12 percent may be authorized by the Director as part of the required development agreement if an eight percent slope is proven infeasible.
3. Parking structure ramps must be used for circulation only. Parking stalls shall not be located along the parking structure ramps.
4. Parking structure ramps shall be the minimum size necessary for safe circulation by all travel modes.

E. Parking stall dimensions and layout.

1. Parking stall dimensions and layout in freestanding parking structures shall comply with the criteria in Table XX below. These criteria shall take precedence over and supersede any conflicting provision of LFPMC 18.58.050

Table XX: Parking stall dimensions and layout

[Insert from Boise p. 25 UCF 3 standards and diagram]

F. Bicycle parking and circulation.
   1. Long-term bicycle parking.
      a. Long-term bicycle parking must be provided at a minimum of five percent of projected AM peak period daily ridership.
      b. Long-term bicycle parking must be provided in the form of permanently-anchored bicycle lockers or limited-access bicycle cages and must be labeled as bicycle parking.
      c. Long-term bicycle parking must provide bicycles with full weather protection and theft protection.
      d. Ground-level long-term bicycle parking must accommodate recumbent bicycles, folding bicycles, cargo bicycles, bicycles with trailers, family bicycles, and other non-standard bicycle designs.
   2. Short-term bicycle parking.
      a. Short-term bicycle parking must be provided at a minimum of two percent of projected AM peak period daily ridership.
      b. Short-term bicycle parking must be provided in the form of permanently-anchored racks or corrals. Racks or corrals must provide two points of support for the bicycle frame, must be intuitive to use, and must accommodate a standard U-lock.
      c. Short-term bicycle parking must be organized to accommodate a standard bicycle dimension of two feet in width by six feet in length.
   3. Bicycle parking location and access.
      a. All short-term and long-term bicycle parking shall be located inside the freestanding parking structure except short-term and long-term bicycle parking can be located outside or on the top level of the freestanding parking structure under adequate weather protection.
      b. Bicycle parking may be provided in one or more areas. Bicycle parking is encouraged to be located entirely on the ground floor. Bicycle parking located on upper stories must be placed adjacent to an elevator capable of accommodating non-standard bicycles.
      c. Bicycle entry/exit must be clearly identified and separately signed and/or marked from automobile traffic.
      d. Bicycle parking area(s) must be accessed from a logical well-lit path of travel from the bicycle entry/exit.
      e. Directional signage from the bicycle entry/exit to bicycle parking area(s) must be provided.
   4. One bicycle maintenance/repair station must be provided in each bicycle parking area. No more than two bicycle maintenance/repair stations are required on each level of the freestanding parking structure.

G. Elevator towers and stairwells.
   1. External elevator towers and stairwells must be open to public view or enclosed with transparent glazing.
   2. Ground floor stairwell areas beneath stairs must be fenced. Alternative methods for securing such spaces may be authorized by the Director as part of the required development agreement.

Commented [I10]: I think we should include tandem bikes also.

Commented [I11]: Really? Who wants to take their bike all the way to the top of the garage? I would think first grade level only.

H. Pedestrian safety requirements.
1.

I. Lighting. Lighting must be provided in accordance with Table XX:

Table XX: Parking Structure Lighting Standards

Area		Minimum Horizonal Illuminance on Floor (Footcandles)	Minimum Vertical Illuminance at Five Feet (Footcandles)	Maximum to Minimum Uniformity Ratio
General Parking & Pedestrian Areas		2	1	10:1
Ramps and Corners	Days	2	1	10:1
	Nights	1	0.5	
Entrance Areas	Days	50	25	10:1
	Nights	1	0.5	
Stairways		7 average		

J. Signage and wayfinding.
1.

K. Mixed use and exterior finish.
1. Freestanding parking structures must be designed such that an area equaling a minimum of 50 percent of the length of the exterior ground-floor façade(s), excluding vehicle entrances and exits, is either built out as or convertible to commercial, public, or other active, pedestrian-oriented uses. The commercial, public, or other active use space can be consolidated into a single façade and can span multiple floors. The location of commercial, public, or other active use space or convertible space must be approved by the Director as part of the required development agreement.
    a. The applicable floor area for commercial or convertible space shall extend in depth a minimum of 20 feet from the exterior freestanding parking structure façade.
    b. The minimum clear interior ceiling height standard of the commercial or convertible space shall be not less than 12 feet on the ground floor and not less than 10 feet on upper floors.
    c. Parking structure ground floors and spaces built out for or convertible to commercial, public, or other active uses shall include fire suppressing sprinkler systems at the time of construction even if not required by the Building and Fire Codes, as adopted by the City.
2. At the time of construction, a minimum of XX square feet of leasable retail/commercial or service space shall be constructed and made available for occupancy. The location of this space must be approved by the Director as part of the required development agreement.

Commented [I12]: 20' is not very deep for a commercial space.

L. Screening and landscaping.
SG-Corridor Type III Landscaping: Open Screen for façade sections that are not subject to other architectural treatment requirements – minimum 4 feet in width

Commented [SB13]: Currently in conflict with B.2.a – same comment as above regarding landscaping v. sidewalk

Comments From Commissioner Paisner

18.42.XXX Freestanding parking structures.

The following freestanding parking structure design standards apply in addition to or, as specified below, supersede applicable parking requirements set forth in LFPMC 18.42.110 and LFPMC 18.58:

M. Parking structure location and massing.
1. Freestanding parking structures located within 50 feet of Lake Forest Park City Hall shall be designed and located such that the freestanding parking structure is no further south

than the southern (front) façade of Lake Forest Park City Hall. Pedestrian weather protection on the first level is exempt from this requirement for a width of up to 8 feet.

2. Freestanding parking structures are limited to the lesser of one story or 19 feet in height except when using engineered wood materials for structural components of upper stories. Parking structures using engineered wood materials for structural components of upper stories are limited to three stories and 40 feet in height.
3. Parapet walls no greater than four feet in height may project above the maximum allowable freestanding parking structure height. Parapet walls exceeding the maximum allowable height limit must be a minimum of 50 percent transparent.

N. Parking structure appearance.
   1. Facades facing public rights-of-way or private internal access roads shall have the appearance of a commercial building except at required vehicle entries and exits.
   2. Facades of freestanding parking structures without ground-floor active uses must be designed to minimize views into the interior of the parking structure.
      a. A five-foot-wide landscaping strip must be planted along all facades without ground-floor active uses.
      b. In addition to the landscaping strip, any portion of the parking structure ground floor with exposed parking areas adjacent to a public street or private internal access roads shall be screened with decorative trellis work and/or screening that does not compromise the open parking structure requirements of the Building Code.
      c. Views into upper floors of the freestanding parking structure be minimized by integrating planters, decorative trellis(es), or similar screening elements.
      d. Alternatives to these landscaping and screening requirements may authorized by the Director as part of the required development agreement.
   3. Pedestrian-Oriented Facades shall be required along public rights-of-way or private internal access roads as follows:
      a. Transparent window areas or window displays or a combination of sculptural, mosaic, or bas-relief artwork and transparent window areas or window displays over at least 75 percent of the ground floor façade between 2 feet and 8 feet above grade.
      b. Weather protection at least 5 feet wide over at least 75 percent of the southern façade and at least 50 percent of the western façade.

O. Parking decks.
   1. Parking decks must be flat where feasible. Continuously-ramping parking decks are prohibited.
   2. The minimum and maximum floor-to-floor heights are set forth in Table XX:

Table XX: Minimum and Maximum Floor-to-Floor Heights of Freestanding Parking Structures

Floor	Minimum Height*	Maximum Height
Ground to deck of first floor	14 feet	19 feet
Deck of first floor to deck of second floor	9 feet	12 feet
Deck of second floor to deck of third floor	9 feet	12 feet

* minimum vertical clearance for all garage floors is 7 feet, 2 inches

P. Parking structure ramps.

Commented [JRP14]: I am ok with it extending further south as long as it does not completely overshadow City Hall. Particularly if there is some commercial space on the main floor, which would be across from City Hall.

Commented [SB15]: Commissioner feedback indicates this is too restrictive. Revise to allow: three stories (four parking levels) above grade allowed with building like aesthetics and a minimum amount of active (retail/community) use; four stories (five levels) allowed with greater amount of active use and/or other amenities

Commented [JRP16R15]: Yes. Agree with this. Also want to make sure exterior has treatment that allows it to blend into to the other structures, and include aesthetic features appropriate to TC and LFP – greenery?

Commented [SB17]: Should sidewalks be prioritized over landscaping even when not adjacent to active use?

Commented [JRP18R17]: Agree

Commented [JRP19]: This seems to address my comments above

Commented [SB20]: Would it be appropriate to allow parking on ramped decks for up to 50% of the floor area in order to reduce footprint?

Commented [JRP21R20]: I do not want to specify how the ramps work, just overall height and use.

Commented [JRP22]: As long as the exterior is treated in a manner that makes it look like the parking garage fits, with some interesting treatments, I do not think we ought to regulate this aspect.

1. Parking structure ramps for internal circulation must be located on the interior of the parking structure. Exterior parking structure ramps are prohibited.
2. The slope of a parking structure ramp shall be no greater than eight percent (8%) where feasible. An increase to a maximum of 12 percent may be authorized by the Director as part of the required development agreement if an eight percent slope is proven infeasible.
3. Parking structure ramps must be used for circulation only. Parking stalls shall not be located along the parking structure ramps.
4. Parking structure ramps shall be the minimum size necessary for safe circulation by all travel modes.

Q. Parking stall dimensions and layout.
   1. Parking stall dimensions and layout in freestanding parking structures shall comply with the criteria in Table XX below. These criteria shall take precedence over and supersede any conflicting provision of LFPMC 18.58.050

Table XX: Parking stall dimensions and layout

[Insert from Boise p. 25 UCF 3 standards and diagram]

R. Bicycle parking and circulation.
   1. Long-term bicycle parking.
      a. Long-term bicycle parking must be provided at a minimum of five percent of projected AM peak period daily ridership.
      b. Long-term bicycle parking must be provided in the form of permanently-anchored bicycle lockers or limited-access bicycle cages and must be labeled as bicycle parking.
      c. Long-term bicycle parking must provide bicycles with full weather protection and theft protection.
      d. Ground-level long-term bicycle parking must accommodate recumbent bicycles, folding bicycles, cargo bicycles, bicycles with trailers, family bicycles, and other non-standard bicycle designs.
   2. Short-term bicycle parking.
      a. Short-term bicycle parking must be provided at a minimum of two percent of projected AM peak period daily ridership.
      b. Short-term bicycle parking must be provided in the form of permanently-anchored racks or corrals. Racks or corrals must provide two points of support for the bicycle frame, must be intuitive to use, and must accommodate a standard U-lock.
      c. Short-term bicycle parking must be organized to accommodate a standard bicycle dimension of two feet in width by six feet in length.
   3. Bicycle parking location and access.
      a. All short-term and long-term bicycle parking shall be located inside the freestanding parking structure except short-term and long-term bicycle parking can be located outside or on the top level of the freestanding parking structure under adequate weather protection.
      b. Bicycle parking may be provided in one or more areas. Bicycle parking is encouraged to be located entirely on the ground floor. Bicycle parking located on upper stories must be placed adjacent to an elevator capable of accommodating non-standard bicycles.
      c. Bicycle entry/exit must be clearly identified and separately signed and/or marked from automobile traffic.
      d. Bicycle parking area(s) must be accessed from a logical well-lit path of travel from the bicycle entry/exit.
      e. Directional signage from the bicycle entry/exit to bicycle parking area(s) must be provided.

4. One bicycle maintenance/repair station must be provided in each bicycle parking area. No more than two bicycle maintenance/repair stations are required on each level of the freestanding parking structure.

S. Elevator towers and stairwells.
   1. External elevator towers and stairwells must be open to public view or enclosed with transparent glazing.
   2. Ground floor stairwell areas beneath stairs must be fenced. Alternative methods for securing such spaces may be authorized by the Director as part of the required development agreement.

T. Pedestrian safety requirements.
   2.

U. Lighting. Lighting must be provided in accordance with Table XX:

Table XX: Parking Structure Lighting Standards

Area		Minimum Horizonal Illuminance on Floor (Footcandles)	Minimum Vertical Illuminance at Five Feet (Footcandles)	Maximum to Minimum Uniformity Ratio
General Parking & Pedestrian Areas		2	1	10:1
Ramps and Corners	Days	2	1	10:1
	Nights	1	0.5	
Entrance Areas	Days	50	25	10:1
	Nights	1	0.5	
Stairways		7 average		

V. Signage and wayfinding.
   1.

W. Mixed use and exterior finish.
   1. Freestanding parking structures must be designed such that an area equaling a minimum of 50 percent of the length of the exterior ground-floor façade(s), excluding vehicle entrances and exits, is either built out as or convertible to commercial, public, or other active, pedestrian-oriented uses. The commercial, public, or other active use space can be consolidated into a single façade and can span multiple floors. The location of commercial, public, or other active use space or convertible space must be approved by the Director as part of the required development agreement.
      a. The applicable floor area for commercial or convertible space shall extend in depth a minimum of 20 feet from the exterior freestanding parking structure façade.
      b. The minimum clear interior ceiling height standard of the commercial or convertible space shall be not less than 12 feet on the ground floor and not less than 10 feet on upper floors.
      c. Parking structure ground floors and spaces built out for or convertible to commercial, public, or other active uses shall include fire suppressing sprinkler systems at the time of construction even if not required by the Building and Fire Codes, as adopted by the City.
   2. At the time of construction, a minimum of XX square feet of leasable retail/commercial or service space shall be constructed and made available for occupancy. The location of this space must be approved by the Director as part of the required development agreement.

X. Screening and landscaping.

SG-Corridor Type III Landscaping: Open Screen for façade sections that are not subject to other architectural treatment requirements – minimum 4 feet in width

Commented [SB23]: Currently in conflict with B.2.a – same comment as above regarding landscaping v. sidewalk

Comments from Commissioner Fudge

18.42.XXX Freestanding parking structures.

The following freestanding parking structure design standards apply in addition to or, as specified below, supersede applicable parking requirements set forth in LFPMC 18.42.110 and LFPMC 18.58:

Y. Parking structure location and massing.

1. Freestanding parking structures located within 50 feet of Lake Forest Park City Hall shall be designed and located such that the freestanding parking structure is no further south than the southern (front) façade of Lake Forest Park City Hall. This should only be included if we have similar descriptions for every possible location of the parking garage. It certainly should not be our very first regulation since it clearly signals that this is where we want the parking garage – for which there is no evidence that the community agrees. Pedestrian weather protection on the first level is exempt from this requirement for a width of up to 8 feet.
2. Freestanding parking structures are limited to the lesser of one story or 19 feet in height except when using engineered wood materials for structural components of upper stories. Parking structures using engineered wood materials for structural components of upper stories are limited to three stories and 40 feet in height. Delete this entirely.
3. Parapet walls no greater than four feet in height may project above the maximum allowable freestanding parking structure height. Parapet walls exceeding the maximum allowable height limit must be a minimum of 50 percent transparent. This is self-contradictory. Why aren't all the parapet walls required to be 50% transparent.

Commented [SB24]: Commissioner feedback indicates this is too restrictive. Revise to allow: three stories (four parking levels) above grade allowed with building like aesthetics and a minimum amount of active (retail/community) use; four stories (five levels) allowed with greater amount of active use and/or other amenities

Z. Parking structure appearance.

1. Facades facing public rights-of-way or private internal access roads shall have the appearance of a commercial building except at required vehicle entries and exits. What does this actually mean. What defines "appearance of a commercial building? There are plenty of commercial buildings with entirely blank facades for long portions, like Albertsons.
2. Facades of freestanding parking structures without ground-floor active uses must be designed to minimize views into the interior of the parking structure.
    a. A five-foot-wide landscaping strip must be planted along all facades without ground-floor active uses.This could have major unintended consequences for tight spots. This needs flexibility.
    b. In addition to the landscaping strip, any portion of the parking structure ground floor with exposed parking areas adjacent to a public street or private internal access roads shall be screened with decorative trellis work and/or screening that does not compromise the open parking structure requirements of the Building Code.
    c. Views into upper floors of the freestanding parking structure be minimized by integrating planters, decorative trellis(es), or similar screening elements. Seems too vague as to be useful, but ok.
    d. Alternatives to these landscaping and screening requirements may authorized by the Director as part of the required development agreement. This responsibility should reside with a design review board, not the director.
3. Pedestrian-Oriented Facades shall be required along public rights-of-way or private internal access roads as follows: How is this difference from B1?
    a. Transparent window areas or window displays or a combination of sculptural, mosaic, or bas-relief artwork and transparent window areas or window displays over at least 75 percent of the ground floor façade between 2 feet and 8 feet above grade. Windows into the parking garage? Or fake windows?
    b. Weather protection at least 5 feet wide over at least 75 percent of the southern what is the significance of the southern? This is a clear example that

Commented [SB25]: Should sidewalks be prioritized over landscaping even when not adjacent to active use?

the location of the garage is being presented as a forgone conclusion. This must be general. façade and at least 50 percent of the western façade.

AA. Parking decks.

1. Parking decks must be flat where feasible. Continuously-ramping parking decks are prohibited. Remove this entirely.
2. The minimum and maximum floor-to-floor heights are set forth in Table XX:

Commented [SB26]: Would it be appropriate to allow parking on ramped decks for up to 50% of the floor area in order to reduce footprint?

Table XX: Minimum and Maximum Floor-to-Floor Heights of Freestanding Parking Structures

Floor	Minimum Height*	Maximum Height
Ground to deck of first floor	14 feet	19 feet
Deck of first floor to deck of second floor	9 feet	12 feet
Deck of second floor to deck of third floor	9 feet	12 feet

* minimum vertical clearance for all garage floors is 7 feet, 2 inches

I favor flexibility in this, but we also need to think through the ramifications to the bulk of the garage for allowing larger heights.

BB. Parking structure ramps.

1. Parking structure ramps for internal circulation must be located on the interior of the parking structure. Exterior parking structure ramps are prohibited. There are potentially innovative uses for exterior ramps – i.e. supporting a bike lane up to a 522 bridge or allowing overheight vehicles to the roof to minimize garage bulk (and allow an elevated farmers market)
2. The slope of a parking structure ramp shall be no greater than eight percent (8%) where feasible. An increase to a maximum of 12 percent may be authorized by the Director as part of the required development agreement if an eight percent slope is proven infeasible. This seems better left unregulated so that there is flexibility for tight sites.
3. Parking structure ramps must be used for circulation only. Parking stalls shall not be located along the parking structure ramps. Remove.
4. Parking structure ramps shall be the minimum size necessary for safe circulation by all travel modes. Is this necessary?

CC. Parking stall dimensions and layout.

1. Parking stall dimensions and layout in freestanding parking structures shall comply with the criteria in Table XX below. These criteria shall take precedence over and supersede any conflicting provision of LFPMC 18.58.050 My understanding is that the Boise guidelines are based on a F-150 as the standard vehicle. This does not seem like an appropriate standard vehicles for our garage.

Table XX: Parking stall dimensions and layout

[Insert from Boise p. 25 UCF 3 standards and diagram]

DD. Bicycle parking and circulation.

1. Long-term bicycle parking.
   a. Long-term what does long term mean? bicycle parking must be provided at a minimum of five percent of projected AM peak period daily ridership. Why 5%
   b. Long-term bicycle parking must be provided in the form of permanently-anchored bicycle lockers or limited-access bicycle cages and must be labeled as bicycle parking. Is this really suggesting individual bike lockers? This is an

incredibly inefficient use of space. Instead, the bike parking should be racks in an area that is easily viewed from adjacent buildings, which will limit the potential damage/theft of bikes. I'm a bike commuter, and I always bike my bike at a covered area instead of using the bike lockers I can see from my office.

c. Long-term bicycle parking must provide bicycles with full weather protection and theft protection. What does theft protection mean?

d. Ground-level long-term bicycle parking must accommodate recumbent bicycles, folding bicycles, cargo bicycles, bicycles with trailers, family bicycles, and other non-standard bicycle designs.

2. Short-term bicycle parking.
   a. Short-term bicycle parking must be provided at a minimum of two percent of projected AM peak period daily ridership. Why 2%?
   b. Short-term bicycle parking must be provided in the form of permanently-anchored racks or corrals. Racks or corrals must provide two points of support for the bicycle frame, must be intuitive to use, and must accommodate a standard U-lock.
   c. Short-term bicycle parking must be organized to accommodate a standard bicycle dimension of two feet in width by six feet in length.
3. Bicycle parking location and access.
   a. All short-term and long-term bicycle parking shall be located inside the freestanding parking structure except short-term and long-term bicycle parking can be located outside or on the top level of the freestanding parking structure under adequate weather protection. This is bad for theft and damage protection. Should be visible from commercial space.
   b. Bicycle parking may be provided in one or more areas. Bicycle parking is encouraged to be located entirely on the ground floor. Bicycle parking located on upper stories must be placed adjacent to an elevator capable of accommodating non-standard bicycles. Only on upper levels is accessed by a ramp.
   c. Bicycle entry/exit must be clearly identified and separately signed and/or marked from automobile traffic. Keep bikes out of the parking garage as much as possible.
   d. Bicycle parking area(s) must be accessed from a logical well-lit path of travel from the bicycle entry/exit.
   e. Directional signage from the bicycle entry/exit to bicycle parking area(s) must be provided.
4. One bicycle maintenance/repair station must be provided in each bicycle parking area. No more than two bicycle maintenance/repair stations are required on each level of the freestanding parking structure. Just one, in plain view.

EE. Elevator towers and stairwells.

1. External elevator towers and stairwells must be open to public view or enclosed with transparent glazing.
2. Ground floor stairwell areas beneath stairs must be fenced. Alternative methods for securing such spaces may be authorized by the Director as part of the required development agreement.

FF. Pedestrian safety requirements.

3.

GG. Lighting. Lighting must be provided in accordance with Table XX:

Table XX: Parking Structure Lighting Standards

Area		Minimum Horizonal Illuminance on Floor (Footcandles)	Minimum Vertical Illuminance at Five Feet (Footcandles)	Maximum to Minimum Uniformity Ratio
General Parking & Pedestrian Areas		2	1	10:1
Ramps and Corners	Days	2	1	10:1
	Nights	1	0.5	
Entrance Areas	Days	50	25	10:1
	Nights	1	0.5	
Stairways		7 average		

Do we really need to define this? Is this different from a typicaly garage building code?

HH. Signage and wayfinding.

1.

II. Mixed use and exterior finish.

1. Freestanding parking structures must be designed such that an area equaling a minimum of 50 percent of the length of the exterior ground-floor façade(s), how can an area equal a length? This seems very confusing, excluding vehicle entrances and exits, is either built out as or convertible to commercial, public, or other active, pedestrian-oriented uses. This should be removed as it may have unintended consequences on the bulk of the garage The commercial, public, or other active use space can be consolidated into a single façade and can span multiple floors. The location of commercial, public, or other active use space or convertible space must be approved by the Director as part of the required development agreement.Anything should be approved by a design committee.
    a. The applicable floor area for commercial or convertible space shall extend in depth a minimum of 20 feet from the exterior freestanding parking structure façade. Only 20?
    b. The minimum clear interior ceiling height standard of the commercial or convertible space shall be not less than 12 feet on the ground floor and not less than 10 feet on upper floors.
    c. Parking structure ground floors and spaces built out for or convertible to commercial, public, or other active uses shall include fire suppressing sprinkler systems at the time of construction even if not required by the Building and Fire Codes, as adopted by the City. What the requirements for fire suppression on upper floors?
2. At the time of construction, a minimum of XX square feet of leasable retail/commercial or service space shall be constructed and made available for occupancy. The location of this space must be approved by the Director as part of the required development agreement. We should think hard about requiring this.

JJ. Screening and landscaping.

SG-Corridor Type III Landscaping: Open Screen for façade sections that are not subject to other architectural treatment requirements – minimum 4 feet in width

Commented [SB27]: Currently in conflict with B.2.a – same comment as above regarding landscaping v. sidewalk

Comments from Commissioner Katz

18.42.XXX Freestanding parking structures.

The following freestanding parking structure design standards apply in addition to or, as specified below, supersede applicable parking requirements set forth in LFPMC 18.42.110 and LFPMC 18.58:

KK. Parking structure location and massing.

1. Freestanding parking structures located within 50 feet of Lake Forest Park City Hall shall be designed and located such that the freestanding parking structure is no further south than the southern (front) façade of Lake Forest Park City Hall. Pedestrian weather protection on the first level is exempt from this requirement for a width of up to 8 feet.

Commented [KR28]: And landscaping/sidewalk area

2. Freestanding parking structures are limited to the lesser of one story or 19 feet in height except when using engineered wood materials for structural components of upper stories. Parking structures using engineered wood materials for structural components of upper stories are limited to three stories and 40 feet in height.
3. Parapet walls no greater than four feet in height may project above the maximum allowable freestanding parking structure height. Parapet walls exceeding the maximum allowable height limit must be a minimum of 50 percent transparent.

LL. Parking structure appearance.

1. Facades facing public rights-of-way or private internal access roads shall have the appearance of a commercial building except at required vehicle entries and exits.
2. Facades of freestanding parking structures without ground-floor active uses must be designed to minimize views into the interior of the parking structure.
    a. A five-foot-wide landscaping strip must be planted along all facades without ground-floor active uses.
    b. In addition to the landscaping strip, any portion of the parking structure ground floor with exposed parking areas adjacent to a public street or private internal access roads shall be screened with decorative trellis work and/or screening that does not compromise the open parking structure requirements of the Building Code.
    c. Views into upper floors of the freestanding parking structure be minimized by integrating planters, decorative trellis(es), or similar screening elements.
    d. Alternatives to these landscaping and screening requirements may authorized by the Director as part of the required development agreement.
3. Pedestrian-Oriented Facades shall be required along public rights-of-way or private internal access roads as follows:
    a. Transparent window areas or window displays or a combination of sculptural, mosaic, or bas-relief artwork and transparent window areas or window displays over at least 75 percent of the ground floor façade between 2 feet and 8 feet above grade.
    b. Weather protection at least 5 feet wide over at least 75 percent of the southern façade and at least 50 percent of the western façade.

MM. Parking decks.

1. Parking decks must be flat where feasible. Continuously-ramping parking decks are prohibited.
2. The minimum and maximum floor-to-floor heights are set forth in Table XX:

Table XX: Minimum and Maximum Floor-to-Floor Heights of Freestanding Parking Structures

Floor	Minimum Height*	Maximum Height
Ground to deck of first floor	14 feet	19 feet
Deck of first floor to deck of second floor	9 feet	12 feet
Deck of second floor to deck of third floor	9 feet	12 feet

* minimum vertical clearance for all garage floors is 7 feet, 2 inches

NN. Parking structure ramps.

1. Parking structure ramps for internal circulation must be located on the interior of the parking structure. Exterior parking structure ramps are prohibited.

Commented [SB29]: Commissioner feedback indicates this is too restrictive. Revise to allow: three stories (four parking levels) above grade allowed with building like aesthetics and a minimum amount of active (retail/community) use; four stories (five levels) allowed with greater amount of active use and/or other amenities

Commented [KR30R29]: I generally agree with the above, though I am not sure what is meant by "a minimum amount of active (retail/community) use for the base three stores (four parking levels) option.

I thought that the 3-story baseline did not come with any retail/community use requirement, and only the 4-story came with retail/community use. That makes more sense to me, as I'm not sure they could fit retail etc. in just the 3-story version.

Commented [KR31]: Is this the appropriate height based on safety requirements? If so, then ok. If not, I'd like to make sure matches safety minimum.

Commented [KR32]: Meaning what? I'm not sure what the intent of this first point is, that is, not sure necessary.

Commented [KR33]: Why only without ground-floor active uses? Even if there is ground-floor active use, couldn't the upper parking levels still have some screening?

Commented [SB34]: Should sidewalks be prioritized over landscaping even when not adjacent to active use?

Commented [KR35R34]: Yes, I think sidewalks are important to wrap around, and landscaping strip could be narrower, perhaps 2-foot minimum. Could also be convinced that the landscaping strip is not necessary if we have some green wrap-around screening applied to the exterior of the garage.

Commented [SB36]: Would it be appropriate to allow parking on ramped decks for up to 50% of the floor area in order to reduce footprint?

Commented [KR37R36]: Yes. I've actually changed my mind about flat parking decks. They would be nice, but it seems that the public cares more about overall scale of the structure, and I think being able to have more parking spaces will be of greater value within next 25-50 years than the ability to easily convert to a non-garage use.

Commented [KR38]: Why is this a requirement, what is the benefit? Perhaps next time we look at this code language, we can walk through the intent of each provision (as briefly as possible).

2. The slope of a parking structure ramp shall be no greater than eight percent (8%) where feasible. An increase to a maximum of 12 percent may be authorized by the Director as part of the required development agreement if an eight percent slope is proven infeasible.
3. Parking structure ramps must be used for circulation only. Parking stalls shall not be located along the parking structure ramps.
4. Parking structure ramps shall be the minimum size necessary for safe circulation by all travel modes.

Commented [KR39]: If we allow sloping parking decks, does this item go away?

OO. Parking stall dimensions and layout.

1. Parking stall dimensions and layout in freestanding parking structures shall comply with the criteria in Table XX below. These criteria shall take precedence over and supersede any conflicting provision of LFPMC 18.58.050

Table XX: Parking stall dimensions and layout

[Insert from Boise p. 25 UCF 3 standards and diagram]

PP. Bicycle parking and circulation.

1. Long-term bicycle parking.
    a. Long-term bicycle parking must be provided at a minimum of five percent of projected AM peak period daily ridership.
    b. Long-term bicycle parking must be provided in the form of permanently-anchored bicycle lockers or limited-access bicycle cages and must be labeled as bicycle parking.
    c. Long-term bicycle parking must provide bicycles with full weather protection and theft protection.
    d. Ground-level long-term bicycle parking must accommodate recumbent bicycles, folding bicycles, cargo bicycles, bicycles with trailers, family bicycles, and other non-standard bicycle designs.
2. Short-term bicycle parking.
    a. Short-term bicycle parking must be provided at a minimum of two percent of projected AM peak period daily ridership.
    b. Short-term bicycle parking must be provided in the form of permanently-anchored racks or corrals. Racks or corrals must provide two points of support for the bicycle frame, must be intuitive to use, and must accommodate a standard U-lock.
    c. Short-term bicycle parking must be organized to accommodate a standard bicycle dimension of two feet in width by six feet in length.
3. Bicycle parking location and access.
    a. All short-term and long-term bicycle parking shall be located inside the freestanding parking structure except short-term and long-term bicycle parking can be located outside or on the top level of the freestanding parking structure under adequate weather protection.
    b. Bicycle parking may be provided in one or more areas. Bicycle parking is encouraged to be located entirely on the ground floor. Bicycle parking located on upper stories must be placed adjacent to an elevator capable of accommodating non-standard bicycles.
    c. Bicycle entry/exit must be clearly identified and separately signed and/or marked from automobile traffic.
    d. Bicycle parking area(s) must be accessed from a logical well-lit path of travel from the bicycle entry/exit.
    e. Directional signage from the bicycle entry/exit to bicycle parking area(s) must be provided.

4. One bicycle maintenance/repair station must be provided in each bicycle parking area. No more than two bicycle maintenance/repair stations are required on each level of the freestanding parking structure.

QQ. Elevator towers and stairwells.

1. External elevator towers and stairwells must be open to public view or enclosed with transparent glazing.
2. Ground floor stairwell areas beneath stairs must be fenced. Alternative methods for securing such spaces may be authorized by the Director as part of the required development agreement.

RR. Pedestrian safety requirements.

4.

SS. Lighting. Lighting must be provided in accordance with Table XX:

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Stairways		7 average		

TT. Signage and wayfinding.

1.

UU. Mixed use and exterior finish.

1. Freestanding parking structures must be designed such that an area equaling a minimum of 50 percent of the length of the exterior ground-floor façade(s), excluding vehicle entrances and exits, is either built out as or convertible to commercial, public, or other active, pedestrian-oriented uses. The commercial, public, or other active use space can be consolidated into a single façade and can span multiple floors. The location of commercial, public, or other active use space or convertible space must be approved by the Director as part of the required development agreement.
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    c. Parking structure ground floors and spaces built out for or convertible to commercial, public, or other active uses shall include fire suppressing sprinkler systems at the time of construction even if not required by the Building and Fire Codes, as adopted by the City.
2. At the time of construction, a minimum of XX square feet of leasable retail/commercial or service space shall be constructed and made available for occupancy. The location of this space must be approved by the Director as part of the required development agreement.

VV. Screening and landscaping.

Commented [KR40]: And would all of these mixed use requirements really only be part of the 4-story "bonus" height version, not apply to the baseline 3-story building?

Commented [KR41]: This section doesn't seem to address exterior finish, was already covered in B above, right?

Commented [KR42]: Per MG feedback, we should consider increasing this to 60 feet.

Commented [KR43]: And not sure why need separate section from B. Seems all screening/landscaping could be part of the Parking Structure Appearance section?

SG-Corridor Type III Landscaping: Open Screen for façade sections that are not subject to other architectural treatment requirements – minimum 4 feet in width

Commented [SB44]: Currently in conflict with B.2.a – same comment as above regarding landscaping v. sidewalk

Draft Town Center Parking Structure Requirements – November 18, 2019

COMMENTS FROM COMMISSIONER WITHERS

18.42.XXX Freestanding parking structures.

The following freestanding parking structure design standards apply in addition to or, as specified below, supersede applicable parking requirements set forth in LFPMC 18.42.110 and LFPMC 18.58:

A. Parking structure location and massing.
   1. Freestanding parking structures located within 50 feet of Lake Forest Park City Hall shall be designed and located such that the freestanding parking structure is no further south than the southern (front) façade of Lake Forest Park City Hall. Pedestrian weather protection on the first level is exempt from this requirement for a width of up to 8 feet.
   2. Freestanding parking structures are limited to the lesser of one story or 19 feet in height except when using engineered wood materials for structural components of upper stories. Parking structures using engineered wood materials for structural components of upper stories are limited to three stories and 40 feet in height.
   3. Parapet walls no greater than four feet in height may project above the maximum allowable freestanding parking structure height. Parapet walls exceeding the maximum allowable height limit must be a minimum of 50 percent transparent.

B. Parking structure appearance.
   1. Facades facing public rights-of-way or private internal access roads shall have the appearance of a commercial building except at required vehicle entries and exits.
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      b. Weather protection at least 5 feet wide over at least 75 percent of the southern façade and at least 50 percent of the western façade.

or architectural treatments

?

C. Parking decks.
   1. Parking decks must be flat where feasible. Continuously ramping parking decks are prohibited.
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Table XX: Minimum and Maximum Floor-to-Floor Heights of Freestanding Parking Structures

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* minimum vertical clearance for all garage floors is 7 feet, 2 inches

D. Parking structure ramps.
   1. Parking structure ramps for internal circulation must be located on the interior of the parking structure. Exterior parking structure ramps are prohibited.
   2. The slope of a parking structure ramp shall be no greater than eight percent (8%) where feasible. An increase to a maximum of 12 percent may be authorized by the Director as part of the required development agreement if an eight percent slope is proven infeasible.
   3. Parking structure ramps must be used for circulation only. Parking stalls shall not be located along the parking structure ramps.
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E. Parking stall dimensions and layout.
   1. Parking stall dimensions and layout in freestanding parking structures shall comply with the criteria in Table XX below. These criteria shall take precedence over and supersede any conflicting provision of LFPMC 18.58.050

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[Insert from Boise p. 25 UCF 3 standards and diagram]

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      b. Bicycle parking may be provided in one or more areas. Bicycle parking is encouraged to be located entirely on the ground floor. Bicycle parking located

what is basis for numbers?

on upper stories must be placed adjacent to an elevator capable of accommodating non-standard bicycles.

c. Bicycle entry/exit must be clearly identified and separately signed and/or marked from automobile traffic.

d. Bicycle parking area(s) must be accessed from a logical well-lit path of travel from the bicycle entry/exit.

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where does review by PC/CC enter?

a. The applicable floor area for commercial or convertible space shall extend in depth a minimum of 20 feet from the exterior freestanding parking structure façade.

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Comments From Commissioner Larson

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Table XX: Minimum and Maximum Floor-to-Floor Heights of Freestanding Parking Structures

Floor	Minimum Height*	Maximum Height
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Commented [MLL1]: What does this term imply? Does it include parking structures that are above grade, below grade, or both that may have other features (residential units above or commercial space)?

Commented [MLL2]: In reviewing this code, I wonder if the current parking at TC meets this code? Mainly, I wanted to understand if the current conditions were already less than what is currently required and if redevelopment would trigger a correction to this.

Commented [SB3]: Commissioner feedback indicates this is too restrictive. Revise to allow: three stories (four parking levels) above grade allowed with building like aesthetics and a minimum amount of active (retail/community) use; four stories (five levels) allowed with greater amount of active use and/or other amenities

Commented [MLL4]: Based on what we discussed, is there a possibility that we would see more floors on the uphill side of a garage that would be sited next to City Hall? If they can build three stories above grade, what prevents them from doing three stories below grade up above and then stepping down as they come down the hill? This may or may not be to our advantage in terms of building footprint.

Commented [MLL5]: What is the current maximum height by our current code? 60-65', right? But, that is for a 4 over 1 structure. So, according to the chart below, a three story building would be 32'+ while a four story would be 41'+. However, those maximum come, currently, with other requirements for those bonuses, right? And, the last sentence is confusing. Is it saying that if the parapet walls are taller than 60' or 65' that the maximum 4' height of that wall has to be 50% transparent? I think we need to clarify heights here.

Commented [MLL6]: What does this mean?

Commented [SB7]: Should sidewalks be prioritized over landscaping even when not adjacent to active use?

Commented [MLL8]: To me, this statement would indicate that the Director (LFP Planning Director?) has full authority to allow the developer to do something different than what the code is outlining. In my opinion, this sh... [1]

Commented [MLL9]: Given the number of people that would be using this structure (crowd crushes in the morning and evening) it would seem that a greater than 5 feet wide weather protection would be ideal. I think this can als... [2]

Commented [MLL10]: This is too vague. Also, I would still like to see what the footprint, height, and # of spaces would look like for a ramped parking garage vs a flat floor parking garage at both 3 and 4 stories high.

Commented [SB11]: Would it be appropriate to allow parking on ramped decks for up to 50% of the floor area in order to reduce footprint?

Deck of first floor to deck of second floor	9 feet	12 feet
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* minimum vertical clearance for all garage floors is 7 feet, 2 inches

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      b. Bicycle parking may be provided in one or more areas. Bicycle parking is encouraged to be located entirely on the ground floor. Bicycle parking located

Commented [MLL12]: LFP Planning Director? Again, my understanding is that we cannot require a development agreement. And, using the word authorized would make it seem like one person has authority here. Doesn't any development of this nature, under current code, have to ultimately be approved by the city council?

Commented [MLL13]: I am not clear how this item, D.4, is useful without having some guideline. How is this measured or determined?

Commented [MLL14]: It would seem this is a number we would have difficulty tracking. Why don't we make it a percent of the total parking spaces?

Commented [MLL15]: Again, % of parking spaces

Commented [MLL16]: This is an Or situation rather than an And.

on upper stories must be placed adjacent to an elevator capable of accommodating non-standard bicycles.

c. Bicycle entry/exit must be clearly identified and separately signed and/or marked from automobile traffic.

d. Bicycle parking area(s) must be accessed from a logical well-lit path of travel from the bicycle entry/exit.

e. Directional signage from the bicycle entry/exit to bicycle parking area(s) must be provided.

4. One bicycle maintenance/repair station must be provided in each bicycle parking area. No more than two bicycle maintenance/repair stations are required on each level of the freestanding parking structure.

G. Elevator towers and stairwells.

1. External elevator towers and stairwells must be open to public view or enclosed with transparent glazing.
2. Ground floor stairwell areas beneath stairs must be fenced. Alternative methods for securing such spaces may be authorized by the Director as part of the required development agreement.

Commented [MLL17]: Same feedback as other statements like this

H. Pedestrian safety requirements.

1.

Commented [MLL18]: Is this coming or did you want us to propose key components?

I. Lighting. Lighting must be provided in accordance with Table XX:

Commented [MLL19]: I'd like to see us require additional language that controls for light pollution and, possibly, some level of dimming during specified hours.

Table XX: Parking Structure Lighting Standards

Area		Minimum Horizonal Illuminance on Floor (Footcandles)	Minimum Vertical Illuminance at Five Feet (Footcandles)	Maximum to Minimum Uniformity Ratio
General Parking & Pedestrian Areas		2	1	10:1
Ramps and Corners	Days	2	1	10:1
	Nights	1	0.5	
Entrance Areas	Days	50	25	10:1
	Nights	1	0.5	
Stairways		7 average		

J. Signage and wayfinding.

1.

Commented [MLL20]: Is this coming or did you want us to propose key components?

K. Mixed use and exterior finish.

1. Freestanding parking structures must be designed such that an area equaling a minimum of 50 percent of the length of the exterior ground-floor façade(s), excluding vehicle entrances and exits, is either built out as or convertible to commercial, public, or other active, pedestrian-oriented uses. The commercial, public, or other active use space can be consolidated into a single façade and can span multiple floors. The location of commercial, public, or other active use space or convertible space must be approved by the Director as part of the required development agreement.

Commented [MLL21]: This is confusing. Isn't this usually some percentage of the face not the length?

Commented [MLL22]: Is this an extra word?

Commented [MLL23]: Same comment.

a. The applicable floor area for commercial or convertible space shall extend in depth a minimum of 20 feet from the exterior freestanding parking structure façade.

b. The minimum clear interior ceiling height standard of the commercial or convertible space shall be not less than 12 feet on the ground floor and not less than 10 feet on upper floors.

c. Parking structure ground floors and spaces built out for or convertible to commercial, public, or other active uses shall include fire suppressing sprinkler systems at the time of construction even if not required by the Building and Fire Codes, as adopted by the City.

2. At the time of construction, a minimum of XX square feet of leasable retail/commercial or service space shall be constructed and made available for occupancy. The location of this space must be approved by the Director as part of the required development agreement.

L. Screening and landscaping.

SG-Corridor Type III Landscaping: Open Screen for façade sections that are not subject to other architectural treatment requirements – minimum 4 feet in width

Commented [MLL24]: As?

Commented [MLL25]: We talked about this requirement being part of a scenario where we might allow an extra floor.

Commented [MLL26]: Same feedback.

Commented [SB27]: Currently in conflict with B.2.a – same comment as above regarding landscaping v. sidewalk

Commented [MLL28]: I am guessing this language is still be developed?

Page 1: [1] Commented [MLL8] **Madlyn Larson** **11/25/2019 8:39:00 AM**

To me, this statement would indicate that the Director (LFP Planning Director?) has full authority to allow the developer to do something different than what the code is outlining. In my opinion, this should be part of a broader process. And, I thought we couldn't require a development agreement.

Page 1: [2] Commented [MLL9] **Madlyn Larson** **11/25/2019 8:42:00 AM**

Given the number of people that would be using this structure (crowd crushes in the morning and evening) it would seem that a greater than 5 feet wide weather protection would be ideal. I think this can also help create more of the pedestrian scale character we are looking for with other language in this our code.