## A. Parking

1. Any proposal for development on Lot A must include a comprehensive plan for replacing the existing affordable parking in the long term and providing interim parking during the construction period.
2. The new development should replace the parking now provided on the site on a one-for-one bases in addition to providing adequate parking for any new uses included in the proposal.
3. The cost of this replacement parking to the user and to businesses should be comparable to the costs involved in the existing validation system. Interim parking during construction should have the same cost structure.
4. Policies for the control of the replacement parking must insure that parking is reserved primarily for business users and that theater venues, like Mixed Blood, have adequate spaces available for performance events.
5. Control policies should also minimize use by students and park-and-ride users.
6. Part of the replacement spaces on the site should be easily accessible street level parking, if possible.

## B. Pedestrian/bike

1. Any proposal for development on Lot A should enhance the existing pedestrian and bicycle environment both within the development and where it interfaces with the surrounding community.
2. Where the development abuts Cedar Avenue, structures should replicate the setback and massing of the existing buildings to the south.
3. Commercial uses with direct access for pedestrians on Cedar should be developed along this edge.
4. The new structure should extend as far north as possible to help narrow the “trench gap” between the Lot A site and the Seven Corners area.
5. Multiple pedestrian egress options from commercial parking should be included in the design.
6. The vacated 3rd Avenue west of Cedar should not be re-opened to vehicular traffic but a generous pedestrian and bike travel way should connect Cedar to 16th Avenue.
7. An ample bike and pedestrian path should be provided along the north edge of the expanded Lot A site in conjunction with the Central Corridor Light Rail right-of-way. This path should be integrated into the design of new buildings on the site and provide opportunities for intercourse between the path and other uses on the site.
8. The 4th Street edge of the site should be pedestrian friendly.
C. Vehicular

1. There should be no direct vehicular access off of Cedar Avenue.
2. Pedestrian friendly vehicular access from 16th is preferable.
3. 16th Avenue should provide service access to the buildings on Cedar Avenue and vehicular access to new development on Lot A.

D. Uses

1. Priority should be given to development proposals that meet the needs of the local community. This includes commercial services, like a supermarket, jobs and home ownership opportunities

E. Building Design

1. Building massing along Cedar 16th and 4th Street should maintain a pedestrian scale
2. Building designs should not create a “wall” on the south side of the Trench which would block sunlight from entering.
3. Building designs should make good use of sunlight on the 4th Street side.

F. Community Review Process:

CPED should present the following information to WBBA and WBCC for review and comment:
1. Draft RFP-with CPED recommended Criteria before presentation to City Council
2. WBBA and WBCC should have access to the review of competing proposals by having representation on the RFP review team traditionally established by CPED.
3. The final recommendation CPED will make to the City Council
4. Implementation details including, building plans, parking plan, financial plans and public infrastructure requirements at least one month prior to the real estate closing on the land sale.