

EXHIBIT A
STAFF REPORT
DES MOINES 2009 COMPREHENSIVE PLAN AMENDMENTS

INTRODUCTION

Chapter 18.84 DMMC, the Comprehensive Plan of the Des Moines (hereinafter “DMCP”) sets forth the process and standards of review that must be used by staff, the Planning Agency and the City Council in analyzing proposed amendments to the Comprehensive Plan and associated maps, including initiation of amendments, schedule for initiation and review of amendments, contents for application for amendment and decision criteria.

Applications for amendment of the DMCP may be submitted to the Planning, Building and Public Works Department between January 1st and June 30th of each calendar year (DMMC 18.84.060(1)). No public requests for amendments to the DMCP were received during this period in 2009.

Seven proposed administrative amendments have been classified as Proposals 2009-1 through 2009-7. This staff report includes a detailed analysis of the merits of each proposal, maps of each site and a staff recommendation, based upon the following decision criteria.

DECISION CRITERIA

- (1) Amendment of the DMCP is a legislative action (Type VI land use action) and the Planning Agency and the City Council shall be afforded the broadest possible discretion during review of amendment requests. The Planning Agency may recommend approval, approval with modifications, or denial of any application for amendment. The City Council may approve, approve with modifications, or deny any application for amendment.
- (2) The Planning Agency may recommend and the City Council may approve or approve with modifications an amendment to the DMCP when:
 - (a) The amendment would correct a technical error; or
 - (b) The amendment addresses changing circumstances or the needs of the City as a whole, and will benefit the City as a whole; and
 - (c) All of the following conditions are satisfied:
 - (i) The amendment is consistent with the Growth Management Act.
 - (ii) The amendment is not inconsistent with other elements or policies of the DMCP.
 - (iii) The amendment will not adversely impact community facilities and bears a reasonable relationship to public health, safety, and welfare.
 - (iv) For amendments relating to a specific property:
 - (A) The amendment is compatible with adjacent land use and the surrounding development pattern as existing or as specified by the DMCP; and
 - (B) The subject property is suitable for development as allowed by the development regulations of the potential zone.

- (3) During the review of a proposed amendment to the DMCP, factors that may be considered by the Planning, Building and Public Works Director, Planning Agency, and the City Council include, but are not limited to, the following:
- (a) The effect upon the physical environment.
 - (b) The effect upon the economic environment.
 - (c) The effect upon the social environment.
 - (d) The effect upon open space, surface waters, and environmentally critical areas.
 - (e) The effect upon parks of local significance.
 - (f) The effect upon historic and archaeological resources of local significance.
 - (g) The compatibility with and impact upon adjacent land uses and surrounding neighborhoods.
 - (h) The adequacy of and impact upon capital facilities, utilities, and public services.
 - (i) The quantity and location of land planned for the proposed land use type and density.
 - (j) The current and forecasted population in the area or City.
 - (k) The effect upon other aspects of the City or the DMCP.

PROPOSED AMENDMENTS

Staff review and recommendation for each of the proposals is presented separately. Background information about the subject site or area and the intent of each proposal are provided, followed by staff review. The Decision Criteria listed above for Comprehensive Plan amendments are then addressed for each proposal prior to the recommendation. Maps depicting each proposal are also provided.

Reference #: 2009-1

Applicant: City of Des Moines, Planning Building and Public Works Department

Location: Not applicable.

Request: Amend Chapter 2 Land Use Element of the Des Moines Comprehensive Plan to provide direction regarding future subarea planning for the extension of light rail service through the South Des Moines and Woodmont Neighborhoods.

Proposed Amendments
2-04-11 <u>Coordinate with Sound Transit and the Cities of Kent, SeaTac and Federal Way on the extension of light rail to Des Moines.</u>
2-04-12 <u>Prepare a subarea plan/s and establish transit oriented overlay zones and design guidelines for the light rail station areas located within the South Des Moines and Woodmont Neighborhoods to reflect the joint planning with the City of Kent on the Envision Midway project.</u>
2-04-1113 Permit home occupations in residential neighborhoods if they comply with standards that ensure compatibility with the neighborhood as defined by DMMC and state

law.

2-04-1214 Allow lot averaging in residential zones as regulated by the DMMC and state law.

2-04-1315 Recognize the need for public and quasi-public facilities (parks, schools, churches, day care facilities) which play an important role in maintaining viable neighborhoods. Provide standards for these uses to ensure compatibility with neighborhoods.)

2-04-1416 Require that new development maintain and enhance on-site open spaces, and provide on-site recreation facilities in new subdivisions and multifamily developments or pay appropriate in-lieu fees as required by the DMMC.

2-04-1517 Seek to minimize negative impacts of new development on neighborhoods by providing uniform standards at the interface of incompatible land uses which address, but are not limited to, the following: site access and circulation; structure height, bulk, and scale; preservation of views; separation of buildings; landscaping; density; and noise buffering.

2-04-1618 Establish standards for new development to provide on- and off-site roadways, utilities and other public facilities as necessary to serve the additional demand generated by the development.

Background: In early 2008, ‘*Envision Midway*’ was formed by the City of Kent and Des Moines to work collectively to address inconsistent land use patterns along our shared “zig-zag border” and consider land use changes in anticipation of high-capacity transit improvements along SR-99 through Des Moines’ Pacific Ridge, South Des Moines and Woodmont neighborhoods and the Midway area in Kent. The “*Envision Midway*” partnership brought together private and public leaders, local businesses, educational institutions, neighboring cities, transportation agencies, residents and developers.

From January 1, 2008 through June 2009, Des Moines and Kent worked with the community to create a shared vision for the study area that informs land use policies, regulations, and implementation strategies. Des Moines and Kent City Councils established the project mission and goals to guide the planning and citizen involvement.

As a regional collaboration planning project, *Envision Midway* has benefited through the thoughtful participation and input from residents, stakeholders, property and business owners of the Cities of Des Moines and Kent, as well as the development community. Outcomes from the visioning effort guided the development of draft subarea plans, design guidelines, and coordinated development regulations for Kent and Des Moines that will undergo further analysis by staff and the community. The subarea plans convey a range of actions that prepare the Midway area for future high capacity transit and are intended to inform public and private

decisions. Implementation of the plans will be through design guidelines, development regulations and incentives, capital investments, and other public and private strategies.

Staff Recommendation

At the completion of the Envision Midway planning/visioning effort in 2009, City Council directed staff to amend the Comprehensive Plan to add language regarding the planning for the future expansion of light rail to Des Moines. This policy direction is reflected in proposed Strategies 2-04-11 and 2-04-12. Proposed amendments to Land Use Element provide policy direction to conduct more detailed subarea planning for the light rail station areas around Highline Community College and S 272nd Street and to coordinate this with Sound Transit and neighboring jurisdictions. The resulting work programs will facilitate transformation of the Midway community into a sustainable urban area that provides jobs and housing and enhances commercial development that reflects the community’s vision to optimize the geographic location, range of transportation options, and educational institutions.

In accordance with DMMC 18.84.050 and decision criteria (1), (2)(b), (2)(c)(i-iii), (3)(a-d), and (3)(g-k) the proposed text amendments reflect the changing circumstances and needs of the Envision Midway study area and provide guidance for future planning that is necessary to achieve the City’s vision for this area. Staff recommends that Council approve Proposed Amendment No. 2009-1.

Reference #: 2009-2

Applicant: City of Des Moines, Planning Building and Public Works Department

Location: Not applicable.

Request: Amend the Transportation Element to reflect adoption of the City of Des Moines Comprehensive Transportation Plan update (Ordinance No. 1458), and the Commute Trip Reduction Plan update (Ordinance No. 1446) as codified in Chapter 16.16 of the Des Moines Municipal Code (DMMC).

Proposed Amendments
See Exhibit A-1.

Background: On June 11, 2009, Des Moines City Council adopted Ordinance No. 1458 thereby updating the Comprehensive Transportation Plan (CTP). The CTP is the City’s long range transportation planning document, which is a requirement of Washington’s Growth Management Act (GMA). The Comprehensive Transportation Plan (CTP) is a 20-year blueprint for the City of Des Moines, which sets the goals, policies and strategies that will help guide decisions regarding the existing and envisioned transportation system, including the approval of development proposals, and investments in the transportation network for all modes of travel - walking, biking, driving, and transit. The CTP has been developed to meet the transportation demand associated with the planned and expected growth in population and jobs through year

2030. Forecasts predict that the region and the City of Des Moines will continue to grow over the next 20 years, adding more people and jobs. By 2030, the City employment is expected to double in size and households will increase nearly 60%. The goals and policies established in the CTP form the foundation for the Transportation Element of the City's Comprehensive Plan.

The City also recently completed an update of the CTR Plan in June 2008 in accordance with RCW 70.94.521. The amendments to the Commute Trip Reduction (CTR) Plan were adopted through Ordinance No. 1446 on November 20, 2008 and are codified in Chapter 16.16 of the Des Moines Municipal Code (DMMC). The plan sets goals, identifies facility and service improvements and Transportation Demand Management strategies that will meet state requirements by 2011.

Both the CTP and CTR Plan underwent review by Des Moines City Council, Planning Agency and the public. Proposed amendments are intended to make the Transportation Element consistent with the updated CTP, CTR Plan and the DMMC.

Staff Recommendation

Staff has reviewed the proposed amendments to the Transportation Element to ensure consistency with the recent updates to Des Moines Comprehensive Transportation Plan, Commute Trip Reduction Plan and implementing regulations codified in DMMC 16.16. In accordance with DMMC 18.84.050 and decision criteria (1), (2)(b), (2)(c)(i-iii), (3)(h) and (3)(j-k), the proposed text amendments make the Comprehensive Plan consistent with the CTP, CTR Plan and DMMC. Staff recommends that Council approve Proposed Amendment No. 2009-2.

Reference #: 2009-3

Applicant: City of Des Moines, Planning Building and Public Works Department

Location: City of Des Moines (citywide)

Request: Amend the Capital Facilities Element to identify the City's process for siting essential public facilities and to reflect updates to the Comprehensive Marina Master Plan (2007), the CTP and utility service plans.

Proposed Amendments
5-02-02 Certain facilities and utilities are owned/offered by the City of Des Moines while others are owned/offered by other agencies, special districts, or companies. Public services include police protection, <u>transportation</u> , and surface water management.

~~5-02-03 Parks, recreation, and open space are addressed in the Parks, Recreation, and Open Space Element and Parks, Recreation, and Senior Services Master Plan. Transportation and circulation-related facilities are addressed in the Transportation Element and the Comprehensive Transportation Plan. Parks, recreation, and open space are addressed in the Parks, Recreation, and Open Space Element and Parks, Recreation, and Senior Services Master Plan.~~

5-02-09 Comprehensive plans and capital improvement plans have been prepared by many of the providers of public facilities, utilities, and services within Des Moines. Such plans are applicable to Des Moines' Comprehensive Plan in that they contain detailed inventories of existing improvements, projected demand for services in the future, and funding strategies for capital improvements. The following references should be consulted for detailed information regarding existing and planned Capital Facilities, Utilities, and Public Services:

1. Comprehensive Marina Master Plan
2. City of Des Moines Surface Water Management Program
3. Comprehensive Transportation Plan
- ~~3.~~ 4. Six-Year Capital Improvement Program

5-02-10

(6) **Marina:** An 840-slip marina along Des Moines' shoreline is owned and operated by the City of Des Moines. The City's capital improvement program and annual budget guide the expenditure of funds for the operation of the facility. The ~~2004~~ 2007 Comprehensive Marina Master Plan identifies near-term and long-term capital improvements, funding strategies and project schedules for the existing marina.

5-02-10

(16) ~~**State and Regionally Owned Transportation Facilities:**~~ State and Regionally owned transportation facilities are listed in the GMA as essential public facilities to be sited. Details of transportation facilities inventories, future needs and plans are provided in the City of Des Moines Comprehensive Transportation Plan.

5-03-04 Des Moines should not allow land development to exceed the capacity of essential facilities/utilities (i.e., domestic water, fire protection, sanitary and storm sewer, transportation, etc.). Such facilities should be available at the time of development.

5-04-04 Utilize the plans of public facility and utility providers, and the Des Moines Capital Improvement Plan, to identify lands useful for public facility or utility purposes. ~~Adopt development regulations as needed that provide a process for the identification and~~

~~siting of essential public facilities.~~ Essential Public Facilities as defined by RCW 36.70A.200 are processed as Unclassified Use Permits (UUP) unless the use is permitted outright in a given zoning classification pursuant to DMMC § 18.32.020(14). DMMC § 18.56.060 defines UUPs as a Type IV land use action. The approval process for a Type IV land use action includes a pre-application meeting, a public meeting before the planning agency, and a public hearing before the City Council per DMMC § 18.56.100 and DMMC § 18.56.180. Cooperatively work with surrounding municipalities and King County during the siting and development of facilities of regional significance. As permitted by state and federal law, including the lawful exercise by the City of its SEPA authority pursuant to RCW 43.21C.060, City approvals related to facilities, operations and activities within the City of Des Moines associated with Sea-Tac International Airport, including but not limited to, necessary support activities, connected-actions and projects, may include conditions which are necessary to mitigate specific adverse environmental impacts on the City of Des Moines identified in environmental documents prepared pursuant to SEPA. The City may decide not to approve such facilities or operations if the City finds: (a) the proposal would be likely to result in a significant adverse environmental impact(s) identified in a final or supplemental environmental impact statement prepared under SEPA, and (b) reasonable mitigation measures capable of being accomplished are insufficient to mitigate the identified impact(s).

05-04-13

(5) **Marina:** Continue to serve as a boating facility while simultaneously promoting the Marina as a premier destination for those arriving by automobile, bicycle, or on foot. Implement capital improvement projects identified in the Marina Master Plan to help the Marina maintain a competitive advantage in attracting moorage tenants and guests, support in-water activities and make the Marina more attractive and pedestrian friendly. Continue to provide moorage, haul out, and ancillary maritime services while utilizing management practices which protect the natural environment. Follow the guidelines of the Marina Master Plan, and enhance pedestrian pathways within the Marina, enhance pedestrian access to the Marina from the surrounding area, and enhance landscaping and guest boat moorage in the Marina.

05-04-13

(7) **Parks and Recreation:** Level of service standards for parks and recreation facilities are provided in the Parks, Recreation and Open Space Element.

(78) **Police Protection:** Coordinate land use planning, development review and police protection facility planning to ensure that: a) adequate police protection can be provided; and b) project designs discourage criminal activity.

(89) **Postal Service:** Improve US Postal Services as necessary for residents and businesses.

(910) **Public Education:** Coordinate land use planning, development review and school facility planning to ensure that: a) adequate school facilities will be available to accommodate anticipated increases in students; and b) project designs include safe

pedestrian paths for school-age children.

(4011) **Sanitary Sewer:** Require that all new developments have sanitary sewer. Encourage or require the extension of sewer service to unserved developed areas. Priority for such extension should be given to areas where septic failures are common, or where the number or "density" of septic facilities exceeds the filtering capacity of the underlying soils. Allow new development to utilize septic drain fields as an interim sewer system only when all of the following conditions are present:

- (a) Underlying soils allow for proper percolation without undue adverse impact; and
- (b) Sanitary sewer is not within reasonable proximity of the development site; and
- (c) A binding "no protest" agreement is provided requiring contribution toward extension of, and connection with, the sanitary sewer system when it is available; and
- (d) The development site represents a small, isolated, vacant or under-developed parcel in an area of developed properties not served by sanitary sewer.

05-04-13

(4112) **Stormwater Management:** Require new development and redevelopment to install on-site stormwater detention and treatment as needed in a manner consistent with the City's National Pollution Discharge Elimination System (NPDES) Phase II permit, the standards of the King County Surface Water Design Manual, and the best management practices of the King County Stormwater Pollution Prevention Manual. Allow the use of Low Impact Development standards for development or redevelopment when it can be demonstrated as practicable and will not adversely impact adjacent properties or the environment. Future maintenance costs and aesthetics shall be included in the selection criteria for any city owned or operated stormwater facility. Adopt maximum lot coverage policies or standards with respect to impervious surfaces. Require all multifamily development to provide a designated area for vehicle washing in a manner to control rinse water runoff. ~~Require adequate on-site stormwater detention as needed in a manner consistent with the Des Moines Stormwater Management Program and the King County Surface Water Design Manual. Employ stormwater management systems to minimize flooding and adverse water quality impacts. Discourage the conversion of pervious land area to impervious. Adopt maximum lot coverage policies with respect to impervious surfaces. Request that the Washington Department of Transportation contribute toward the mitigation of adverse impacts related to stormwater runoff from Pacific Highway South (State Route 99).~~

(4213) **Telecommunications:** Advocate the development/maintenance of facilities necessary to provide telecommunication services as needed to accommodate population growth and advancements in technology. Include level-of-service provisions in franchise/license agreements. Advocate local regulation of telecommunication services and support state legislation that provides for optimal service from monopolistic

providers.

05-04-13

(14) **Transportation Facilities:** Level of Service standards for transportation facilities are provided in the Transportation Element.

(1415) **Water:** Require that new development have adequate water supply for consumption and fire flow. Advocate the upgrading of existing lines, supply sources, and storage facilities as necessary in areas where fire flow is inadequate.

Background: Amendments to Chapter 5 – Capital Facilities, Utilities, Public Services Element reflect updates to goals/policies/ strategies consistent with the review schedule established in the Des Moines Comprehensive Plan for 2009. Proposed amendments also reflect necessary changes associated with the 2007 Comprehensive Marina Master Plan update, 2009 CTP update, and staff review of adopted utility master plans and school district capital facility plans.

Staff Recommendation

In accordance with DMMC 18.84.050 and decision criteria (1), (2)(b), (2)(c)(i), (2)(c)(ii), and (3)(a-h), the proposed text amendments make the Comprehensive Plan consistent with the 2007 Comprehensive Marina Master Plan and adopted utility master plans and school district capital facilities plans. Staff recommends that Council approve Proposed Amendment No. 2009-3.

Reference #: 2009-4

Applicant: City of Des Moines, Planning Building and Public Works Department

Location: City of Des Moines (citywide)

Request: Amend the Parks, Recreation and Open Space Element to reflect the update to the *2010 Parks, Recreation and Senior Services Master Plan* that is proposed for adoption in September 2009.

Proposed Amendments

See Exhibit A-2.

Background: The Parks, Recreation and Senior Services Master Plan (Master Plan) is a requirement to meet the intent of the Growth Management Act and to qualify for State grant funding from the Department of Commerce, Recreation and Conservation Funding Board (RCO) and Washington Department of Transportation. Section 5 of the Parks, Recreation and Senior Services Master Plan Update is proposed for adoption by Des Moines City Council as Chapter 6 – Parks, Recreation and Open Space Element of the Comprehensive Plan.

The Master Plan must be updated every six years to meet state RCO grant requirements and every 10 years to meet GMA requirements; therefore the Plan encompasses years 2010-2020. It should be noted that the Master Plan update is on a parallel schedule with the Comprehensive

Plan review schedule and annual amendment process. The Parks, Recreation and Open Space Element of the Comprehensive Plan was scheduled for review in 2009.

The Master Plan identifies recreation resource deficits within city neighborhoods, prioritizes community use patterns for parks and facility programming and provides conceptual designs and cost estimates for city and interlocal acquisition, new development and renovation and repairs. Updates to the Master Plan were guided by input from a twenty-one member Ad Hoc Parks, Recreation and Senior Services Master Plan Citizen Advisory Committee, with representation from each of the City's committees and commissions (Arts Commission, Human Services, Landmarks Commission, Library Board, Planning Agency and Senior Services), neighborhoods, recreation special interests and user groups, school districts and other needs. The Master Plan update requires SEPA review and public hearings by the Planning Agency and City Council. The process must be completed no later than December 2009.

Staff Recommendation

The goals and policies established in the 2010 Parks, Recreation and Senior Services Master Plan form the foundation for the Parks, Recreation and Open Space Element of the Comprehensive Plan. In accordance with DMMC 18.84.050 and decision criteria (1), (2)(b), (2)(c)(i), (2)(c)(ii), (3)(b), (3)(c), (3)(e-h) and 3(j) the proposed amendment 2009-4 makes the Comprehensive Plan consistent with the 2010 Parks, Recreation and Senior Services Master Plan. Staff recommends that Council approve Proposed Amendment No. 2009-4.

Reference #: 2009-5

Applicant: City of Des Moines, Planning Building and Public Works Department

Location: Downtown Neighborhood

Request: Amend the Downtown Element of the Comprehensive Plan to incorporate the Council vision and update goals that will direct future planning for the Downtown Neighborhood.

Proposed Amendments
<p><u>Chapter 10: Downtown Element</u></p> <p>Vision Statement for the Downtown Marina District:</p> <p><i>The Marina District – the Downtown, Marina and Beach Park – is the historic and cultural center for Des Moines. A revitalized Downtown with a small-town charm reflecting the City's rich history invites new businesses, development, shoppers and residents. A quality mix of services in the District encourages residents to shop locally and creates a destination for visitors. Improved pedestrian access to and from the Marina and Beach Park and pedestrian amenities along South 223rd Street and South 227th Street enhance the image of Des Moines as a special Puget Sound waterfront community. Design guidelines encourage private participation and public art to reflect and celebrate</i></p>

the City's unique location and maritime heritage.

10-01 Goals

10-01-01 To ensure that Downtown Des Moines will be:

(1) ~~The historic civic~~ and cultural center for the City.

(2) A revitalized Downtown with a small-town charm that reflects the City's rich history and is inviting to new businesses, development, shoppers and residents. ~~Inviting to area workers, residents, shoppers, and visitors.~~

(3) Characterized by a quality mix of businesses that encourage residents to shop locally and create a destination for visitors. ~~serving the greater Des Moines community.~~

(4) Aesthetically pleasing with design standards and public art to reflect and celebrate the City's unique location and maritime heritage.

(5) Pedestrian-friendly with improved access to the Marina and Beach Park and pedestrian amenities along S 223rd and S 227th Streets.

(6) A residential as well as commercial neighborhood.

(7) A downtown that takes advantage of its waterfront location.

(8) A neighborhood with numerous opportunities for passive outdoor recreation.

(9) An area with views of Puget Sound and the Olympic Mountains.

(10) A commercial district where redevelopment and the introduction of new businesses is encouraged when such activities compliment and implement adopted goals and policies.

10-01-02 Strengthen community sustainability, pedestrian accessibility, livability and downtown business vitality.

10-01-03 Optimize Des Moines' prime waterfront location and City views through the enhancement of cultural opportunities and experiences.

10-03-04 Encourage mixed use in the Downtown Commercial zone. ~~Allow dwellings over street level commercial uses in the business district of downtown when certain conditions can be satisfied.~~

10-04-1 Create an integrated transportation system that includes a comprehensive parking strategy, pedestrian and bicycle network, and streetscape improvements. ~~Ensure that downtown streets and the Marina accommodate bicycle and pedestrian traffic.~~

10-04-5 Ensure that new development at the edge of the D-C Downtown eCommercial zones has minimal impact upon nearby residences.

Background: Chapter 10 – Downtown Element of Des Moines Comprehensive Plan was scheduled for review in 2006. During 2008 and 2009, staff worked with the City Council and Planning Agency on the review and update to the Downtown Element of the Comprehensive Plan. Discussion focused on the various activities, currently underway and planned, that affect and shape the planning and development for the Downtown Neighborhood. These relate to infrastructure planning, the Marina Master Plan, development regulations, the University of Washington Storefront Studio project, transportation planning and Downtown design guidelines. Staff discussed how these activities could also facilitate development of a strategic plan or master plan for the Downtown Neighborhood. A number of Council briefings and retreats were held to provide opportunities for more in-depth discussions and obtain input from the community. The resulting vision and goals reflected in the proposed amendments provide staff and the community the context for future planning for the Downtown Neighborhood. Over the next year more detailed planning for the Downtown will likely result in the need for future amendments to goals policies and strategies in the Downtown Neighborhood Element.

Staff Recommendation

In accordance with DMMC 18.84.050 and decision criteria (1), (2)(b), (2)(c)(i), (2)(c)(ii), (3)(b), (3)(c), and (3)(g-k) the proposed text amendments reflect the changing circumstances and needs of the Downtown Neighborhood and provide guidance for future planning that is necessary to achieve the City’s vision for this area. Staff recommends that Council approve Proposed Amendment No. 2009-5.

Reference #: 2009-6

Applicant: City of Des Moines, Planning Building and Public Works Department

Location: Pacific Ridge Neighborhood

Request: Amend the Policies and Strategies in the Pacific Ridge Element of the Comprehensive Plan to reflect the City’s direction regarding planning and alignment for future light rail through Des Moines and to reflect recommendations from the Envision Midway Planning project. Amend Strategy 11-04-03 of the Pacific Ridge Element to delete language and regulatory requirements relating to a specific parcel in the Pacific Ridge neighborhood.

Proposed Amendments

Chapter 11: Pacific Ridge Element

11-03-10 Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and mass transit. Ensure that the light rail corridor is located ~~along Interstate 5 rather than along~~ on or east of the centerline of Pacific Highway South. Coordinate City-sponsored transportation improvements via the Comprehensive Transportation Plan and the Capital Improvement Program.

11-03-11 Coordinate with Sound Transit and the Cities of Kent, SeaTac and Federal Way on the extension of light rail to Des Moines.

11-04-03 Do not allow the establishment of new land uses that are inconsistent and/or incompatible with this Element, such as: automobile towing, commercial parking lots, automobile sales, car washes, and drive-through facilities. Allow a limited number of gasoline stations, automobile repair uses, and retail tire sales. ~~Allow the existing automobile towing facility at 21841 Pacific Highway South to expand, subject to a conditional use permit, if the proposal incorporates mitigation measures including without limitation those designed to offset potential adverse impacts involving aesthetics, noise, light and glare, air quality, water quality, and soil contamination.~~

11-04-07 Designate a light rail alignment on or east of the SR 99 center median, with support for a 30th Avenue South alignment, if there is a light rail stop at South 216th or along the I-5 alignment. Work with Sound Transit to establish a light rail stop at S 216th Street. Designate the west margin of Interstate 5 as the light rail corridor through Pacific Ridge. Plan for a light rail transit stop at or near Kent-Des Moines Road.

Background: At the completion of the Envision Midway planning effort in 2009, Des Moines City Council directed staff to amend the Pacific Ridge Element to add language regarding the future planning for light rail and update the City's preferences related to the light rail corridor through the Pacific Ridge Neighborhood. This policy direction is reflected in the proposed amendments to Policy 11-03-10 and Strategy 11-04-07.

The purpose of the staff-initiated amendment to Strategy 11-04-03 is to remove from the Comprehensive Plan, development requirements related to a specific land use and mitigation measures for a single parcel in the Pacific Ridge neighborhood. The Comprehensive Plan provides the vision, goals and policies that guide future growth and development in City, while development regulations are the actual rules that govern where and how physical development takes place in the City. Although typically associated with "spot zoning," the existing text grants arbitrary treatment of a limited parcel of land and is an invalid exercise of authority within the context of a Comprehensive Plan.

Staff Recommendation

Staff has reviewed the Comprehensive Plan and in particular, In accordance with DMMC 18.84.050 and decision criteria (1), (2)(a), (2)(b), (2)(c)(i), (2)(c)(ii), and 2(c)(iv)(A-B) the proposed text amendments make the Comprehensive Plan and Zoning Code consistent. Staff recommends that Council approve Proposed Amendment No. 2009-6.

Reference #: 2009-7

Applicant: City of Des Moines, Planning Building and Public Works Department

Location: Tax Parcel 3222049009

Request: Amend the Comprehensive Plan Land Use Map to change the designation for Tax Parcel #3222049009 from SF-Single Family to T-Townhome to be consistent with the zoning established by the Granville Rezone.

Proposed Amendment	Existing Designation	Proposed Change
Comprehensive Plan Land Use Map	SF-Single Family	T-Townhome

Background: The purpose of this staff-initiated amendment is to change the designation on the Comprehensive Plan Land Use Map designation for property located in the Redondo neighborhood that were included in a zoning reclassification approved by City Council on June 26, 2008 through the adoption of Ordinance No. 1431. These properties were rezoned from *Residential Single Family 7200* to *RA-3600 Residential Attached: Townhouse & Duplex* in accordance with the *Settlement Agreement, Waiver and Release By and Between Granville Southern Corporation, Donald & Marie Tavis, and the Cities of Des Moines and Federal Way*, which was executed in March of 2003. The proposed amendment to the Comprehensive Plan Land Use Map would change the designation of these properties from SF Single Family to T-Townhome thereby making the Comprehensive Plan designation consistent with the zoning designation. Figure 1 shows the location of the subject property.

Staff Recommendation

In accordance with DMMC 18.84.050 and decision criteria (1) and (2)(c)(ii), the proposed amendment would make the Comprehensive Plan designation and zoning for the subject properties consistent. Staff recommends that Council approve Proposed Amendment 2009-7.

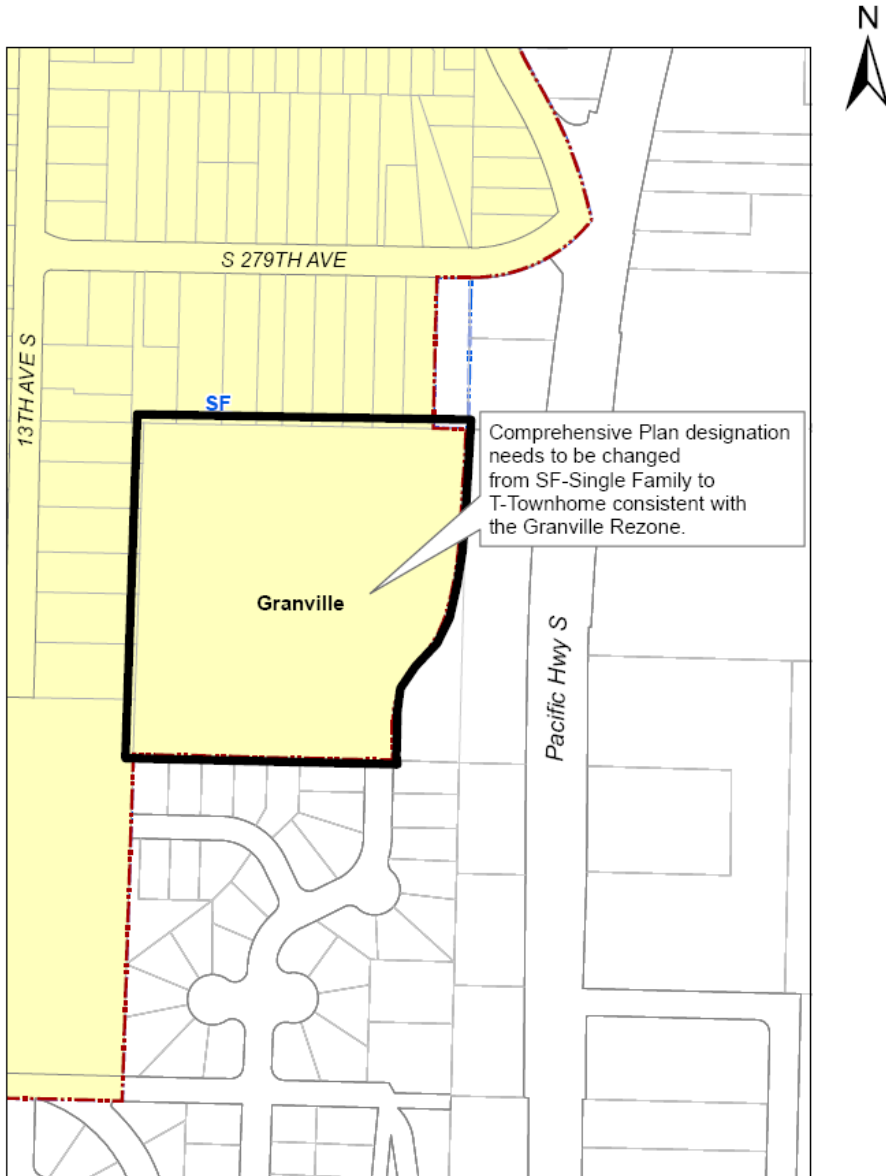


Figure 1: Proposed Amendment 2009-7