

EAST MAIN CAC – REDEVELOPMENT GUIDING PRINCIPLES

Future development of the OLB properties east of 112th Avenue SE should:

- Be complementary to the community by:
 - Providing noise attenuation to the west from I-405
 - Providing services that are desired by/meet the needs of the community
 - Incorporating a significant amount of trees and green space into the development
 - Creating an engaging, pedestrian-oriented street frontage along the east side of 112th Avenue SE
 - Retaining to the extent practicable sunlight exposure and privacy of residential neighborhoods on the west side of 112th Avenue SE
- Be complementary to Downtown by:
 - Continuing to reflect the distinction between Downtown and adjoining areas
 - Focusing land use, economic development and urban form on a niche or niches not being met Downtown
- Draw people who work and live in the area to the redevelopment by:
 - Creating an active, people-oriented environment with trees and green spaces and smaller walkable blocks
 - Including a mix of uses and activities rather than big-box retail or a single-use corporate campus
 - Locating parking in structures away from the edges of 112th Avenue SE and Main Street
- Optimize use of the station with land uses that increase potential ridership
- Optimize access to the station by people who live and work in the area and apply the principles of universal design to street and sidewalks providing access to the station
- Put “eyes on the station” for better security
- *Encourage development of projects adjacent to light rail that exhibit following characteristics:
 - An emphasis on being “a place, not a project”
 - Includes housing as well as other uses
 - Higher urban scale densities
 - Pedestrian oriented
 - Density tapers down to adjacent lower density communities
 - Integrated into the station &/or neighborhood
- Balance the potentially conflicting goals of the need to provide vehicular access to residential neighborhoods with the need to address increased traffic and possible traffic safety issues by:
 - Discouraging cut-through traffic
 - Identifying residential streets that may support traffic calming measures
 - Addressing potential “hide and ride” parking concerns in residential areas
 - Recognizing that vehicular access will be reduced by closure of direct access to 112th Avenue SE
- Optimize access to the station for people who live and work in the area by:

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- Filling gaps in the pedestrian and bicycle network (including gaps in sidewalk routes or where new crosswalks might be needed)
- Addressing the lack of access between residential neighborhoods and 112th Avenue SE and destinations to the east
- Addressing pedestrian safety concerns within the residential neighborhoods by considering a range of pedestrian facility improvements and traffic calming measures
- Create a network of streets in the redevelopment area with smaller blocks that support pedestrian and bicycle use and are well connected to the non-motorized network
- Facilitate bicycle access to the station by connecting to the city's network of bicycle routes
- Connect the station area to adjacent neighborhoods

**From Light Rail Permit CAC design advisory statement.*