

CITY COUNCIL DIRECTION TO PLANNING COMMISSION

- Consider the East Main amendments in the broader context of the planning that has been done for Downtown and that is being done for Wilburton and make sure they fit together;
- Consider allowing larger floorplates along 114th Avenue SE to accommodate the building types desired by technology companies;
- Review whether there is a material difference between 65 feet and 70 feet height limits for the 50-foot step back provision along 112th Avenue SE;
- Consider a walking path between SE 6th Street and SE 8th Street to connect the redevelopment area with trails in the Mercer Slough;
- Conduct a process that provides opportunity for public input on implementation and respects and builds upon the work of the CAC, the direction established by Council approval of the East Main Station Area Plan and the initiation of these amendments;
- Be diligent about adhering to the schedule for adoption of all amendments by the end of 2018 in order to evaluate the efficiency and transferability of the concurrent process; and
- Implement the vision for the East Main station area as embodied in the Vision Statement for the approved plan and the CAC Guiding Principles below.
- Assess whether the land use code amendment is consistent with the current Comprehensive Plan and the proposed East Main comprehensive plan amendment(s).

EAST MAIN CAC GUIDING PRINCIPLES

Land Use/Redevelopment

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

- Be complementary to the community by:
 - Providing noise reduction 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

ATTACHMENT B

- 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 the 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 and/or neighborhood

Transportation

- 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:
 - 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.