



CITY OF SEATAC

PLANNING COMMISSION MEETING

Riverton Room, SeaTac City Hall, 4800 S. 188th Street
December 6, 2016, 5:30 p.m.

MEETING AGENDA

- 1) Call to Order/Roll Call – 5:30 p.m.
- 2) Public Comment: Public comment will be accepted on items not scheduled for a public hearing
- 3) Approval of minutes of November 15, 2016 regular meeting (Exhibit A)
- 4) Worksession: City Center Park'n'Fly regulations (Exhibit B)
- 5) CED Director's Report
- 6) Planning Commission Comments (including suggestions for next meeting agenda)
- 7) Adjournment

A quorum of the City Council may be present

The Planning Commission consists of five members appointed by the Mayor and confirmed by the City Council. The Commission primarily considers plans and regulations relating to the physical development of the city, plus other matters as assigned. The Commission is an advisory body to the City Council.

All Commission meetings are open to the public and comments are welcome. Please be sure to be recognized by the Chair prior to speaking.

**CITY OF SEATAC
PLANNING COMMISSION
Minutes of November 15, 2016
Regular Meeting**

Members present: Tom Dantzler, Robert Scully, Jim Todd
Members absent: Roxie Chapin
Staff present: Joe Scorcio, Acting City Manager; Jeff Robinson, Acting CED Director;
Steve Pilcher, Planning Manager; Al Torrico, Senior Planner; Kate
Kaehny, Senior Planner

1. Call to Order

Chair Todd called the meeting to order at 5:32 p.m.

2. Public Comment

Wes Wood, Dollar Development, spoke to Dollar's attempt to build a hotel and retail project in conjunction with a parking garage at 176th and International Blvd. These plans were first developed 10 years ago, but have been stymied by the City's regulations. He stated the current regulations do not allow enough parking stalls to make a parking garage project financially feasible. They need approx. 1600-1700 stalls in a parking garage. He thanked the Commission for taking up this topic.

3. Approval of Minutes

Moved and seconded to approve the minutes of the November 1, 2016 regular meeting as written. **Passed 3-0.**

4. Worksession on S. 154th St. Station Area regulations

Senior Planner Al Torrico presented a proposed timeline for working through the regulations, with the goal of conducting a public hearing on March 21, 2017. He noted this schedule may require an additional meeting in January.

Mr. Torrico stated the intent of the project is for these standards to be similar to those recently adopted for the Angle Lake Station area, so those standards are being used as the basis for these. He presented some draft language that the Planning staff is discussing concerning "departures." Currently, there are little criteria in the Zoning Code for these administrative approvals, which may be granted for a wide variety of development standards. Staff is suggesting narrowing down the range of standards for which a departure may be granted.

Mr. Torrico then reviewed the draft Land Use Charts, which are similar to the Angle Lake regulations. He noted these are not a final draft.

The Commission asked for clarification about the district boundaries; how staff is coordinating with the City of Tukwila and how the land uses relate to transit oriented development.

5. Worksession on City Center Park'n'Fly regulations

Senior Planner Kate Kaehny reviewed the material that was included in the Commission's packet and then reviewed a PowerPoint presentation, which summarized how the existing program works and what are the goals/vision for parking garages as outlined in the City Center Plan. She noted the existing standards call into question the economic viability of constructing a parking garage.

Ms. Kaehny then presented a series of charts contrasting what could be possible under the original 1999 code; under the 2012 Ad Hoc Committee proposal; under the existing code; and under the staff suggested scenario. In terms of the bonuses available, she noted it is a question of what should be incentivized.

Commissioners discussed a concept of pedestrian bridges as put forth by Councilmember Rick Forschler. There was also a discussion of the long history of the former Ad Hoc Committee and how the staff arrived at its recommendation.

Moved and seconded to adopt the staff recommendation. Passed 3-0.

Ms. Kaehny mentioned that future discussion points will include building design and bulk standards.

6. CED Director's Report

Acting CED Director Jeff Robinson mentioned that The Reserve (senior housing project) is nearing completion and also noted the status of four hotel projects. He invited Commissioners to attend the Seattle Soundside breakfast meeting to be held on December 1 and noted there will be a meeting regarding the Port of Seattle's Sustainable Airport Master Plan (SAMP) on November 17 at the airport.

Acting City Manager Joe Scorcio commented about progress with the City budget and upcoming Council meetings. He also commented on the City's SEPA appeal regarding the Flight Corridor Safety Program.

Planning Manager Steve Pilcher noted that Sound Transit is publishing the Final EIS for the Federal Way Link Extension project.

7. Commissioners' Reports

Commissioner Dantzler related problems with security at the new Angle Lake Station parking garage.

8. Adjournment

Moved and seconded to adjourn. Motion passed 3-0. The meeting adjourned at 7:19 p.m.



Community & Economic
Development Department
4800 South 188th Street
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Phone: 206.973.4750
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Date: December 2, 2016
To: Planning Commission
From: Kate Kaehny, Senior Planner
Re: Packet Materials for Planning Commission's
City Center Park & Fly Code Amendment Work Session, 12/6/16

The following materials have been provided for the Planning Commission's third work session on the City Center Park and Fly Code Amendments:

- **Suggested New Table of Contents: City Center Structured Parking**
- **Summary Table: Proposed City Center Park & Fly Code Amendments**

The main goals of this Tuesday's work session are to review and confirm all of the proposed amendments to development and design standards for park & fly uses and structured parking in the City Center.

Staff looks forward to continued discussion with the Commission regarding the park & fly code.

CITY CENTER STRUCTURED PARKING: SUGGESTED NEW TABLE OF CONTENTS

***Note: Blue text indicates new content proposed.**

15.300.460 Structured Parking

A. Public/Private Parking Structures

1. Base stall maximum
2. Parking Bonus Incentives program

B. Ground Floor Uses in Parking Structures

1. Minimum Commercial/Retail/Service Use Requirement
2. Minimum Ceiling Height
3. Minimum Depth

C. Parking Structure Site Design

1. Parking Structure Placement and/or Setbacks
2. Open Space Requirements
3. Landscaping Requirements

D. Parking Structure Design

1. Appearance and Integrated Design

2. Parking Structure Character and Massing

- a. Vertical Façade Changes
- b. Horizontal Façade Changes
- c. Parking Structure Top Floor Wall Design

3. Parking Structure Façade Design

- a. Screening of Parking Uses
 - i. Street Frontage Screening**
 - b. Architectural Focal Points**
- c. Treatment of Blank Walls

4. Parking Structure Ground Floor Design

- a. Street Level Design
 - i. Storefront Façade Design**
 - ii. Ground Floor Transparency
 - iii. Weather Protection
 - iv. Pedestrian Building Entries
 - b. Ground Floor Screening of Parking Uses
 - i. Ground Floor Areas Visible from Street
 - ii. Ground Floor Areas without Active Uses

5. Building Materials

SUMMARY TABLE: PROPOSED CITY CENTER PARK & FLY CODE AMENDMENTS

DRAFT - 12/2/16

Note: Black text=Existing Code / Red Text=Ad Hoc Committee Recommendation / Blue Text=Staff Suggestion

STANDARDS SPECIFIC TO PARK & FLY AND OTHER COMMERCIAL PARKING STRUCTURES

<p>A. Public/Private Parking Structures Stand Alone Parking Structures for Public/Private Parking</p>	
<p>1. Base Stall Maximum</p>	<p>PC Reviewed/Confirmed at 11/15/16 Meeting: A stand alone parking Parking structures with “public/private parking” uses are is limited to not more than three hundred (300) one thousand two hundred (1,200) parking stalls unless additional spaces are allowed under SMC 15.300.950, Parking Bonus Incentive Program for Structured Public/Private Parking.</p>
<p>2. Parking Bonus Incentive Program</p>	<p>PC Reviewed/Confirmed at 11/15/16 Meeting:</p> <ol style="list-style-type: none"> 1. DEDICATED R-O-W: 1 stall per 150 100 sf Public right-of-way dedicated according to the City Center vehicular and pedestrian access plan. 2. OPEN SPACE: 1 stall per 150 50 sf Publicly accessible on-site open space greater than the minimum ten five percent of net site area required. 3. RETAIL/COMMERCIAL, SERVICE, RESIDENTIAL SPACE: 1 stall per 250-25 sf In addition to 50% ground floor retail/com/svc requirement, provided at time of construction. 4. HOTEL: 1/2 1.5stall per unit In addition to 50% ground floor retail/com/svc requirement, provided at time of construction. 5. PUBLIC ART: Maximum 60-25 stalls
<p>3. Public/Private Parking Structures per Development Site</p>	<p>AHC Recommended Maintaining Existing Code - Staff Recommending to Delete (in Blue text below): Only one (1) stand alone parking structure shall be allowed per development site.</p>
<p>4. Subdivisions</p>	<p>AHC Recommended Maintaining Existing Code - Staff Recommending to Delete (in Blue text below): No stand-alone parking structures shall be allowed on a development site specifically created through a commercial/industrial subdivision</p>

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STANDARDS APPLICABLE TO ALL CITY CENTER PARKING STRUCTURES

<p>B. Ground Floor Uses in Parking Structures</p>	
<p>1. Minimum Commercial/Retail/Service Use Requirement</p> <p><i>Note: The Ad Hoc Committee (“AHC”) made recommendations on ground floor use requirements based on building setbacks. (They recommended between 400 sf to 75% of the building frontage be provided as ground floor commercial depending on the building setback.)</i></p> <p><i>The Planning Commission reviewed the AHC’s recommendations on ground floor use requirements and building setbacks at the 11/1/16 meeting.</i></p>	<p><i>Staff Recommendation in Blue (*See note on AHC recommendation in column on left):</i></p> <p>Parking structures shall be designed so that a minimum of fifty percent (50%) of the length of the exterior ground floor facade(s) with existing or projected adjacent foot traffic facing the street, excluding vehicle entrances and exits, provides ground floor area either built out as or convertible to, retail/commercial or service uses.</p> <ol style="list-style-type: none"> a. Minimum Depth. The applicable ground floor area shall extend in depth a minimum of twenty (20) feet from the exterior parking structure facade; provided, that the minimum required may be averaged, with no depth less than fifteen (15) feet. b. Minimum Ceiling Height. The minimum clear interior ceiling height standard for the retail/commercial or service use portion of parking structures shall be ten (10) thirteen (13) feet for all street level building space. <i>(Note: Same as Angle Lake Station Area)</i> c. Fire Suppression. Parking structure ground floors shall include fire suppressing sprinkler systems at the time of construction. <p>2.—At the time of construction, a minimum of four hundred (400) square feet of leasable retail/commercial or service space shall be constructed and made available for occupancy. The remainder of the area necessary to fulfill the minimum retail/commercial or service use requirement specified in subsection (D)(1) of this section, but not included at the time of construction, shall employ window display cases, as specified in SMC 15.300.460, Structured Parking, subsection (C)(4)(c)(ii), to meet the transparency requirements of SMC 15.300.610(A), Ground Floor Transparency Requirements.</p> <p>3.—Parking structures with ground floor retail/commercial or service uses will be granted an additional parking allowance as follows:</p> <ol style="list-style-type: none"> a.—The number of parking spaces displaced by the portion of the parking structure ground floor designed for retail/commercial or service uses may be added to the maximum number of allowed parking spaces established for on-site land uses.

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<p>C. Parking Structure Site Design</p>	
<p>1. Parking Structure Placement and/or Setbacks <i>Note: The Ad Hoc Committee (“AHC”) made recommendations on building setbacks based on ground floor use requirements. (They recommended that parking garages facing the street be setback between 75’ and 100’ depending on the amount of ground floor commercial uses required.) The Planning Commission reviewed the AHC’s recommendations on ground floor use requirements and building setbacks at the 11/1/16 meeting.</i></p>	<p><i>Staff Recommendation in Blue (*See note on AHC recommendation in column on left):</i> Parking Structures on Properties Adjacent to International Boulevard. No parking structures shall be located within one hundred (100) thirty-five feet of the International Boulevard ROW, except as specified below:</p> <ul style="list-style-type: none"> a. Parking Structures Located Behind Non-Parking Buildings. Parking structures located behind or adjacent to additional non-parking buildings facing International Boulevard may be located in a manner that meets developer needs, within the setback requirements (SMC 15.300.210, Building Placement/Setbacks) and other applicable building codes, except that portions of parking garages exceeding the height of fronting buildings shall meet the one hundred (100) thirty-five (35) foot requirement specified above. b. Parking Structures Integrated into Non-Parking Buildings. Parking structures may be integrated into buildings built within the maximum setback (SMC 15.300.210, Building Placement/Setbacks); provided, that a retail/commercial, service, office, or residential use, or a combination of these uses, comprises the building’s face for its full height on International Boulevard. c. Set-Back Area Design. The entire space within the one hundred (100) thirty-five (35) foot setback area may be developed as a public plaza to a level of design accepted by the Director. d. Corner Lots on International Boulevard. For corner lots on International Boulevard, the parking structure must be faced with other uses as specified in this section on all sides adjacent to public and/or private streets for a distance of one hundred (100) thirty-five (35) feet from International Boulevard.
	<p><i>AHC Recommendation to Maintain Existing Code – Staff Recommendations in Blue:</i> Parking Structures on Properties Adjacent to All Other City Center Public and/or Private Streets. Parking structures shall be located within the maximum front yard setback, as specified in SMC 15.300.210, Building Placement/Setbacks, or built to the side or rear of the subject property when located behind or to the side of additional buildings on site.</p>
<p>2. Open Space Requirements</p>	<p><i>AHC Recommendation:</i> 10% 5% net site area provided as public open space, per existing requirements Location of Open Space. <u>Open space shall be located at the front of a property or at the side of the property provided it is contiguous to the required front yard open space. Exceptions shall be made for open space incorporating Bow Lake as a focal point as described in SMC 15.35.1047(D).</u></p>

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<p>C. Parking Structure Site Design (cont.)</p>	
<p>3. Landscaping Requirements</p>	<p><i>AHC Recommendation: Maintain existing requirements except as specified in “Ground Floor Screening/Areas without Active Uses”</i></p>
<p><u>Note:</u> Additional City Center site design standards may apply as described in column to the right, especially standards in bolded text.</p>	<p><i>AHC Recommendation: Maintain existing City Center site design standards (SMC Sections 15.300.200-15.300-280)</i></p> <ul style="list-style-type: none"> • Building Orientation <i>(Front façade must be oriented toward front property line)</i> • Minimum Building Frontage <i>(50% of front building façade must be within frontyard setback, rest of building can step back 20')</i> • Development Abutting Two (2) or More Street Frontages • Relation to Adjacent Development • Projects on or Near the Edge of a UL or UM Residential Zone • The Layout and Width of Streetfront Pedestrian Zone <i>(Requires 12' public sidewalks throughout City Center-can be counted toward open space requirement)</i> • Driveway Entrances <i>(Allows driveways every 150', some design requirements)</i> • Location of Drive-Through Stacking Lanes • Exterior Lighting <i>(Lighting standards shall illuminate pedestrian and vehicle surfaces, height must be 16' or less)</i>

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D. Parking Structure Design	
1. <u>Appearance and Integrated Design</u>	<p>Staff Recommendation in Blue - from S. 154th St. Station Area Standards:</p> <p>a. <u>All freestanding or above ground parking structure facades shall have the appearance of an office or hotel building.</u></p> <p>b. <u>Parking structures shall be architecturally integrated or designed with an architectural theme similar to other buildings on the same site.</u></p>
2. Parking Structure Character and Massing	<p>AHC Recommendation:</p> <p>Parking structure elevations over one hundred (100) feet in length shall incorporate vertical and horizontal variation in setback, material or fenestration design along the length of the any applicable street facing <u>façade.</u></p>
a. Vertical Façade Changes	<p>AHC Recommendation:</p> <p>Incorporate intervals of architectural variation at least every eighty (80) forty (40) feet over the length of the applicable <u>façade street facing facades</u>, such as:</p> <ul style="list-style-type: none"> i. Varying the arrangement, proportioning and/or design of garage floor openings; ii. Incorporating changes in architectural materials; iii. Projecting forward or recessing back portions or elements of the parking structure facade.
b. Horizontal Façade Changes	<p>AHC Recommendation with Staff Recommendation in Blue:</p> <p><u>Parking structures shall be Designed designed</u> to differentiate the ground floor from upper floors <u>by incorporating horizontal architectural variations</u> such as:</p> <ul style="list-style-type: none"> i. Stepping back the upper floors from the ground floor parking structure façade <u>A horizontal projection (or visible thickening) of the wall surface on the ground floor;</u> ii. Changing materials between the parking structure base and upper floors <u>whereby the base material is a darker color and/or a heavier or more permanent material than portions of the building above;</u> and/or iii. Including a continuous cornice line or pedestrian weather protection element between the ground floor and upper floors.
c. Parking Structure Top Floor Wall Design	<p>AHC Recommendation to Maintain Existing Code:</p> <p>Parking structure top floor wall designs must conform to one (1) or more of the following options:</p> <ul style="list-style-type: none"> a. Top Floor Wall with Architectural Focal Point. A top floor wall focal point refers to a prominent wall edge feature. b. Top Floor Wall Line Variation. <ul style="list-style-type: none"> i. Projecting Cornice. Top floor wall line articulated through a variation or step in cornice height or detail. Cornices must be located at or near the top of the wall or parapet. ii. Articulated Parapet. Top floor wall line parapets shall incorporate angled, curved or stepped detail elements.

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<p>D. Parking Structure Design (cont.)</p>	
<p>3. Parking Structure Façade Design</p>	<p><i>Staff Recommendation in Blue:</i> Facades of parking structures <u>visible from the street</u> shall be designed without continuous horizontal parking floor openings.</p>
<p>a. Screening of Parking Uses</p>	<p><i>AHC Recommendation with Staff Suggestion in Blue:</i> Upper Floors of Parking Structures. Minimize views into the upper floors of parking structures through one (1) or more of the following methods: i. The use of planters integrated into the upper floors of parking structure façade design; i. <u>Decorative trellis work and/or screening</u> Screening as architectural elements on the parking structure upper floor facades; and/or ii. Upper parking floors designed as a pattern of window-like openings on the parking structure facade.</p>
<p><u>i. Street Frontage Screening</u></p>	<p><i>AHC Recommendation with Staff Suggestion in Blue:</i> <u>On street frontages, ramps and decks shall be fully screened from view. This can be done with screening materials such as glazing, grilles or opaque materials.</u> Upper floor parking areas facing a street or pedestrian way shall be screened incorporating a combination of decorative grilles, railings, the design of window like openings, and/or other screening materials aesthetically compatible with the building design.</p>
<p><u>b. Architectural Focal Points</u></p>	<p><i>AHC Recommendation:</i> <u>All building facades visible from public view shall contain a focal point near the main activity areas, building entrances and building corners using at least one (1) of the following methods:</u> <u>i. Unique materials;</u> <u>ii. Tower elements with rooflines that accentuate the corner;</u> <u>iii. Height differentiation; and/or</u> <u>iv. Variation in building massing.</u></p>
<p>c. Treatment of Blank Walls</p>	<p><i>AHC Recommendation - Maintain existing City Center requirements (Design treatments required for blank street facing facades that are 20' in length or more, within 40' of street or pedestrian corridor.)</i></p>

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D. Parking Structure Design (cont.)	
4. Parking Structure Ground Floor Design	
a. Street Level Design	
<p>i. Storefront Façade Design</p>	<p>AHC Recommendation with Staff Suggested Revisions in Blue</p> <p><u>In order to enhance building design at the street level, the first two floors of building facade fronting on International Boulevard facing a street shall have the appearance of a retail/commercial/service building through the careful architectural integration and coordination of the design of the ground floor and upper floor including the following:</u></p> <p>i. <u>One hundred percent (100%) of the building façade facing a street, up to a minimum of eighteen feet (18') in height, shall replicate the appearance of a storefront through utilizing a combination of the architectural treatments listed below:</u></p> <p><u>Glazing, clerestory windows, architectural variation, high-quality and/or differentiation of building materials or other unique high-quality architectural treatments.</u></p>
ii. Ground Floor Transparency (windows)	<p>AHC Recommendation - Maintain existing City Center requirements (60% of retail/commercial/service use)</p>
iii. Weather Protection (awnings)	<p>AHC Recommendation - Maintain existing City Center requirements (Weather protection required over 100% of retail/commercial/service use)</p>
iv. Pedestrian Building Entries	<p>AHC Recommendation - Maintain existing City Center requirements (Design treatments required to emphasize entrance)</p>

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<p>D. Parking Structure Design (cont.)</p>	
<p>b. Ground Floor Screening of Parking Uses</p>	
<p>i. Ground Floor Areas Visible from Street</p>	<p><i>AHC Recommendation with Staff Suggested Revisions in Blue</i> <u>Ground floor parking areas facing visible from a street shall be completely enclosed or wholly screened through any combination of walls, grilles, or transparent or opaque glazing.</u></p> <p><i>Existing Requirements:</i> c.— Any portion of a parking structure ground floor with exposed parking areas adjacent to a public or private street shall minimize views into the parking structure interior through one (1) or more of the following methods which are in addition to the above facade landscaping strip: i.— Decorative trellis work and/or screening as architectural elements on the parking structure facade, without compromising the open parking structure requirements of the Building Code; and/or ii.— Glass window display cases incorporated into ground floor walls built between two (2) structural pillars. Glass window display cases shall be at least two (2) feet deep, begin twelve (12) to thirty (30) inches above the finished grade of the sidewalk, and cover at least sixty percent (60%) of the area between two (2) pillars.</p>
<p>ii. Ground Floor Areas without Active Uses</p>	<p><i>AHC Recommended Maintaining Existing Code - Staff Suggested Revisions in Blue</i> For portions of parking structures without a ground floor retail, commercial, office, service or public use, a five (5) foot wide facade landscaping strip is required consisting of: i. A mix of evergreen shrub groupings spaced no more than four (4) feet apart that do not exceed a height of six (6) feet at maturity; <u>and ii.—Ground cover ;and</u> <u>iii.— Seasonal displays of flowering annual bedding plants.</u></p>

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<p>D. Parking Structure Design (cont.)</p>	
<p>5. Building Materials</p>	<p><i>AHC Recommendation with Staff Suggested Revisions in Blue</i> <u>A variety of building materials shall be used such as brick, stone, timber, glazing and/or metal to add visual interest to the buildings and reduce their perceived scale. Use masonry or other durable materials – especially near the ground level.</u></p> <p>1. Quality, durable materials shall be used in building design. Materials that have a track record of installation difficulties or lack of durability shall be subject to provision of warranty information from manufacturers and installers. Building materials with a history of problems with installation and rapid decay may be disallowed.</p> <p>2. Predominant materials should include any combination of brick, wood, stone, and/or tinted/textured concrete</p> <p>3. The following materials and features are prohibited:</p> <p><u>a. Mirror glass or other highly reflective materials;</u></p> <p><u>b. Corrugated fiberglass;</u></p> <p><u>c. Chain link fencing; and</u></p> <p><u>d. Bare or painted concrete as a predominant façade treatment.</u></p>
<p>6. Parking Floors Located Under or Within Buildings.</p>	<p><i>AHC Recommendation - Maintain existing City Center requirements</i> Subordinating garage entrance to pedestrian entrance and various screening requirements.</p>
<p>7. Parking Structure Lighting.</p>	<p><i>AHC Recommendation - Maintain existing City Center requirements</i> Screening of excessive illumination.</p>