

Staff Response to 4/22/2019 Stakeholder Proposed East Main LUCA Principles

Proposed Principle	Staff Response
A. Transportation and Pedestrian Network	
<p>i. Design a network of public and private streets with public access connected to the City's existing street system. Consider the long-term plans for 114th Avenue South when designing this network. Ensure that the City's current and future infrastructure and utility needs are met under and above the streets. Allow the developer to use those areas above and below the streets and open spaces that the City does not use or need.</p>	<p>Not needed in the Supplemental Guiding Principles.</p> <p>This network topic is covered by the Supplemental Principles, No. 6. The remaining topics will be considered during development review.</p>
<p>ii. On larger sites with significant grade differential, provide, where practical, level and accessible pedestrian connections to 112th Ave SE.</p>	<p>Not needed in the Supplemental Guiding Principles.</p> <p>This is predominately a development review topic which cannot be addressed without benefit of project specific plans and information. Also, the potential for a skybridge over 112th Ave. SE was addressed in the CPA under Transportation Policies, Pedestrians and Bicycles.</p>
<p>iii. Consider how the Main Street right-of-way connection to this district can accommodate people walking, biking, and driving, and balance the needs of each in terms of safety and mobility</p>	<p>Not needed in the Supplemental Guiding Principles.</p> <p>This is incorporated in the 2017 Principles, No. 4. Project specific connections in project plans will be addressed during development review.¹</p>

¹ The Lake to Lake Trail, a multi-use trail for non-motorized transportation, is located on Main St. between 112th Ave. SE and 114th Ave. SE. In a TOD, bicycle and pedestrian modes should be prioritized over vehicle travel. A multi-use trail places the highest priority on these modes and on pedestrian and bicyclist safety.

B. Parking and Servicing	
i. On large sites, encourage large, below-grade garages to promote shared and efficient use of parking and loading resources and to limit vehicular and truck congestion in the pedestrian environment to provide a safe and inviting public access amenity.	<p>Not needed in the Supplemental Guiding Principles.</p> <p>This provision was incorporated in the CPA, Transportation Policies, Vehicular Mobility.</p>
C. Density, Height and Floorplate Sizes	
i. Consider strategies that provide additional height to optimize open spaces at the ground level and to add architectural interest.	<p>Not needed in the Supplemental Guiding Principles.</p> <p>The subject of height will be discussed in with the incentive system and development agreement topics.²</p>
ii. Strive to create regulations that support future workplace trends through strategies such as larger floorplate sizes and convenient, weather protected connections between different functions and buildings. <i>See figure 12 below.</i>	<p>Not needed in the Supplemental Guiding Principles.</p> <p>Floor plates are covered by 2017 Principle, No. 5. Skybridges between buildings are not supported by the Council vision, the Principles, or the CPA.</p>
iii. Establish a minimum base FAR that is sufficiently high to support the kind of vibrant, place-making development that is described in the CAC's vision statement.	<p>Do not incorporate as a Supplemental Guiding Principle.</p> <p>This topic will be addressed at the time of the incentive system discussion.</p>

² This recommendation should be read in context with the rest of the CAC Recommendations. The “additional height” refers to the difference between the current maximum height of 75 feet and the recommended CAC maximum height of 200 / 300 feet rather than exceeding the CAC recommended height.