



CAC TRANSMITTAL LETTER

STATION AREA PLAN OBJECTIVES

- Engage the community in establishing a clear vision for the station area,
- Better integrate light rail into the neighborhood,
- Take advantage of the station location by making it easier to access, and
- Optimize the benefits of the light rail investment.

The East Main Station Area Planning Citizen Advisory Committee is a group of residents and business owners from the study area appointed by the City Council to carry out the objectives listed above.

Dear Mayor Stokes and City Councilmembers:

The East Main Station Area Planning Citizen Advisory Committee (CAC) is pleased to present the City Council with our vision for the East Main station area (Chapter 2) and recommendations for achieving that vision (Chapter 5). Our work was guided by the objectives established by the City Council at the formation of our group in August 2014. The CAC has been meeting regularly since that time with each member bringing their own perspective and concerns to the discussion. We worked as a group to respectfully listen to each other and to the community as we thoughtfully considered a range of ideas, opinions, redevelopment scenarios, technical information and potential actions. Although there was not unanimity on all of the strategies, the group did reach consensus on the overall vision and plan.

This Plan represents our collective effort to fulfill our charge. There is a summary of how the community was engaged in the project and what they had to say (Chapter 4). Some had concerns about more development and traffic and construction of the light rail project (the latter was outside of our charge). Others expressed

excitement about the possibilities offered by new development (e.g. restaurants, stores, day care) and being able to walk to the light rail station.

The major challenge for the CAC was balancing the concerns of neighbors about more development while allowing for an amount of building that would make redevelopment not just feasible, but of high quality. We also had to deal with the implications of the Mount Rainier view corridor from City Hall that created challenges for realizing our vision of locating taller buildings closer to I-405 and away from 112th Avenue SE.

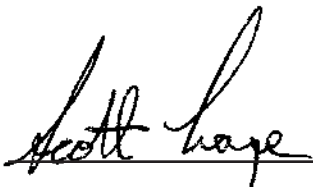
After much deliberation by the CAC, our recommended vision statement in Chapter 2 encompasses the community's expectations for preserving the character of existing neighborhoods; creating quality, transit-oriented development in existing commercial areas; providing pedestrians and bicyclists with safe, well-lighted and direct access to the light rail station and future development; and enhancing the pedestrian experience along major streets. We view the redevelopment area as a new, mixed-use neighborhood that complements our existing neighborhoods with quality design, retail goods and services, and place-making spaces and events for people that live and work in the surrounding community.

There was recognition by the CAC that traffic continues to be a major concern for neighborhoods south of Downtown. We spent a significant amount of time talking about traffic and access. Traffic issues were primarily related to existing volumes on 108th Avenue SE and what additional traffic would be expected from redevelopment on 112th Avenue SE and the permanent closures of SE 1st Place and SE 4th Street. Discussion also focused on providing designated, safe, and well-lighted pedestrian and bicycle routes to the station.

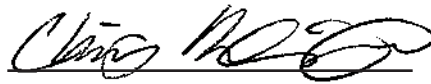
Our CAC was comprised of residents and business owners in the community who listened to friends and neighbors and other interested individuals in order to draft a plan for the East Main station area that meets the City Council's objectives and results in:

- *Pedestrian and bicycle improvements that make it easier for more people to access the station;*
- *Design that enhances quality and character of Main Street and 112th Avenue, which is critical to better integrating the station with the existing neighborhoods; and*
- *Quality transit-oriented development east of 112th Avenue SE that optimizes the benefits of the light rail investment and complements existing neighborhoods.*

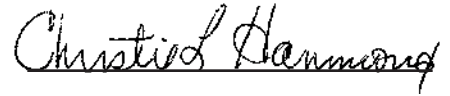
The East Main CAC wishes to express our appreciation to the City Council for this opportunity to shape the future of this area and to the community for their valuable input throughout the project. Approved by the East Main CAC for transmittal to City Council on June 15, 2016.



Scott Lampe, Chair



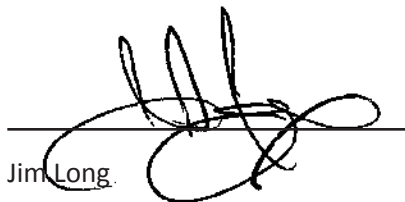
Chris Breiland, Vice-Chair




Christie Hammond



John King



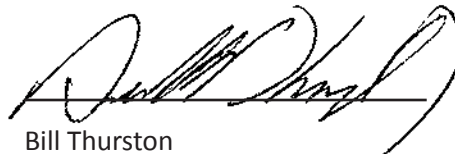
Jim Long



Erin Powell



Danny Rogers



Bill Thurston



Pam Unger



CAC VISION - 2035

Over the course of the project, the CAC heard a wide range of opinions about what the area should and should not look like 20 years in the future. Community members acknowledged that the area will continue to experience growth and change. The CAC's challenge was to envision a future that could embrace that change in a way that would preserve the character of existing neighborhoods and ensure that redevelopment in the commercial area would be done in a quality way that would complement the community. Four interrelated topics related to the future of the study area were regularly discussed by the CAC: pedestrian and bicycle access to the station, neighborhood access and traffic, character, and land use/redevelopment. The following vision statement reflects the CAC's aspirations for how the community will retain qualities that define its existing character while taking advantage of the future light rail station and adapting to the anticipated redevelopment of the commercial areas east of 112th Avenue SE.

VISION STATEMENT



The Vision for the East Main Station area includes a safe and vibrant environment that encourages walking, cycling and transit use.

Pedestrian and bicycle access to the East Main Station is a safe and pleasant experience for all ages and abilities. Gaps in the network have been filled and the pedestrian environment in the neighborhood reflects the same level of planning and quality of design and materials described in the Downtown Transportation Plan. Sidewalks have been installed at all neighborhood access routes to improve pedestrian safety. New mixed-use development and adjacent street enhancements encourage walking, bicycling and transit use to reduce the need for automobile trips in and around the redevelopment area. An accessible and attractive grade-separated crossing of the light rail tracks provides a way for pedestrians and bicyclists to move safely and easily between Surrey Downs Park and 112th Avenue SE near the intersection with SE 6th Street.

Main Street between Bellevue Way and 116th Avenue SE is designed to be a safe and inviting east-west connection allowing pedestrians and bicyclists of all ages and abilities access to the East Main Station. The Main Street right-of-way accommodates people walking, biking, riding transit and driving and balances the needs of each mode in terms of safety and mobility.

Concerns about additional traffic and safety are addressed by ensuring residential streets serve access and parking needs of neighborhood residents. The City continues to monitor and manage traffic on arterials and collector arterials. Neighborhood access points have been modified to facilitate vehicular access for residents, improve safety for pedestrians and bicyclists, and effectively prohibit non-residents (e.g. transit riders, downtown employees) from using neighborhood streets for parking, pick-up and drop-off for the light rail station and from cutting through on the neighborhood streets.

Main Street between Bellevue Way and 116th Avenue has been updated with wider sidewalks, a landscape strip between the sidewalk and street with mature shade trees and pedestrian-scale lighting. It emulates the feel of Old Bellevue to a degree, but it places a priority on safety improvements for pedestrians

and bicyclists. The north and south sides of the street provide continuity of function and reflect the different character and function of the adjoining land uses with the south side being sensitive to its residential neighborhood context. 112th Avenue SE is characterized by a wide landscape buffer between the street and sidewalk. The corridor retains its green, vegetated feel and it is safe and inviting for pedestrians and bicyclists of all ages and abilities to access the East Main Station.

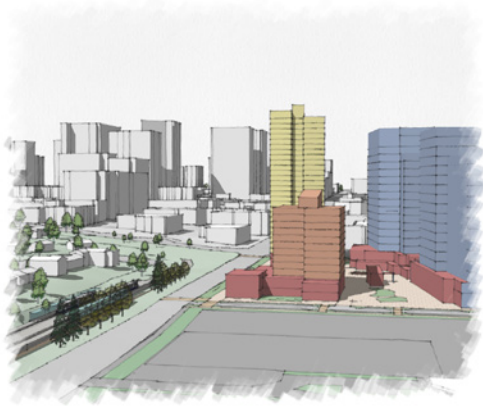
There is a standard for quality redevelopment on the east side of 112th Avenue SE that is scaled to be compatible with the surrounding area. New development uses good site and building design to create a pedestrian-oriented environment and provides ample public spaces and landscaping. The location takes advantage of the nearby light rail station to create a new, unique, high-quality neighborhood next to downtown. Taller buildings are strategically located to provide more ground-level open space, a noise buffer along I-405, eyes on the station and other public areas. The new development is designed to be compatible with nearby single-family residences to the west through building design and site planning that consider shading and privacy issues as well as the height, scale and placement of buildings and uses.

The Red Lion Hotel site has been transformed into a successful transit-oriented development with a mix of residential, office, retail and hotel uses that create an active, vibrant center during daytime and evening hours. Retail and service uses cater primarily to the people who live and work in the new development and in the community. Future transit-oriented development on sites north of SE 6th Street are anticipated to accommodate similar redevelopment and include more community and recreational uses as well.

Redevelopment areas emphasize an attractive and safe pedestrian environment with good lighting and visibility. Block lengths are much shorter than downtown with wide sidewalks that are bustling with activity from shops and cafes with outdoor seating. Internal streets have wide sidewalks, on-street parking and narrow travel lanes, all of which help to lower traffic speeds. Ample public space is located throughout the redevelopment area to provide trees and green space, passive (e.g. seating) and active (e.g. play equipment)



Development within the station area will create an inviting streetscape through high-quality design.



Development that includes new housing and office space near the East Main Link station will generate pedestrian activity along 112th Avenue SE.

areas that are visually interesting and appealing (e.g. fountains, art work) for people to gather and interact in a community setting.

New commercial development along the east side of 112th Avenue SE is set at the back of a wide sidewalk to create space for a landscape strip with large shade trees and businesses that cater to pedestrians. There are sidewalk oriented uses that generate pedestrian activity and allow ample room for circulation. New residential development is especially welcoming with similar landscape strips along the street and front stoops or building entryways that extend the setback of the building façade from the sidewalk and possibly create additional pockets of landscaping.

New residential buildings are located along 112th Avenue SE and provide housing for a variety of family sizes and income levels. Towers are located adjacent or close to Main Street. Farther south of Main Street, the upper floors of taller buildings are set back or stepped back as much as possible from 112th Avenue SE to maintain a more pedestrian scale and provide greater separation from the single family neighborhoods to the west. Mid- and high-rise office buildings are sited along 114th Avenue SE to provide a visual and noise buffer of the freeway.

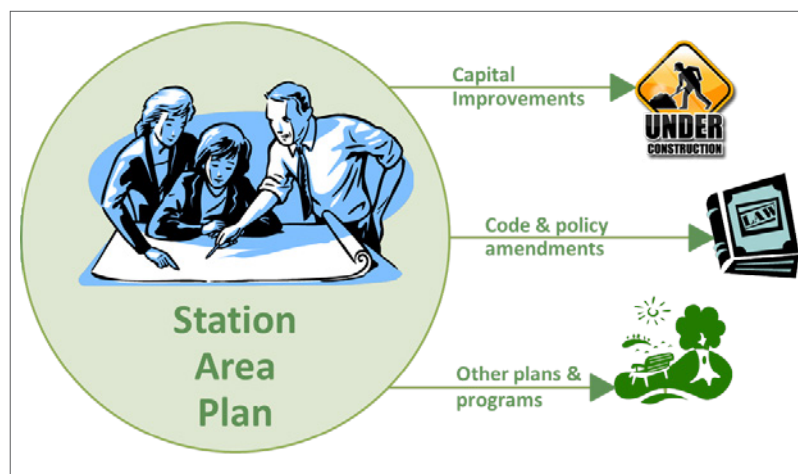


IMPLEMENTATION STRATEGIES

Implementation will involve a complex and interrelated set of near-term City actions that will require further deliberation by City Boards and Commissions, the City Council and the public. In the longer term, implementing this Plan will require a combination of private redevelopment and public improvements and a commitment to the recommended vision.

5.1 TYPES OF IMPLEMENTATION STRATEGIES

Station area planning is intended to identify and analyze the issues and opportunities presented by light rail and develop a plan for the future, including a set of implementation strategies. Figure 5 depicts the three types of implementation strategies contained in this plan.

Figure 5 Types of Potential Implementation Strategies

CAPITAL IMPROVEMENTS

Projects that require some level of construction or installation of physical improvements, such as sidewalks, crosswalks or signs.

CODE AND POLICY AMENDMENTS

Changes to Bellevue's adopted regulations and policies to guide decisions by the City about development, City investments in capital improvements and other City programs.

OTHER PLANS AND PROGRAMS

Actions that can be addressed through existing City programs or other ongoing planning efforts. Examples include the City's Neighborhood Traffic Safety Services program, Neighborhood Outreach program, Pedestrian and Bicycle Implementation Initiative and the Transit Master Plan Update. This category also includes actions that may need additional study or actions that are not directly related to station area planning but may be addressed in another way. For example, suggested actions related to the permitting of the light rail project are referred to the Light Rail Permitting CAC for their consideration.

The following tables list the recommended strategies for each of the four main topics identified by the CAC. These strategies are not presented in order of priority and at this time there is no funding

identified for any proposed strategies. Once the plan is approved by the City Council the actions that require specific funding will be considered along with the other priorities competing for funding city-wide. One overarching strategy that is being proposed is to establish a fund specifically to carry out actions identified and approved through the station area planning process. If approved through the budget process, there will be follow-up work with the stakeholders for each station area to review and prioritize these strategies for funding purposes.

5.2 CAC RECOMMENDED STRATEGIES

PEDESTRIAN/BICYCLE ACCESS

Pedestrian and bicycle access and safety in the station area were key concerns for the CAC and community members. There are several gaps in the pedestrian network, including a lack of sidewalks at neighborhood entrances and on other streets connecting to Main Street, and also along residential streets. The closure of direct access to 112th Avenue SE will mean longer walks to destinations east of 112th Avenue SE and as well potentially more traffic on some residential streets that could impact pedestrian safety. These concerns are summarized in the “What We’ve Heard” map in Chapter 4 of this report.

The recommended pedestrian/bicycle access strategies (table below) were developed based on community input, CAC discussion and the guiding principles and vision. The pedestrian/bicycle access strategies correspond with Figure 6. The strategies are intended to address concerns and desired outcomes with specific actions that will implement the vision described in Chapter 2. The recommended strategies are aimed at improving pedestrian/bicycle safety and access to the station, adjacent neighborhoods and to destinations beyond the station area. Some of these strategies may also benefit pedestrians walking to other destinations within the area such as Surrey Downs Park. Several of these strategies are consistent with projects outlined in the 2009 Pedestrian and Bicycle Transportation Plan.



The neighborhood entrance at 110th Ave SE and Main Street does not have sidewalks (addressed by Strategy #7)

Pedestrian/Bicycle Access			
STRATEGIES	Capital Improvements	Code & Policy Amendments	Other Plans & Programs
1 Complete projects identified as high priority in Pedestrian and Bicycle Plan in and near the station area, including: <ul style="list-style-type: none"> 114th Avenue SE bike lanes (*B-127 E&W) SE 8th Street (114th Avenue SE to east of I-405) bike lanes (*B-135 N) Main Street off-street path on south side, Bellevue Way to 116th Avenue (*O-121 S) Lake Hills Connector off-street path (*O-123 N) SE 8th Street (112th to 114th Avenues SE) off-street path on south side (*O-130 S). 	✓		
2 Install wayfinding—with travel times and distance—for people walking and biking to the stations and other major destinations.	✓		
3 Coordinate with Sound Transit to ensure multi-use path that connects the South Bellevue station to the East Main station includes wayfinding.			✓
4 Evaluate the potential for marked crosswalks or other treatments to better highlight pedestrian crossings at SE 2 nd Street and SE 11 th Street from existing sidewalk that leads out of these streets to the existing sidewalk on the west side of 108 th Avenue SE.	✓		✓
5 Develop and implement pedestrian and bicycle safety improvements along the entire Main Street corridor between Bellevue Way and 116 th Avenue.	✓		✓
6 Install sidewalk on at least one side of SE 16 th Street from Bellevue Way to 108 th Avenue SE.	✓		
7 Install sidewalks to fill gaps and improve safety on: <ul style="list-style-type: none"> 110th Avenue NE from Main Street to NE 2nd Street 110th Avenue SE from Main Street to SE 1st Street SE 10th Street from 108th Avenue SE to Bellevue High School. 	✓		
8 Install a crosswalk on Main Street for the east side of the intersection with 110 th Avenue NE.	✓		
9 Conduct a planning level engineering study and cost estimate for constructing a pedestrian overpass or underpass of the light rail from the residential neighborhood to 112 th Avenue SE in the vicinity of Surrey Downs Park and SE 6 th Street. Follow-up with stakeholders on both sides of 112 th Avenue SE to determine if there is sufficient support to include in the City's future capital projects budget.			✓
10 Provide designated routes (e.g. walkways, sidewalks, and/or signage) through the Surrey Downs neighborhood along 109 th Avenue SE, 111 th Avenue SE, SE 2 nd , 4 th and 6 th Streets that are safe, well-lighted, and attractive routes for pedestrians.	✓	✓	✓

*2009 Pedestrian-Bicycle Plan, Project List

Figure 6 Pedestrian/Bicycle Access Strategies

TRAFFIC



Speed bumps act as a traffic calming device

Addressing the issue of increased traffic, especially in residential areas, was a large component of the CAC's work. Given the proximity of the East Main station to neighborhood areas, residential streets were seen as an attractive place for commuters to park and walk to the light rail station. Additionally, with the loss of direct access into Surrey Downs off of 112th Avenue SE, existing access points at Main Street and 108th Avenue SE and 110th Avenue SE into neighborhood areas will likely have to carry additional neighborhood traffic. This could make routes all the more appealing for non-resident traffic and increase potential conflicts and safety concerns among pedestrians, bicyclists and drivers.

One of the main challenges for the CAC was how to address neighborhood concerns about additional traffic on 108th Avenue SE, which is designated as a collector arterial and intended to carry more traffic than a local, residential street. However, it also serves as a residential street providing direct access for residents living along the street. Traffic concerns along 108th Avenue SE are not new, and many actions have already been taken by the city to slow traffic and discourage non-residents from using it as a thoroughfare between downtown and Bellevue Way. Due to the history of the issue and ongoing efforts of city staff and neighborhood residents to continue to work on solutions, the CAC recommendation is to monitor effectiveness of existing techniques and explore new methods.

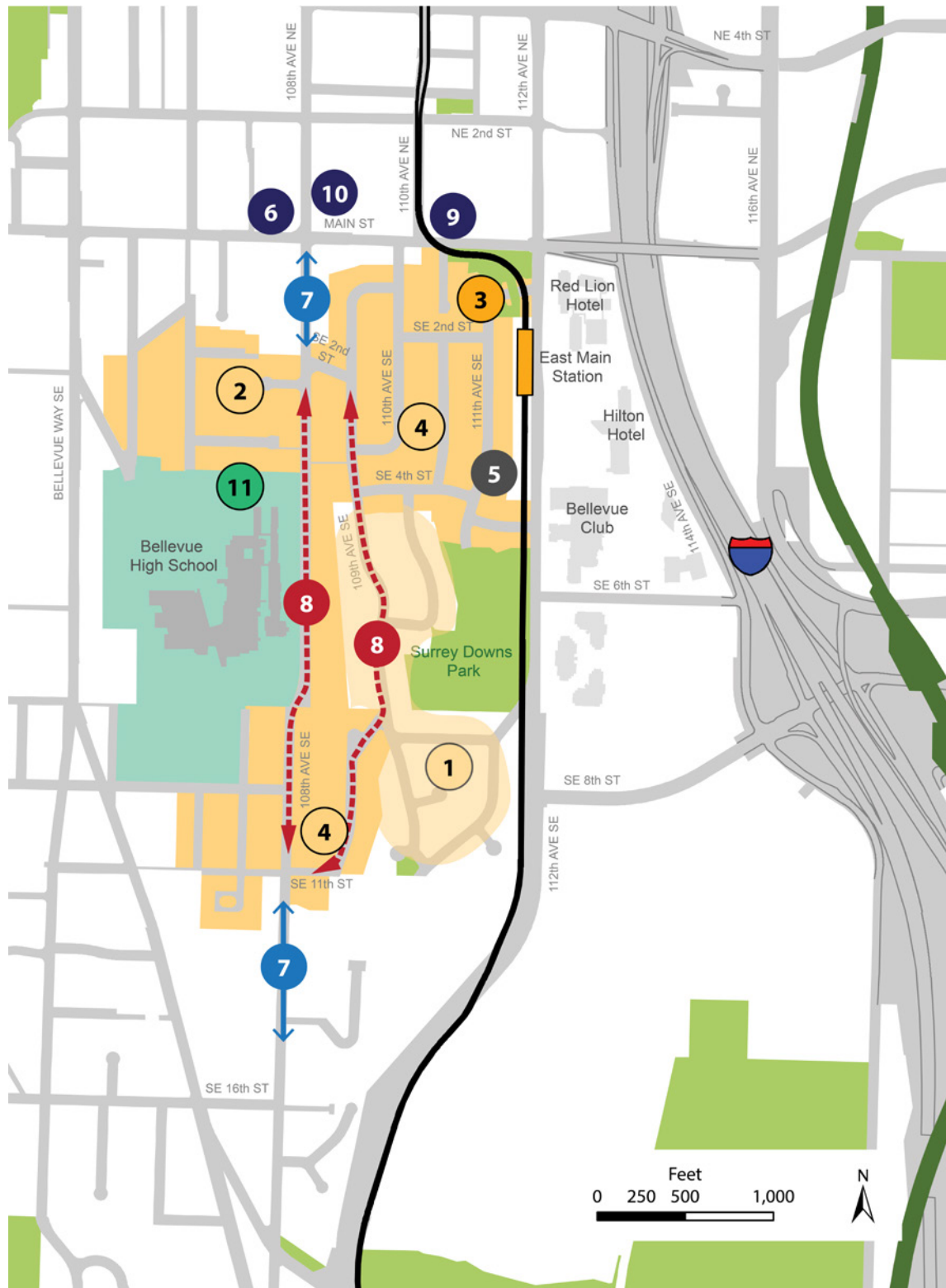
With that in mind, the CAC's vision for addressing traffic in the study area was primarily centered on ensuring that neighborhood streets and access points safely serve the needs of residents walking, biking, and driving while discouraging non-residents from using the neighborhood street network. This desire is reflected in the CAC's vision to balance safety and access needs of residents while effectively prohibiting non-residents from parking and driving on neighborhood streets.

The CAC worked to develop specific strategies (table below) that will help to achieve the long-term vision. The traffic strategies correspond with Figure 7. Traffic strategies centered primarily on enforcing and expanding the existing residential parking zones (RPZs), updating the city's traffic calming guidelines to allow for traffic calming measures to be installed on streets where guidelines previously inhibited their implementation, ensuring that additional traffic calming and access changes will not inadvertently push concerns to adjacent streets, exploring methods to ease residential access at key entry points while simultaneously discouraging non-residential use, and creating a 20 mph school zone around Bellevue High School.



109th Ave SE is a wide street that may benefit from traffic calming coordinated with traffic calming on 108th Ave SE (Strategy #8)

Traffic			
STRATEGIES	Capital Improvements	Code & Policy Amendments	Other Plans & Programs
1 Evaluate whether existing residential parking zone (RPZ) areas should be expanded or if a new RPZ should be created to cover the remainder of the Bellecrest and Surrey Downs neighborhoods to the south.			✓
2 Evaluate day and hour restrictions of all RPZ areas in the Bellecrest and Surrey Downs neighborhoods to determine if they should be expanded.			✓
3 Monitor pick-up/drop-off activity in the residential area once light rail is operational and implement restrictions as needed/supported by the neighborhood.			✓
4 Enforce RPZ and other restrictions to ensure they are effective.			✓
5 Update the city's traffic calming guidelines to lower the speed threshold for the implementation of traffic calming measures around light rail stations.		✓	
6 Continue to monitor and enforce access restrictions from downtown to 108th Avenue SE.			✓
7 Continue to explore, and implement as appropriate, new technologies and best practices that discourage non-residential traffic from traveling from downtown through residential areas.			✓
8 Coordinate additional traffic calming measures for 108th Avenue SE with measures for 109th Avenue SE to discourage cut-through traffic and maintain safety on residential streets.	✓		✓
9 Evaluate the feasibility and trade-offs of modifications to the intersection of Main Street and 110th Avenue for the purposes of providing additional neighborhood access for residents, improving pedestrian safety, and discouraging non-residential traffic. Modifications to be evaluated may include, but are not limited to, realignment of 110th Avenue, a traffic signal with protected left turn movements, additional sidewalks, crosswalks and pedestrian signals.	✓		✓
10 Add a protected left turn signal phase for all legs of the Main Street and 108th Avenue SE intersection to facilitate residential neighborhood access while improving safety for people walking across Main Street and 108th Avenue SE. Evaluate concurrently with street traffic mitigation.	✓		✓
11 Implement a 20 mph school zone around Bellevue High School.	✓		✓

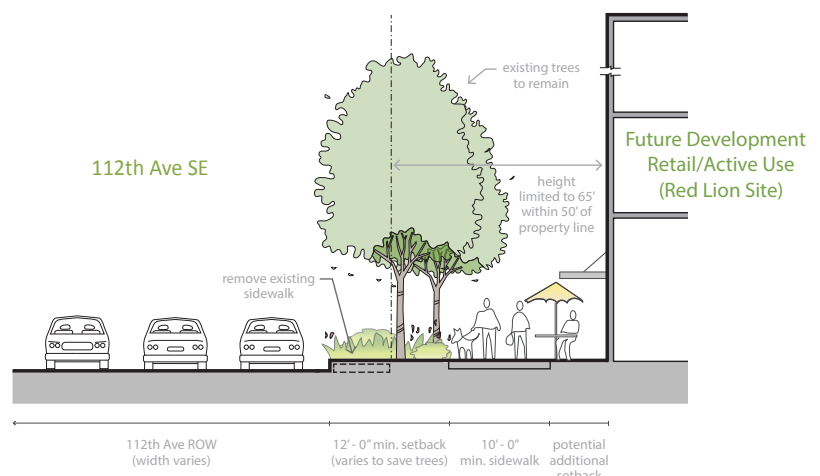
Figure 7 Traffic Strategies

CHARACTER

Comments from CAC members and the public reflected concerns that the light rail project, the potential redevelopment of sites east of 112th Avenue SE and the possibility of increased traffic on Main Street and 112th Avenue SE would negatively impact the station area, especially the residential neighborhoods west of 112th Avenue SE. People expressed a desire to preserve the natural beauty, quiet and small community feel of the residential neighborhoods while maintaining walkability and easy access to downtown as well as improving the pedestrian experience on Main Street and 112th Avenue SE.

The recommended character strategies are intended to implement the vision described in Chapter 2 through street design guidelines for Main Street and 112th Avenue SE and through land use regulations and design standards for new development. The strategies focus on creating landscaped, pedestrian-friendly streetscapes on Main Street and 112th Avenue SE (Figure 8) and developing uses along 112th Avenue SE in a way that complements the street design guidelines and at a scale that does not overwhelm the residential neighborhood. The character strategies need to work in concert with the land use/redevelopment strategies to achieve the CAC's vision.

Figure 8 Example street frontage design for redevelopment along 112th Avenue SE



Character			
STRATEGIES	Capital Improvements	Code & Policy Amendments	Other Plans & Programs
1 Develop and implement a design for Main Street that emphasizes safety and incorporates aspects of the look and feel of Old Bellevue along with wider sidewalks, planting strips, shade trees and lighting that reinforce the distinct land use context on each side of the street between Bellevue Way and 116th Avenue.	✓	✓	✓
2 Incorporate the recommendations of the East Main Station Area Plan into subsequent plans, studies and programs (e.g. Downtown Transportation Plan, multi modal level-of-service, corridor studies) to achieve the vision for Main Street.		✓	✓
3 Develop and implement a design for 112th Avenue SE from Main Street to SE 8th Street that preserves the current “green boulevard” look and feel and creates a safe and inviting environment for pedestrians and bicyclists.	✓	✓	✓
4 Develop and implement design guidelines for street frontage that complements the desired design character for 112th Avenue SE by allowing and encouraging an active pedestrian environment including: <ul style="list-style-type: none"> ▪ Wide sidewalks ▪ Landscape strips separating traffic from sidewalks ▪ Large shade trees ▪ Pedestrian-oriented storefronts and activities 	✓	✓	✓
5 Develop and implement regulations for new development with frontage along 112th Avenue SE that complements the desired design character of the street by: <ul style="list-style-type: none"> ▪ Establishing building setbacks at back of sidewalks ▪ Encouraging front stoops if individual residential units front on the sidewalk ▪ Creating attractive, well-defined entrances serving multiple residential units ▪ Requiring additional step backs for upper floors above 65 feet ▪ Requiring taller buildings be located closer to I-405 and/or a minimum distance from 112th Avenue SE. 		✓	

LAND USE/REDEVELOPMENT

Future redevelopment of the commercial zoned properties east of 112th Avenue SE between Main Street and SE 8th Street represent opportunities and challenges. The CAC was charged by the City Council with formulating a vision that would allow for transit-oriented development east of the future light rail station in a way that would complement the existing community. The CAC received input from residents, property owners and developers and considered several scenarios with different levels of development. The CAC's recommended vision and strategies reflect consistent themes heard throughout the project for high-quality redevelopment with uses, facilities, amenities and activities that serve existing residents and workers in the immediate area as well as the broader community. Equally important, the CAC views the redevelopment that will occur as a new neighborhood that should foster a strong sense of community and complement the existing neighborhoods west of 112th Avenue SE and north of Main Street.

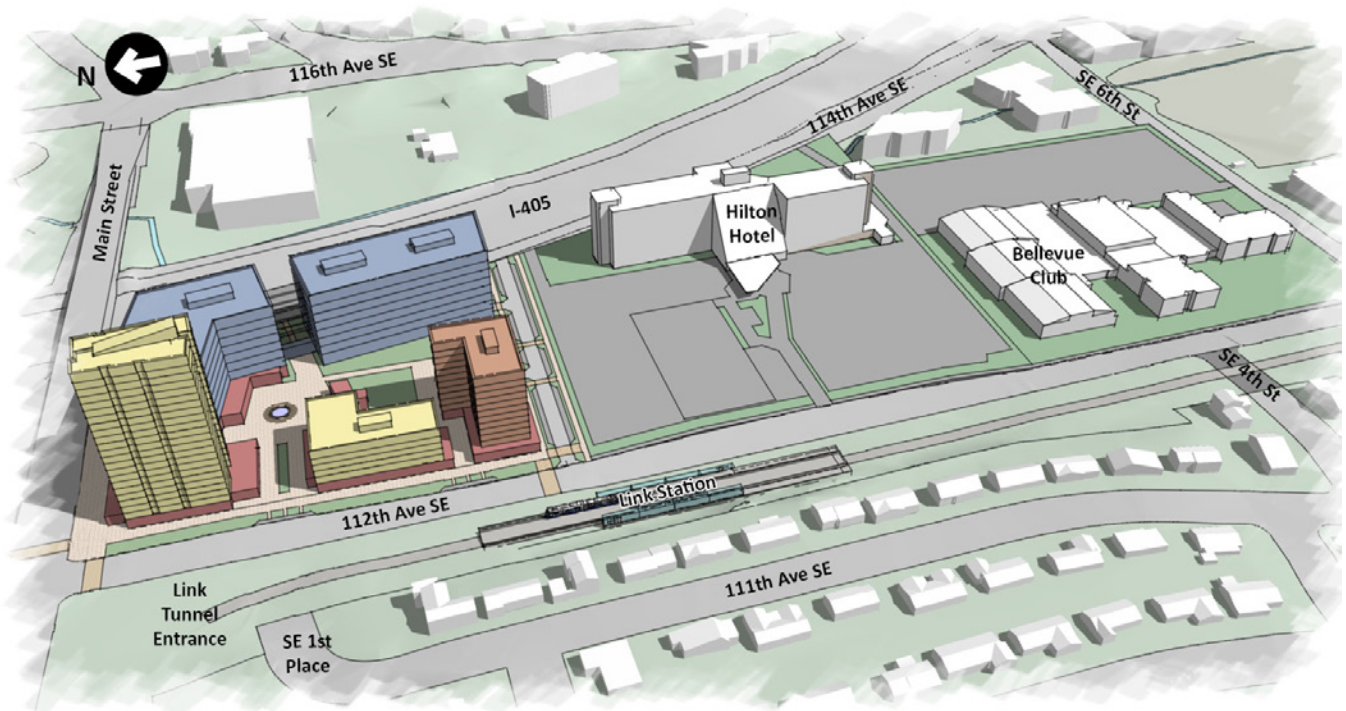
Redevelopment strategies call for increasing allowable building square footage and height in the area bounded by Main Street, SE 6th Street, 112th Avenue SE and I-405 (Figure 9). This area was the primary focus of the CAC discussion about redevelopment and transit-oriented development. Current Office/Limited Business zoning permits low-rise, suburban style office and hotel uses of up to 75 feet in height with building square footage equal to one-half of the square footage of the site. The CAC's vision calls for a greater mix of residential, retail, office and hotel uses to serve existing and future residents and workers of the area; allowing up to 200 feet in most of the area and up to 300 feet in limited areas; and allowing maximum building square footage of four to five times the square footage of the site (Figure 10).

Two concepts for redevelopment of the Red Lion Hotel site that fit within the CAC's vision for all of the sites between Main Street and SE 6th Street are described in Strategy 2 in the following table and illustrated in Figures 11 and 12. Figure 11 depicts a mix of uses with an overall maximum building height of about 200 feet and preserving a view corridor of Mount Rainier from the public concourse at City Hall. The CAC recommendation includes minimizing or eliminating the view corridor (Strategy 3) to allow for

Figure 9 Primary Redevelopment Area: Existing Conditions (2016)



Figure 10 Primary Redevelopment Area and Red Lion Site Concept



buildings up to 300 feet tall along Main Street and 114th Avenue SE if additional requirements are met. Figure 12 depicts the taller buildings without the view corridor. Taller building height allows for more development and more open space on the site. In both concepts, portions of buildings fronting along most of 112th Avenue SE would be limited to 65 feet in height with taller portions located farther back from the street (see Figure 13).

The land use/redevelopment strategies are intended to provide clear guidance for the next step of implementation – development regulations and design guidelines – that will ensure the vision is realized as redevelopment occurs. Two distinct areas were identified in the Office/Limited Business district as having different levels of redevelopment potential. The highest potential is within the ¼-mile radius of the station between Main Street and SE 6th Street. The remainder of the Office/Limited Business district between SE 6th Street and SE 8th Street has much less redevelopment potential due to significant environmental constraints related to Sturtevant Creek, wetlands and possibly soil conditions. For that area, the CAC recommends roughly doubling the amount of allowable building square footage and increasing height from 75 feet to up to 120 feet, still subject to the environmental constraints of the site (Strategy 5). Another key recommendation for the redevelopment area is the creation of a new street between 112th Avenue SE and 114th Avenue SE serving the Red Lion and Hilton sites and providing better traffic and pedestrian circulation in and around the sites (Strategy 4). Figure 14 illustrates one concept for the design of that future street. Overall, the land use/redevelopment strategies need to work in concert with the character strategies to achieve the CAC's vision.

Figure 11 Example redevelopment Red Lion site (200' height overall)

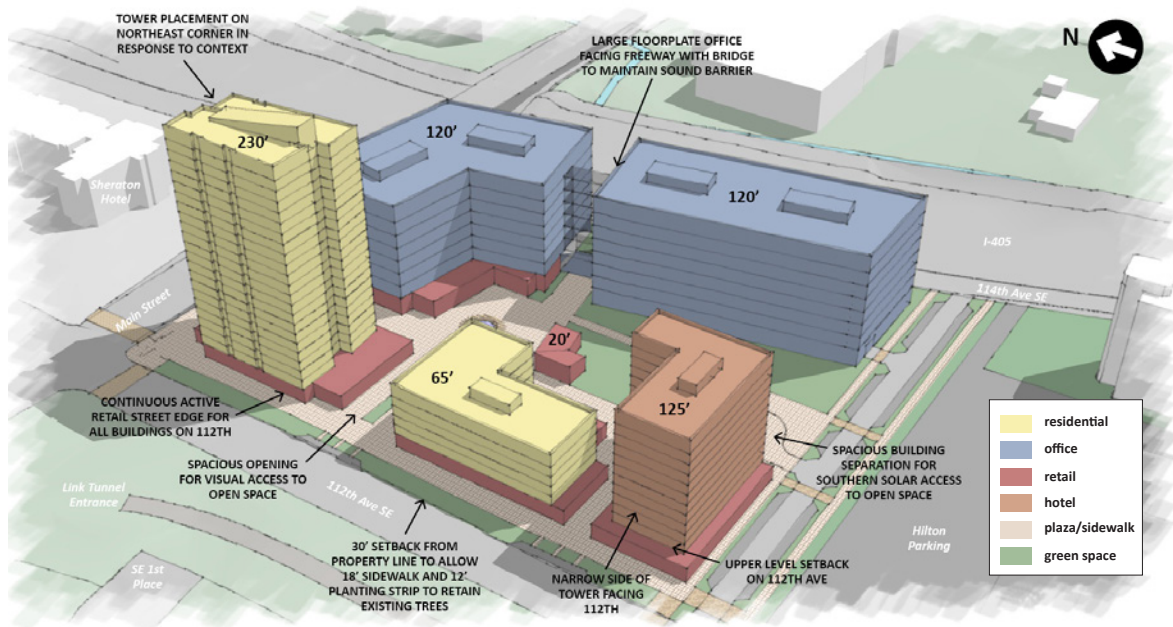
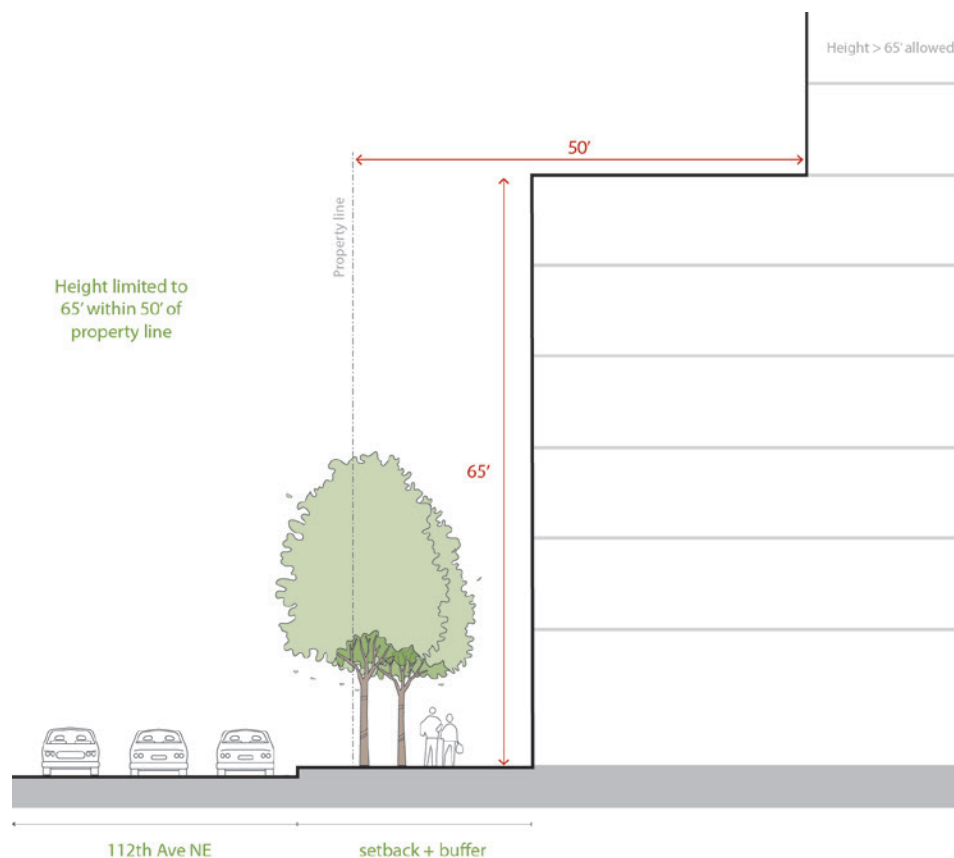
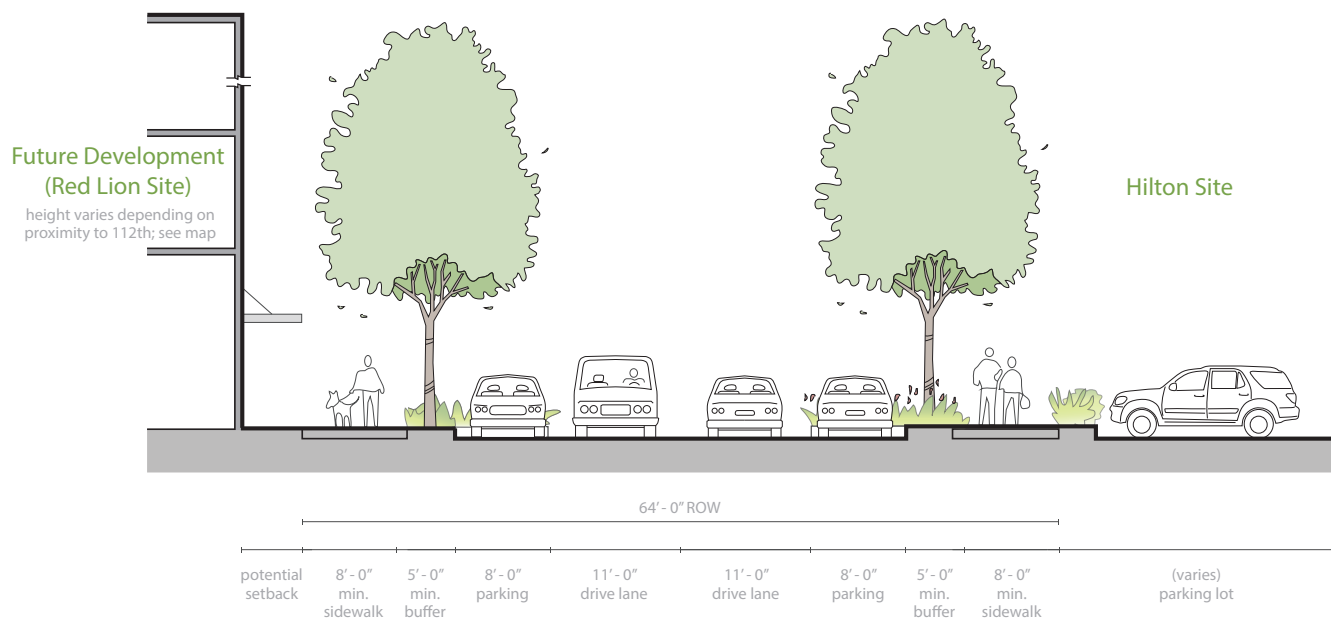


Figure 12 Example redevelopment Red Lion site (300' height part of site)



Figure 13 Example of stepbacks along 112th Ave NE (Land Use/Redevelopment strategy #2)**Figure 14** Example design for new street in redevelopment area

Land Use/Redevelopment			
STRATEGIES	Capital Improvements	Code & Policy Amendments	Other Plans & Programs
1 Continue to require new development to analyze and mitigate for project-related traffic impacts, including pedestrian and bicycle access and safety.			✓
2 Apply a new “East Main TOD” zone to replace the existing OLB zone between Main Street, 112th Avenue SE, SE 6th Street and 114th Avenue SE and that includes, at a minimum, the following standards: <ul style="list-style-type: none"> ▪ A mix of uses (e.g. residential, retail, office, hotel) within a project and/or individual building ▪ Housing for a variety of family sizes and income levels that fits with the quality of the community ▪ Maximum square footage for building footprints and floor plates ▪ Allow a mix of retail uses that does not include “big box” retail ▪ Retail and service uses scaled to primarily serve the community and located within pedestrian areas to generate street-level activity ▪ Maximum site FAR of 4.0 and building height of 200 feet – both of which can only be achieved through a bonus/incentive system that ensures quality development ▪ Establish a minimum base FAR that is sufficiently high enough to support the kind of vibrant, place-making development described in the CAC’s recommended vision statement ▪ Allow additional FAR up to 5.0 and height up to 300 feet only within 250 feet of the Main Street right-of-way or 114th Avenue SE right-of-way and only through a development agreement or similar mechanism that provides greater quality of development and public benefit (e.g. architectural design, enhanced pedestrian environment and place-making, community benefits, public amenities) beyond the requirements for achieving the 4.0 FAR and 200 foot height ▪ Limit building height to 65 feet within 50 feet of 112th Avenue SE for buildings outside of the additional FAR/Height (5.0, 300 feet) area; utilize building design that steps back height above 65 feet beyond the area within 50 feet of 112th Avenue SE ▪ Use landscaping and architectural design to minimize the appearance of the “wall effect” (i.e. a solid line of building facades) along 114th Avenue SE. 		✓	
3 Minimize or eliminate the Mount Rainier view corridor to prevent undermining redevelopment and transit-oriented development (TOD) goals and the CAC desire to locate taller buildings farther from 112th Avenue SE.		✓	
4 With redevelopment of the Red Lion and/or Hilton Hotel sites, construct a new public street along or in the immediate vicinity of their common property line to convey automobile, pedestrian and bicycle traffic between 112th Avenue SE and 114th Avenue SE and to provide additional access to both properties.	✓	✓	

Land Use/Redevelopment			
STRATEGIES	Capital Improvements	Code & Policy Amendments	Other Plans & Programs
<p>5 Revise the standards for the “OLB” zone between 112th Avenue SE, SE 6th Street, SE 8th Street and 114th Avenue SE to allow for a broader mix of uses and taller buildings to enhance the limited redevelopment potential, including:</p> <ul style="list-style-type: none"> ▪ The same quality and similar design standards as the new “East Main TOD” zone ▪ Increase maximum site FAR to 1.0 and increase building height to 100 to 120 feet achievable through a bonus/ incentive system that ensures quality development. 		✓	
<p>6 Re-evaluate parking ratios for TOD and encourage parking to be structured underground or located internal to other structures.</p>		✓	
<p>7 Incorporate design standards that create safe and secure environments (e.g. visibility, lighting) in and around the new development.</p>		✓	