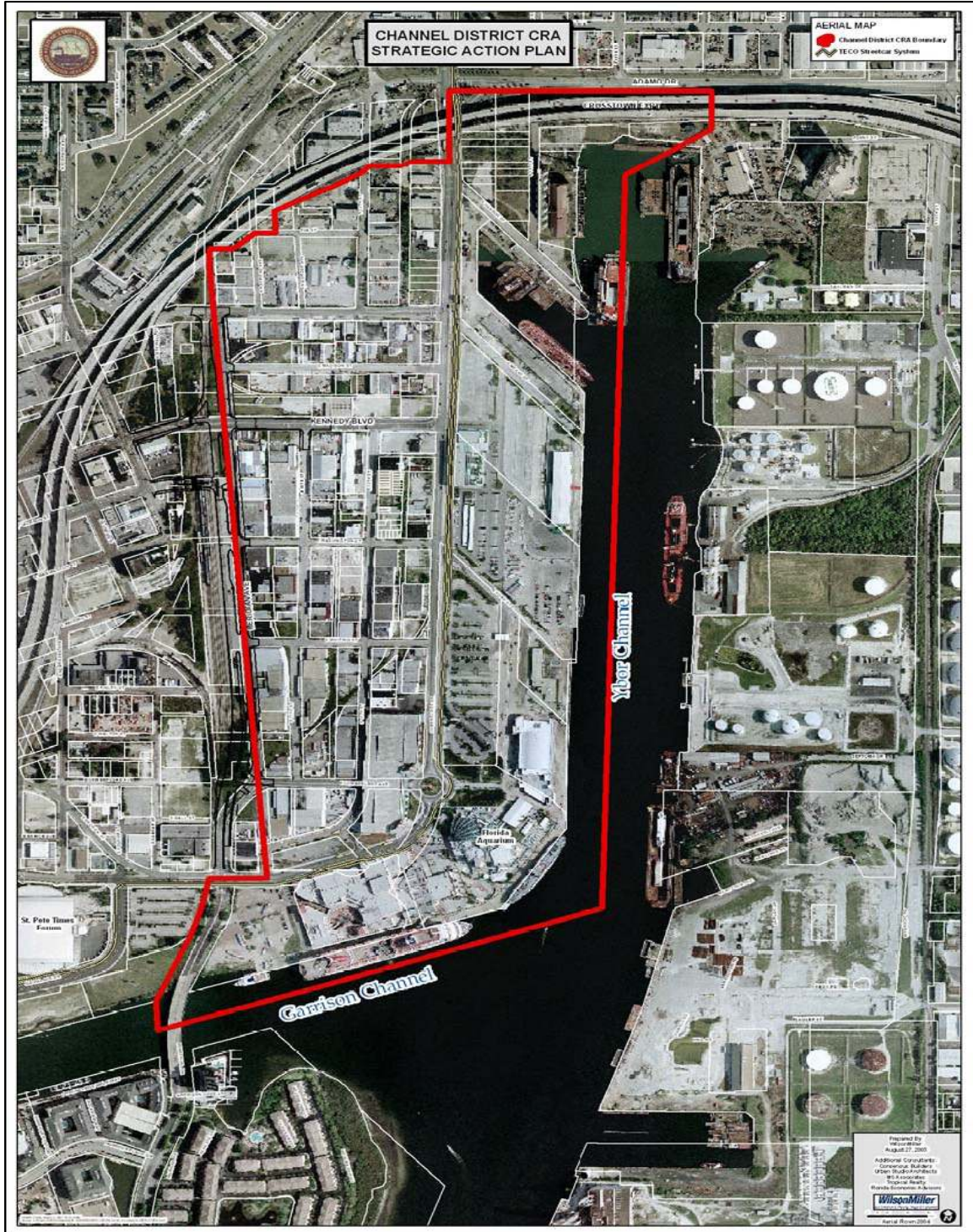


**Mary Alvarez, Chair and the CRA Board
Supplemental Summary Report
In Preparation for Directives to Amend the Draft
Strategic Action Plan**



CRA Board Call Meeting, May 4, 2006, 8:00am
Channel District Strategic Action Plan

The current draft (February 13, 2006) of the Strategic Action Plan for the Channel District is the product of many factors including, but not limited to deep planning experience within the WilsonMiller organization, their knowledge of issues arising in numerous zoning decisions, and historic knowledge of the district, numerous meetings with district/citywide stakeholders (including widely advertised public meetings, private meetings with specific stakeholder groups, and meetings with City operational departments), and intensive research of and travel to comparable cities known for architectural /environmental distinction.

It is a comprehensive plan that covers the components that will determine what the district can/will be in the future – from infrastructure capacities to architectural design standards, from height and density of buildings to pedestrian ambiance. The recommendations in the current draft are well supported by the components of the planning process and the foundations for each recommendation are well described in the plan.

The current draft plan has been presented in a wide variety of forums, including public neighborhood meetings, City Council, and the CRA Board. The plan has been posted on the City's website and numerous CD's have been provided to people upon request and at no cost. Numerous forums for public comment have been held, the last of which was a "town meeting" style forum held at the Port Authority building on March 30 that was enhanced by the presentation of a district model. The interactive dialog between the CRA Board and the public (residents and developers) is an example of public/private communication at its finest.

As WilsonMiller has publicly stated several times, this draft plan belongs to the City. While the March 30 dialog is still fresh, it is important for WilsonMiller to receive directions from the CRA Board (based on consensus) as to additions, deletions, and/or changes necessary to create a final version of the plan that can be formally adopted. This is the purpose of the May 4th CRA call meeting at 8:00am. Some important things to consider are:

- Every recommendation identified within the draft plan is subject to your discussion and directed revision, including Required Elements, Bonus Elements, and the Bonus Floor Area Ratio (FAR) Calculation. Most of the public discussion heard to date focuses on the FAR and height recommendations of the current draft – alternatives to consider are described below.
- Recommendations in the plan should be broadly stated, except where specific details are required to establish the intent of the recommendation, i.e. base/maximum height and FAR limits. Details/definitions will be established as the Land Development Code is amended to support the final plan – all changes will be subject to future City Council approval.
- The future process of changing the Land Development Code includes opportunities for public testimony. The plan seems to be consistent with the CRA Plan and the Comprehensive Plan, therefore changes to these documents may not be necessary. Documents requiring changes to support the final, approved plan will be determined by the appropriate City departments.
- A base FAR of 3.5 is the basis of all of the plan's recommendations.

FAR and Height

Much of the discussion may focus on the FAR and height components of the Plan. Recommendations in the current draft of the Plan created "sub-areas", each having specific

height and FAR limits. This approach was based upon existing conditions, previous zoning approvals, case study examples, and delivery of projected development needs within the identified planning horizon. The sub-area limits are described as follows:

Base FAR for all areas = 3.5

- **North:** **Height = 250ft**
 FAR = 5.0 max

- **Central** **Height = 175ft**
 FAR = 5.0 max

- **South** **Height = 200ft**
 FAR = 5.0 max

- **Waterfront** **Height = FAA limits**
 FAR = 7.0 max



If desired, alternative treatment of the FAR and height limitations may be considered to allow increased design flexibility within the District. Two potential alternatives have been suggested by WilsonMiller, as follows:

1. Alternative One

Internal Area: Creation of one sub-area that encompasses all of the former North, Central and South sub-areas with a 175 feet building height limit. Height beyond 175 feet would be available in return for bonus provisions and careful context consideration. The 175 feet represents a context sensitive protection to the existing resident's in the District and would provide an equal height limit for non-waterfront properties. It is recommend that the base FAR remain at 3.5 and the maximum FAR be set at 5.0 in this sub-area, in return for providing FAR bonus elements consistent with the community's priorities and the plan's bonus calculation.

Waterfront Area: Height in the Waterfront sub-area should be governed by FAA limitations. The consultant team anticipates that substantially higher levels of public enhancements will be required in the waterfront area. Thus, it is appropriate to allow higher FAR in this sub-area to offset the cost of these more significant enhancements – keep the base FAR at 3.5 and set the maximum FAR at 7.0 in the waterfront sub-area, in return for providing FAR bonus elements consistent with the community's priorities and the plan's bonus calculation. These height and FAR recommendations for the waterfront area are reflected in the current draft plan.

2. Alternative 2:

Set base height and density limits the same across the entire area. A base height limit; e.g. 175 feet, should be specified and it should provide context sensitive protection to the existing resident's and approved PD zonings in the District. Height beyond 175 feet would be available in return for bonus provisions and careful context consideration. It is recommended

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that the proposed base FAR be set at 3.5, with a maximum FAR be set at 7.0, in return for providing FAR bonus elements consistent with the community’s priorities and the plan’s bonus calculation. The substantially higher level of public enhancements likely to occur in the waterfront area will probably require the higher FAR to offset the costs of these more significant enhancements. A matrix comparing the various alternatives is below.

	Current Code	Draft Plan Recommendation	Alternative # 1	Alternative # 2
Base FAR	3.5	3.5	3.5	3.5
Bonus FAR Max		sub-areas 5.0/7.0	sub-areas 5.0/7.0	7.0
Base Ht. (ft)		sub-areas 175/200/250/FAA	sub-areas 175/FAA	175
Bonus Ht. Max (ft)	60	FAA	FAA	FAA

The plan recommends a potential height bonus beyond the set height limitation(s), permitted through bonus provisions for projects that demonstrate increased architectural design and site context sensitivity. Some bonus height provisions to consider are:

- Buildings with architectural design expression for roofing systems through the use of pitched roofs, parapets, or other design treatments. The area utilized for architectural roofing systems should be allowed beyond the maximum building height limits.
- Buildings that provide superior public realm/infrastructure improvements for the public benefit of the District.
- Buildings with step backs greater than the specified minimums or designed with additional step backs at upper levels.
- Buildings designed with setbacks greater than the specified minimums to provide increased pedestrian accommodation.
- Buildings that include dedicated public parking for the benefit of the entire district. The height associated with the public parking component should not be considered when calculating the building’s compliance to building height limits.
- Buildings with other design elements that demonstrate reduced impact and/or public enhancement directly associated with the bonus height.

Depending on the number and nature of CRA directed changes, WilsonMiller will make the necessary amendments and return the final version within one (1) week. The revised final version will also be posted on the City’s website for public viewing/downloading. This will enable discussion of the final plan at the regular CRA Board meeting on May 18th. At that time, approval of the plan as a policy guideline with a referral to City Council for approval later in the day will be sought. Implementation actions, including changes to the Land Development Code, to make the plan enforceable will begin at that point, which will take several months.