

CHAPTER 9: NORTH CENTRAL NEIGHBORHOOD ELEMENT

9-01 GOALS

9-01-01 To ensure compatibility between business park uses and the surrounding areas, including the Des Moines Creek basin, through careful planning and the mitigation of potential adverse environmental impacts.

9-01-02 To ensure that land development is consistent with the Goals, Policies, and Strategies of the City of Des Moines Comprehensive Plan.

9-02 BACKGROUND AND CONTEXT

9-02-01 Although all of Des Moines is adversely impacted by aircraft noise related to Seattle-Tacoma International Airport (STIA), the area between 16th and 24th Avenues South is directly within the aircraft flight path and is particularly heavily impacted.

9-02-02 The area north of S. 216th Street is so severely affected that the Port of Seattle (POS) purchased and removed what was once a well developed single family neighborhood. This process was completed in 1993. This neighborhood buyout has left the area substantially cleared of structures.

9-02-03 Because the Port of Seattle did not expand its acquisition and removal program the area south of S. 216th Street remains in private and City ownership.

9-02-04 South of S. 220th Street, noise impacts are also severe. However, land within this area is currently committed to single family and institutional uses (schools, fire station, etc.).

9-02-05 Vehicular access for business park development is currently problematic. The existing regional arterial network contains insufficient road capacity to serve the traffic volumes that would be generated by full development of the North Central Neighborhood and SeaTac's ABC/Business Park uses. Primary access to the neighborhood is now provided by S. 216th Street, a two-lane, east-west roadway. However, traffic generated by business park uses would be traveling primarily to/from the north or south. Primary north-south routes in this area already experience high traffic volumes and high congestion levels during peak travel periods.

9-02-06 To provide improved access to this area, including to the airport, Des Moines, Port of Seattle, City of SeaTac, State Department of Transportation (WSDOT), and other public agencies are studying the need for and feasibility of: 1) extending State Route 509, 2) providing a new south access highway to the airport; and 3) an improved arterial street to serve future commercial development south of the airport. The Draft Environmental Impact Statement (DEIS) was published in 1995. A preferred alternative has been selected.

9-02-07 The North Central Neighborhood contains four Subareas, each with its own distinct characteristics, opportunities, and limitations. The Subareas are shown in Figure 9-1 and described below:

- (1) **Des Moines Creek Subarea.** This Subarea includes approximately 38 acres in the northwest corner of the North Central Neighborhood. As its name implies, this area includes land within and adjacent to Des Moines Creek and its ravine. Also included is land north and west of the ravine that is separated from the remainder of the North Central Neighborhood by Des Moines Creek. Most of this Subarea area is heavily vegetated with native growth. A large portion of the area is publicly owned (Des Moines Creek Park) and a pedestrian/bicycle paved trail (Des Moines Creek Trail) has been completed. Phase 2 work is currently underway and will extend Des Moines Creek Trail to the Beach Park.
- (2) **North Subarea:** This Subarea is the largest in the North Central Neighborhood, containing approximately 85 acres. It is bounded by S. 208th Street to the north, 24th Avenue S. to the east, S. 216th Street to the south, and undeveloped State Route 509 right-of-way and Des Moines Creek Park to the west. The area contains the bulk of the POS buy out properties.
- (3) **South Subarea:** The South Subarea contains approximately 55 acres and is bounded by S. 216th Street to the north, 24th Avenue S. to the east, S. 220 Street to the south, and undeveloped State Route 509 right-of-way to the west. A variety of land uses are found in this Subarea. A small cluster of single family homes on smaller lots are located in the northeast corner and a large apartment complex is located in the northwest corner.
- (4) **West Subarea:** This Subarea contains most of the undeveloped State Route 509 right-of-way that traverses the North Central Neighborhood, and includes land to the west of the right-of way. The area comprises approximately 54 acres. Except for several single family homes, the area is largely undeveloped.

9-02-08 Business park development will require the extension of utilities, most predominantly sewer, water, electric power, telephone and natural gas. It is also possible that in order to adequately serve new business park development, off-site improvements to utility systems may be necessary.

9-02-09 The North Central Neighborhood is within the Des Moines Creek and Massey Creek basins, each of which has a history of flooding and water quality problems. Studies completed for Massey Creek and Des Moines Creek include the Lower Massey Creek Flood Alternative Analysis (1994), the Des Moines Creek Basin Plan (1997), and Water Quality Monitoring Plan (conducted on streams city-wide from 1994-1999).

9-02-10 Because of the large amount of undeveloped land in the North Central Neighborhood, there is significant potential for developing park and recreation facilities. To the degree allowed by law, the development and public dedication of such facilities could be made a condition of future business park development. Such a condition would allow the public to share in the benefits associated with allowing more intensive development upon land previously occupied by a low-density residential neighborhood.

9-02-11 The West Subarea represents a potential resource for park development or for public facilities because it is separated from the other Subareas by the State Route 509 right-of-way. Because of this separation, the West Subarea is not well situated for business park development. Instead, the area could provide an extension of the park land in the Des Moines Creek Subarea, and may be suitable for active recreation activities. Even if all or a portion of the right-of-way is not used for a highway, park development or other public use of the right-of-way and lands to the west would be an asset to the community. Such development also would provide a buffer between the business park uses in the North Subarea and residential uses to the west.

9-03 **POLICIES**

9-03-01 Allow business park-type land uses and recreational facilities within the North and South Subareas.

9-03-02 Allow a mixture of uses within business parks, including offices, wholesale trade, light manufacturing, research and other related uses. Permit recreational facilities, including sport facilities with related retail uses. Because of the potential for excessive truck traffic and large, unsightly buildings, allow warehousing only as an accessory use to permitted uses. Within the South Subarea, do not allow retail uses except for restaurants and other businesses that serve business park uses and employees. Within the North Subarea allow for large retail uses as part of an adopted Master Plan. Prohibit or limit businesses that create negative off-site impacts such as air or water pollution, excessive noise, light and glare impacts, odors, or significant health hazards.

9-03-03 Ensure that new business park uses include the development and dedication of park and recreational facilities.

9-03-04 Preserve the Des Moines Creek and West Subareas for park development and as a natural area. Acquire lands within Des Moines Creek Subarea, the West Subarea, and the South Subarea for future park development.

9-04 **STRATEGIES**

9-04-01 Plan development within each of the Subareas as separate but coordinated units. Require City Council approval of a Subarea master plan prior to any business park development within the Subareas except the south Subarea. Consider updating this Neighborhood Element as necessary to ensure that future master plans are coordinated with approved master plans. Upon Council approval of master plans, authorize administrative approval of development upon individual sites when such development conforms to the approved master plan.

9-04-02 Work cooperatively with other affected agencies during the evaluation, siting, and construction of new roadway improvements.

9-04-03 Encourage or require that improved north-south vehicular access be developed either prior to, or concurrently with, new business park development. Allow partial business park development prior to completion of a new north-south access road only if additional traffic

on existing arterials would not substantially increase congestion. When appropriate, require business park developments to contribute funds toward the cost of the off-site roadway improvements based on the proportionate share of future vehicle trips, or the added property value created by the roadway improvement.

9-04-04 Prior to approval of any development, require applicants to submit traffic reports that identify the potential impacts to the surrounding arterial street network and the appropriate mitigating measures.

9-04-05 Require that business park developments include transportation demand management (TDM) measures, such as bus pass subsidies, preferential parking for car and van pools, flextime, bicycle parking, and ride match services.

9-04-06 Ensure that new development within each Subarea be served by an internal system of public rights-of-way that minimize the impact upon surrounding arterials and residential areas. Require that access to individual developments be exclusively from the internal street systems.

9-04-07 Design ingress and egress for each Subarea to prevent additional traffic on S. 216th Street, west of the North Central Neighborhood, and on 24th Avenue S., south of S. 216th Street. Prohibit or limit developments that will generate excessive amounts of traffic on S. 216th Street, west of the North Central Neighborhood, or on 24th Avenue S., south of S. 216th Street.

9-04-08 Design new arterial streets within or adjacent to the North Central Neighborhood so that access to internal, local-access streets within each Subarea will be from the new arterial(s).

9-04-09 Locate and design SR 509 and 24th Avenue interchanges that extend through or are adjacent to the North Central Neighborhood to: 1) provide direct access to and from the neighborhood; 2) alleviate existing traffic problems in the vicinity; 3) provide improved access for the greater community; and 4) not serve as the sole south access to SeaTac International Airport.

9-04-10 Prohibit vehicular access to or from S. 220th Street, and limit access to 24th Avenue S. south of S. 216th Street.

9-04-11 Ensure that new developments provide for convenient pedestrian access to exterior arterials, particularly those with transit routes.

9-04-12 Require that the planned street and development pattern include relocation of existing utilities. Ensure that master plans include an analysis of all utility needs, including on

and off-site improvements. At the time of development, require the undergrounding of existing and new utility lines, including those on adjacent streets. Promote an equitable distribution of utility improvement costs among all business park developments.

9-04-13 Require that drainage systems be designed consistent with the King County Surface Water Manual, the Des Moines Creek Basin Plan, the Massey Creek Flood Control

Management Study and other applicable drainage plans. Require that development maintain the existing direction of surface water flow within existing basin boundaries. Ensure that all surface water runoff be collected and detained to prevent any off-site flooding or adverse water quality impacts. Require drainage systems that utilize biofiltration to maintain water quality and that incorporate drainage features into on-site water amenities.

9-04-14 Closely regulate extensive outdoor storage areas through the master plan process. Allow small areas for outdoor storage when the area is well screened from adjacent residential properties and public rights-of-way. Recommend or require that loading areas be oriented away from adjacent residential areas and perimeter arterials. Encourage indoor storage areas.

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