



CITY OF BLACK DIAMOND
PLANNING COMMISSION MEETING AGENDA
October 9, 2012 7:00 PM
25510 Lawson Street, Black Diamond, Washington

1. CALL TO ORDER, ROLL CALL
2. APPROVAL OF MINUTES OF SEPTEMBER 11, 2012
3. PUBLIC COMMENTS: Individuals wishing to address the Planning Commission regarding any item not on this meeting's agenda may do so at this time.
4. PUBLIC HEARING ON COMPREHENSIVE PLAN AMENDMENTS
5. UNFINISHED BUSINESS
6. DEPARTMENT REPORT
7. PUBLIC COMMENTS
8. ADJOURN



CITY OF BLACK DIAMOND
PLANNING COMMISSION
25510 Lawson Street, Black Diamond, Washington

MEMORANDUM

Date: September 4, 2012
To: Planning Commission
From: Steve Pilcher, Community Development Director
Re: Public Hearing on 2012 Comprehensive Plan amendments

Tuesday evening, October 9th has been advertised as a public hearing on this year's proposed Comprehensive Plan amendments. The four proposals (including the General Sewer Plan) have been reviewed with the Commission at prior meetings. The purpose of next Tuesday's meeting is primarily to receive public testimony on the proposals. Time permitting, the Commission may wish to formulate recommendations. Otherwise, staff recommends continuing the public hearing (with testimony closed) to a future date.

A copy of the General Sewer Plan was mailed to all Commissioners prior to the September 25th meeting (which turned out being canceled due to lack of a quorum). Attached to this memo is a staff report addressing the various proposed amendments.

As of today's date, staff has not received any written comments from the public or any agency.

We look forward to seeing you next Tuesday.



CITY OF BLACK DIAMOND
PLANNING COMMISSION
25510 Lawson Street, Black Diamond, Washington

**STAFF REPORT
2012 COMPREHENSIVE PLAN AMENDMENTS**

Introduction

The Washington State Growth Management Act and Black Diamond Municipal Code (Title 16) provide that the City may amend its Comprehensive Plan no more than once each year. Each year, there is an annual amendment process that establishes processes by which proposed amendment may be considered. There are a variety of means by which amendments may be initiated:

1. A City-initiated planning program;
2. Initiation by City Council resolution;
3. Initiation by Planning Commission resolution; or
4. Initiation by private application.

This year's amendment cycle includes four text amendments. One (the General Sewer Plan) is the result of a City-initiated planning program. Two were initiated by City Council Resolution and one was initiated by the Planning Commission. There are no privately-initiated amendments this year.

The City Council adopted a resolution (Resolution No. 12-808) that initiated two potential amendments, both which were previously considered as part of the 2011 amendment process. These deal with the issues of 1) whether residential densities should be based upon "gross" or "net" acreage and 2) whether SR-169 should be subject to concurrency within the city limits of Black Diamond.

At its July meeting, the Planning Commission adopted a resolution (No. 12-01) initiating consideration of potential amendments to the Plan to recognize the existing Bryant airstrip and its possible expansion.

The Planning Commission has reviewed these proposals during work study sessions. The purpose of the public hearing being held on October 9th is to solicit public comments. At the conclusion of public testimony, the Commission may elect to:

- Close the public hearing to further testimony;
- Close the public hearing, but leave the written record open for a specified amount of time;
- Continue the public hearing to a specified date and time.

CPT12-01 “Net” vs. “Gross” acres

City Council Resolution 12-808 did not provide guidance regarding the potential scope of this amendment. Currently, all residential land use categories in the Comprehensive Plan discuss intended densities in terms of an allowed range of dwelling units per *gross* acre. Staff assumed the Council intended the Commission to consider whether densities should instead be considered in terms of number of dwelling unit per *net* acre. Currently, neither term is defined in the Comprehensive Plan, nor did the Council provide direction as to how it might wish to see those terms defined.

The Zoning Code (BDMC 18.100.060 & 070) contains definitions for both “gross acres” and “net acres”:

Acres or acreage, gross. The total area of a parcel of land; may be expressed in square feet or fractions of an acre.

Acres or acreage, net. The area of a parcel of land, less the area devoted to streets, roads or alleys, public or private; may be expressed in square feet or fractions of an acre.

However, throughout the Zoning Code, the term “acre” is typically used without distinction as to whether the intent is “gross” or “net”. Only in the Residential Cluster Development chapter (BDMC 18.86), is there a specific reference that maximum densities are to be based upon the *gross* acreage of a site (BDMC 18.86.040).

The terms as defined in the Zoning Code are fairly standard as used in analysis of project-specific land development. For example, the definition of “net acres” is commonly used when evaluating subdivisions. (The City’s subdivision regulations call for this calculation to be made in a preliminary plat proposal).

The draft amendment proposes a different definition that is more appropriate at the broader level of consideration that is typical in a Comprehensive Plan and in other planning analyses. For example, all jurisdictions within King County are required to conduct a periodic “buildable lands” analysis to determine their theoretical capacity to accommodate additional growth, based upon their adopted zoning maps and regulations. At that level of review, non-buildable lands (i.e., critical/sensitive areas and their required buffers) are excluded from calculations, as they are assumed to be unavailable for development. A definition of “net” that makes this exclusion is appropriate for use in the Comprehensive Plan, in lieu of the Zoning Code definition noted above.

While considering this issue during last year’s amendment process, staff had raised concerns that switching from “gross” to “net” would undermine the City’s transfer of development rights (TDR) program. Subsequent legal analysis reveals that would probably not be the case, as the City’s TDR program assigns transferable development rights to designated parcels (or portions thereof), known as “sending areas,” without regarding to their zone classification (which determines their density). This is similar to King County’s TDR program, which in some zones (e.g., Agriculture), allocates more development rights per acre that can be transferred than can otherwise be developed on the sending parcel. In other words, TDRs are assigned to specific properties (sending areas) without regard to the allowed density of development on that parcel (which is determined by zone classification).

Should a definition of “net” be established that excludes sensitive areas and their required buffers, that action would create a plan/regulation inconsistency issue with the Residential Cluster Development (RCD) provisions of the Zoning Code. As noted, densities for RCD are based upon the *gross* acreage of a parcel. If the policy direction is changed to state that residential densities should be based upon “*net*” acres, then this section of the code should be amended. Properties that feature sensitive areas and/or buffers would not be able to use those portions for calculating overall allowed density, which will result in a reduction in their development potential. If these properties are also designated “sending areas” per the TDR program, these property owners would still be eligible to sell assigned TDRs to owners of lands designated as TDR “receiving areas.” (Currently, the majority of receiving areas are located in The Villages MPD, which will need to purchase approx. 2800 TDRs in order to reach the total number of units authorized by the MPD permit approval).

It should also be noted that, since the two MPDs have already received approval, this amendment would not affect those projects in terms of their allowed density. The change would be limited to other lands within the city limits that have yet to develop. As noted, this may result in a reduction in potential density for these lands.

The attached text includes those areas within the Comprehensive Plan text where amendments are proposed to implement this proposal.

CPT12-02 Transportation concurrency on SR-169

This issue was also considered during last year’s amendment cycle. The Planning Commission recommended approval (with a split vote), but the amendment was not adopted by the City Council. The proposal, brought forth by a group self-identified as the “Citizens’ Technical Action Team”, provided specific amendment language. In initiating this matter for consideration as part of this year’s amendment cycle, the City Council did not indicate it wished to see any changes made to that proposal, which was (and remains) as follows:

PROPOSED TEXT AMENDMENT

“7.2. Level of Service

A level of service (LOS) standard measures the performance of an existing transportation system and the adequacy of the planned future improvements. Additionally, LOS standards establish the basis for the concurrency requirements in the GMA. Agencies are required to “adopt and enforce ordinances which prohibit development approval if the development causes the LOS on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development.” (RCW 36.70A.070(6)(b)). Therefore, setting the LOS standard is an essential component of regulating development.

7.2.2. LOS and Concurrency

The concurrency provisions of the GMA require that local governments permit development only if adequate public facilities are—or can be guaranteed to be—available within 6 years to support the new development. The GMA requires each local jurisdiction to identify future facility and service needs based on its LOS standards. To ensure that future development will not cause the City’s transportation system performance to fall below the adopted LOS, the jurisdiction must do one or a combination of the following: modifying the land use element, limiting or “phasing” development, requiring appropriate mitigation, or changing the adopted standard.

The requirements of Black Diamond’s Transportation Concurrency Management program may apply to transportation facilities designated by the Washington State Department of Transportation (WSDOT) as ‘highways of statewide significance.’ The portions of certain highways of statewide significance that do not have limited access and function like city arterials may be included in the Black Diamond concurrency test.

7.2.4. Level of Service Methodology

The City has established specific methods to calculate the LOS for evaluating the performance of the roadway intersections and transit service and facilities. This section describes those methods.

Intersection Level of Service

For signalized and unsignalized intersections, the LOS is calculated using the procedures described in the latest edition of the Highway Capacity Manual (2000 edition). At signalized and all-way stop-controlled intersections, the LOS is based on the weighted average delays for all movements, whereas the LOS for two-way stop-controlled intersections is defined by the weighted average delay for the worst movement.

State Highway Level of Service

1998 amendments to the GMA require local jurisdictions to address state-owned transportation facilities, as well as local transportation system needs in their comprehensive plans. House Bill (HB) 1487 requires that the transportation element of local comprehensive plans include the LOS standards for Highways of Statewide Significance (HSS). HB 1487 clarified that the concurrency requirement of the GMA does not apply to HSS or other transportation facilities and services of statewide significance. HB 1487 also requires local jurisdictions to estimate traffic impacts to state-owned facilities resulting from land use assumptions in the Comprehensive Plan.

However, since SR-169, a ‘highway of statewide significance,’ does not have limited access and, thus, functions like a city arterial, it may be included in the Black Diamond concurrency test. Such a ‘highway of statewide significance that does not have limited access and, thus, functions like a city arterial’ means those ‘highways of statewide significance’ that:

1. Allow driveways and side streets to connect directly to the highway;
2. Provide primary connections between major centers of activity; and
3. Function as high traffic corridors for intra-area travel between business districts and communities.

The City shall adopt a LOS standard for State highways to the maximum extent of its authority. The LOS shall be based on local mobility requirements, and shall be consistent with other traffic standards within the City.” *[end of proposed amendment]*

The Washington State Department of Transportation did not comment during the required 60-day agency review period last year, so staff specifically sought their comment this year, once this amendment was initiated. In an email response, WSDOT noted that SR-169 is designated as a Highway of Statewide Significance (HSS). They also noted the following:

“State Highways and Local Concurrency Programs. RCW 36.70A.070(6)(b) requires jurisdictions fully planning under the Growth Management Act to

...adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.

These transportation concurrency requirements

...do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes.[RCW 36.70A.070(6)(a)(iii)(C)].

Read together, these statutory provisions do not require local governments (except in Island County) to adopt a transportation concurrency requirement for highways of statewide significance, but neither do they prohibit local governments from doing so. Therefore state highways, whether or not designated as highways of statewide significance, may be included in local transportation concurrency programs if a city or county chooses to do so.

Level of Service Standards on Highways of Statewide Significance. RCW 47.06.140 specifically states that only the State may set the level of service for highways of statewide significance:

(2) The department of transportation, in consultation with local governments, shall set level of service standards for state highways and state ferry routes of statewide significance. Although the department shall consult with local governments when setting level of service standards, the department retains authority to make final decisions regarding level of service standards for state highways and state ferry routes of statewide significance. In establishing level of service standards for state highways and state ferry routes of statewide significance, the department shall consider the necessary balance between providing for the free interjurisdictional movement of people and goods and the needs of local communities using these facilities. When setting the level of service standards under this section for state ferry routes, the department may allow for a standard that is adjustable for seasonality.

The level of service standard for urban highways of statewide significance (LOS D) applies to SR 169 through Black Diamond. This is the level of service standard that must be included in the transportation element of your comprehensive plan [RCW 36.70A.070(6)(a)(iii)(C)]. The methodology you use when evaluating SR 169 for concurrency must be consistent with the level of service standard set by WSDOT.”

The City's LOS standard for all other arterials within the city limits is LOS “C.” The proposal indicates the City should consider establishing a LOS standard for the highway that is consistent with the arterial standard used elsewhere in the city, which is LOS “C”. This appears to conflict with information provided by WSDOT.

CPT12-03 Bryant Airstrip

The Planning Commission passed a resolution to initiate potential text amendments to the Comprehensive Plan, to recognize the existing airstrip that is operated by the Bryant family on their properties on the north side of Roberts Drive, west of SR 169.

As part of its review and analysis, staff contacted the Aviation Division of WSDOT. In our communications, they clarified that since this is a private airstrip, WSDOT has no jurisdiction. (WSDOT only has jurisdiction over public airport facilities). They also clarified that a private airstrip such as the Bryant's is not considered to be an essential public facility pursuant to the Growth Management Act and therefore, can be made subject to local land use regulations (such as conditional use permits).

Even though State regulations are not directly applicable to this issue, they do contain principles that are appropriate in consideration of any air facility. These principles relate to discouraging the siting of incompatible land uses adjacent to airports. Those land uses could include residential uses; public buildings; and other buildings where people congregate (e.g., churches). Discouraging these land uses is typically done for both the protection of those land uses and also to help prevent conflicts between them and air operations.

Mr. Darrell Bryant submitted expansion plans for the airstrip, but he did not submit suggested amendment language in support of the request. There are likely to be numerous regulatory actions that either need to or should occur before expansion activities begin. At this time, the suggested amendment will put a "placeholder" within the text of the Comprehensive Plan that recognizes the existence of the airstrip; acknowledges its potential expansion; and lays the foundation for future Zoning Code (and potentially other) regulatory amendments that will be needed in order to permit airstrip expansion.

The suggested language is attached to this report.

CPT12-04 General Sewer Plan

The Sewer Plan is an outcome of a City-initiated planning program, begun several years ago by an engineering consultant under contract to the City. City staff has subsequently amended, added to and redrafted the Plan that is currently under consideration. The Sewer Plan is required per Washington Administrative Code (WAC 173-240-050) and for coordination purposes with King County, the City's wastewater treatment service provider.

The Plan addresses the City's sewer service area, which includes all of existing incorporated Black Diamond except for the Lake Sawyer area (northwest portion of the city), where Soos Creek Water and Sewer District is the service provider. The City operates a sewer collection system, but does not provide wastewater treatment. Collected sewage is transported through King County and Soos Creek sewer mains north to the County-operated treatment plant in Renton.

The Sewer Plan is primarily a technical document, describing the characteristics of the service area; inventorying the current system; summarizing contracts with external agencies; projecting population and other growth; and recommends some changes to current policies and inclusion of new policies. The Plan both evaluates current sewer flows and projects future flows so that needed improvement projects can be appropriately sized and timed. It proposes a second connection to King County regional facilities in the western portion of the city.

RESOLUTION NO. 12-808

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
BLACK DIAMOND, KING COUNTY, WASHINGTON
INITIATING POTENTIAL AMENDMENTS TO THE CITY'S
COMPREHENSIVE PLAN, TO BE CONSIDERED DURING
THE 2012 AMENDMENT CYCLE**

WHEREAS, in June 2009, the City of Black Diamond adopted its Comprehensive Plan;
and

WHEREAS, Black Diamond Municipal Code (BDMC) 16.30 establishes procedures for
amending the Plan; and

WHEREAS, BDMC 16.30.070.B authorizes the City Council to initiate any type of
amendment by adoption of a resolution; and

WHEREAS, the City Council has determined it desires two issues to be considered as
part of the 2012 Comprehensive Plan amendment cycle;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND,
WASHINGTON, DOES RESOLVE AS FOLLOWS:**

Section 1. The Planning Commission is hereby directed to consider and make
recommendations (including specific amendments to the text of the Comprehensive
Plan) for the following issues as part of the 2012 Comprehensive Plan amendment
process:

- a. Whether residential densities should be based upon "gross" or "net"
acreage;
- b. Whether a concurrency standard should be established for SR 169 within
the city limits

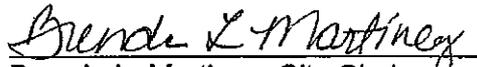
**PASSED BY THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND,
WASHINGTON, AT A REGULAR MEETING THEREOF, THIS 7th DAY OF JUNE, 2012.**

CITY OF BLACK DIAMOND:



Rebecca Olness, Mayor

Attest:



Brenda L. Martinez, City Clerk

Industrial

Two areas within the City are currently zoned for industrial use: along the south side of Roberts Drive at Morganville, which contains Anesthesia Equipment Supply, the City's only industrial use, and office space; and the area west of SR 169, north of Roberts Drive. For the past 100 years, the latter area has been used for mineral extraction, processing activities, and associated industrial uses (an auto wrecking yard, a meat market, fuel supply station, truck and equipment repair facilities and several storage warehouses). The area is currently available for redevelopment.

Bryant Airstrip

For over four decades, a privately-owned airstrip has been operated by the Bryant family on their property located on the north side of Roberts Drive, west of its intersection with SR-169. Historically, the airstrip has had only minimal use. However, both the potential and interest exists to expand the scope of the airstrip to include the installation of hangars, a fueling facility and a helipad. Currently, the airstrip is considered to be a legal nonconforming use, as it is situated such that it crosses through three distinct land use categories and zone districts (Industrial, Community Commercial and Medium Density Residential). The City should consider zoning and other land use regulation amendments as may be necessary to allow the airstrip to expand its operations.

5.2.3. A New Direction

The community's vision is for the City to guide and manage growth carefully and creatively, in a manner which protects its sensitive areas and treasured places (e.g., historical structures and sites) and retains open spaces that form the natural beauty of the City. Given the abundance of these features throughout the City, future development is likely to occur in numerous "villages" separated by these features. New development can be accommodated within this framework and landscape.

Preparation of the Land Use Element considered and identified areas that are appropriate for development and those which should be protected as sensitive areas and open space. The result is a comprehensive pattern of greenbelts and buffers shaped through a variety of policies, regulations, and incentive programs, such as transfer of development rights (TDR)—i.e., providing development "credits" for constrained or open space areas that can be transferred and used on other, more appropriate lands. The program allows property owners to realize much of the value of lands that cannot be developed to their full potential because of physical constraints. While every square foot of land has value to the land owners, not every square foot has to be built upon to achieve that value.

Allowed Use and Description: The Urban Reserve designation allows for single-family residential uses, their accessory uses and public and semi-public uses that meet appropriate development standards. Development at urban densities could occur in the future when public water and sanitary sewer service is made available.

Designation Criteria: Properties designated Urban Reserve should be only be those areas currently lacking public water and sanitary sewer service within the City's Potential Annexation Area.

Master Planned Development (MPD) Overlay

Purpose: The MPD overlay is applied to areas to take advantage of opportunities to create a clustered mix of residential, commercial and civic uses along with open space and public facilities, on large sites in appropriate locations. These sites typically consist of large parcels in common ownership where a master plan will be developed to guide unified development over a period of many years. The MPD designation is applied to meet the special needs and opportunities presented by such sites while managing impacts on nearby uses.

Allowed Uses and Descriptions: The MPD overlay is applied to areas that are intended to allow a mix of those land uses and residential densities as depicted on the Future Land Use Map. Areas with an MPD overlay designation are intended to develop only subsequent to approval of an MPD permit pursuant to Black Diamond Municipal Code. An MPD may include residential and commercial uses clustered around private and community open space, supported by adequate services and facilities. As part of the process of approving an MPD, a specific development plan or site plan will be prepared and will specify the residential and non-residential uses, densities and intensities, phasing of development, and specific development standards that will apply to the site. Densities are intended to be urban in nature (minimum of 4 dwelling units per gross-net acre) and will be established as part of the MPD approval process; some MPD sites may also be designated as TDR receiving areas. An approved development plan should contain a provision for periodic updates. Significant opportunities for public involvement should be provided in the consideration of any MPD. An MPD is implemented through the provisions of BDMC 18.98 and provisions of any pre-annexation agreement that is in place for properties in this designation.

Areas developing as MPDs are expected to incorporate innovative site design and utilization of progressive techniques to provide for environmentally sustainable development. This may include the use of "low impact" engineering techniques, employment of "green building" technologies, extensive incorporation of trails and pathways, etc.

Designation Criteria: Properties to which the MPD overlay is applied should generally reflect all of the following criteria:

1. Existing or planned public facilities are adequate to support the planned development density.
2. The area is not predominated by environmentally sensitive areas, and/or the development plan contains standards that will allow development while providing appropriate protection to the environmentally sensitive areas. The level of protection must be equal or better than that provided by the City's environmentally sensitive area policies and regulations.
3. There is either a need for or benefits will clearly derive from providing flexibility in zoning that cannot be provided by other mechanisms.
4. The parcel is at least 80 acres in area and in single or unified ownership, or is subject to a pre-annexation agreement that requires an MPD for the parcel.
5. The development plan requires flexibility to meet the requirements of a MPD.
6. The MPD will provide public benefits, in the form of preservation or enhancement of physical characteristics, conservation of resources, provision of employment, improvement of the City's fiscal performance, provision of adequate facilities, and other public benefits identified by the City.
7. At least 50% of the MPD site is devoted to open space uses, which may include recreational amenities.
8. Adequate mitigation for adverse impacts on the community, neighborhood, and environment is provided.

Low Density Residential Designation

Purpose: The Low Density Residential designation provides primarily for single-family residential neighborhoods on lands suitable for residential development. This designation provides for stable and attractive residential neighborhoods. It should be applied to both existing developed neighborhoods and areas intended for future development. Some of these areas have a MPD overlay designation and are also designated as TDR receiving areas. Urban density development in these areas will only be possible upon the receipt of transferred development rights from other areas.

Allowed Uses and Description: The Low Density Residential designation permits single-family residential uses, their accessory uses and public and semi-public uses. Residential densities may range from a base density of 4 units per net acre to approximately 6 units per ~~gross-net~~ acre. Detached single-family residences should predominate, but these areas may also include duplexes, subject to dispersal

standards, a determination of consistency with design standards and following public review. ~~These areas should also be potentially eligible for additional density through the use of on-site transfer of density (to preserve open space) or through the acquisition of TDRs.~~

Designation Criteria: Properties designated Low Density Residential should generally reflect all of the following criteria:

1. Existing or planned public facilities are adequate to support residential development at this density.
2. The area is free of significant amounts of environmentally sensitive areas, excluding aquifer recharge areas.
3. If the area is undeveloped, it is proximate to a neighborhood of single-family dwellings or is well suited to that use and is not suited to more intense residential development. The area is identified for Low Density Residential development as part of an MPD.

Medium Density Residential Development

Purpose: The Medium Density Residential Development designation provides for stable and attractive residential neighborhoods of small lot, single-family homes, or attached single- and multifamily residences on lands suitable for these residential intensities. Medium Density Residential areas should be located near commercial services, employment, and arterial roads, and may also be located in mixed-use developments. ~~All MDR areas are also subject to a TDR Overlay.~~

Allowed uses and description: The base residential density in these areas should be eight units per ~~gross-net~~ acre. If subject to a TDR overlay, increased density could be approved up to 12 units per ~~gross-net~~ acre with the acquisition of transferred development rights.

Designation Criteria: Properties designated Medium Density Residential should generally reflect all of the following criteria:

1. Existing or planned public facilities are adequate to support residential development at this density.
2. If the area is undeveloped and not near the identified employment and commercial service areas, the area should be free of significant amounts of environmentally sensitive areas.
3. The area is separated by topography or another appropriate boundary from incompatible uses. Buffering or a density transition may be used to separate this designation from lower density residential designations.

4. The area meets at least one of the following descriptions:
 - a. The area is located outside of an existing single family neighborhood and fronts an arterial
 - b. The area is developed and consists of a mix of attached and detached housing types. A residential neighborhood that is primarily single family with a strip of multifamily housing along an arterial does not meet this criterion.
 - c. Medium density housing can be developed to be compatible with existing development.
 - d. Identified as a receiving site for density under the TDR program.
 - e. The area is identified for Medium Density Residential development as part of an MPD.

Commercial Designations

Purpose: The Commercial Designations are intended to lead to the development of several types of commercial areas, and are intended to be implemented through the application of multiple zoning classifications that help distinguish between types of areas based on their desired size and function. There are three types of commercial areas envisioned in this plan, each intended to have distinctive development standards and/or allowed uses:

1. Town Center;
2. Community Commercial; and
3. Neighborhood Commercial.

Town Center designation

The Town Center designation recognizes and continues the pattern of development found in the historic “Old Town” center as a community focal point. Uses in this area will include a mix of residential, civic, retail, commercial (including comparison commercial), office, entertainment, services and hospitality services (inns and meeting centers). Low to moderate rise in scale, the Town Center commercial area will be pedestrian oriented and include buildings and nearby parks that symbolize the City’s center. Buildings are intended to be located close to the street to create a pedestrian-oriented environment; required parking may be provided on the street or in lots to the sides or rear of buildings. Bike and pedestrian trails and sidewalks will connect the Town Center to the rest of the City. Upper story residential uses should be encouraged in this area and existing residential uses should be allowed to continue as an integral part of the fabric of the center.