

EAST SUB-AREA PLANNING CONSIDERATIONS

Basic Policies : (specific application)

- B - No mass acquisition for noise impact, beyond the proposed interim acquisition
- B - use of noise contours (?)

C-2 - either val-ve or des moines sewer districts should annex and serve those built-up areas west of Military Road and south of 176TH - petition by people of election to merge - METRO?

C-3 - Development of the "expanded services complex" should include tree planting along the open channel of Des Moines Creek where it passes through the site.

D-1 - Bow Lake should be developed as a holding pond, sized for a 10 year design storm. king Co will build & maintain

ALT. D-1 - King County should acquire Covenant Beach and develop it as a combination park/stormwater control area, thereby reducing the extent of necessary improvements to Bow Lake

D-2
+D-5 - Development of the "expanded services complex" should include on-site stormwater retention methods due to its immediate location on Des Moines Creek

(practical policy)
 E-1 - Develop bicycle and pedestrian paths and view-stops along Military Road.

E-2 - Angle Lake Park should be expanded to help avoid the decline of the Angle Lake neighborhood from U.S. 99 and airport business encroachment.

E-4 - Apartment development between the airport development district and single-family residential should be planned unit developments.

F-1 + F-2 - Utilize setback and landscaping requirements where apartment and airport development districts have a common property line.

F-3 - Establish boundaries for:
 1) east airport development district
 2) high density residential district
 3) U.S. 99 commercial areas and McMicken neighborhood business area.

G-1 - Preserve the existing natural qualities of Bow Lake, Angle Lake, and open areas.

G-2 - Retain the low-scale residential profile along the east of McMicken in order to assure the preservation of valley and mountain views.

- 6-3 - The west hillside of McMicken Heights serves to limit expansion of airport development and high density districts.
- 6-3+6-4 - Angle Lake Park and Washington Memorial Cemetery serve to physically define the south and the north boundaries of the airport development district through a change in use and topography.
- 6-5 Limit apartment growth up the west hillside of McMicken Heights in order to protect existing views.
- 6-6 Bow Lake wetlands to assume the wetlands criteria (E.D.C. wetlands-report)
- 6-7+~~6-8~~ H-2 Does this, or can this, apply to Bow Lake as well as to others?
- H-3 Airport should continue to landscape a greenbelt/buffer along the east edges.
- I-2 A cross-99 people mover should be accessible to the general pedestrian traffic, as well as convenient to bus stops.
- I-3 (Sign, architectural and landscaping controls?)
- J-1 Depends upon limiting airport-related uses on the east side.

J East-side terminal related development should be limited to those uses serving the "immediate" needs of passengers, employees, and airlines.

K-1 Separate the identity and function of airport commercial and community commercial.

K-1 + K-2 Recognize the map boundaries for community business district and McMicken neighborhood center, which should contain a variety of uses.

K-3 (?)
K-4 Encourage the concentration of the airport-related "99 strip" activities by limiting the linear expansion of the airport development district.

K-5 Recognize the airport's secondary contributions to the tax base by providing development areas for its related activities.

K-7
K-9 This relates directly to airport development district!

OTHER DISCUSSION

28TH, airport traffic, urban trails plan