

## AGENDA

STUDY SESSION DES MOINES CITY COUNCIL – September 6, 2012 - 7:30 p.m.

### CALL TO ORDER

### FLAG SALUTE

### ROLL CALL

COMMENTS FROM THE PUBLIC: Note: **Comments must be limited to the items of business on the Study Session Agenda per Council Rule 10.** Please sign in prior to the meeting and limit your comments to three minutes.

<u>DISCUSSION ITEMS:</u>	<u>DISCUSSION LEADER:</u>	<u>GOAL:</u>	<u>EST. TIME:</u>
1. Update on Public Records Management and Response to Public Records Requests	City Attorney Pat Bosmans (verbal only)	Information	15 min
2. Comprehensive Plan Amendments Docket 2012	Planning Manager Denise Lathrop	Direction	40 min
3. 216 <sup>th</sup> Corridor Policy Discussion	Planning Manager Denise Lathrop	Direction	40 min
4. Interim Uses in Pacific Ridge Along Pacific Highway South Policy Discussion <i>include photos</i>	Development Services Manager Robert Ruth	Direction	30 min

*5 min? Do I have that much to say?*

NEXT MEETING DATE: Regular Meeting September 13, 2012

### ADJOURNMENT

## **Update on Public Records Management and Response to Public Records Requests**

There will not be paper copies of a presentation. City Attorney Pat Bosmans will lead the informational update with staff assistance.

**A G E N D A I T E M**

BUSINESS OF THE CITY COUNCIL  
City of Des Moines, WA

SUBJECT: Proposed 2012 Comprehensive Plan Amendments

FOR AGENDA OF: September 6, 2012

ATTACHMENTS:

1. Revised Figure 2-02 Central Des Moines
2. Revised Figure 2-06 South Des Moines
3. Revised Figure 2-07 North Hill
4. Revised Figure 2-08 Woodmont
5. Revised Figure 2-04 Pacific Ridge

DEPT. OF ORIGIN: Planning, Building & Public Works

DATE SUBMITTED: August 27, 2012

CLEARANCES:

Planning, Building & Public Works 

Legal \_\_\_\_\_

APPROVED BY CITY MANAGER

FOR SUBMITTAL:  \_\_\_\_\_

**Purpose and Recommendation**

The purpose of this agenda item is to brief City Council on the proposed 2012 amendments to the Des Moines Comprehensive Plan.

**Background**

The 1990 Growth Management Act is codified in RCW 36.70A. It requires, among other things, that “cities ... take action to review and, if needed, revise their *comprehensive plans* and development regulations (*emphasis added*) to ensure the plan and regulations comply with the requirements of this chapter ... Any amendment of or revision to development regulations shall be consistent with and implement the comprehensive plan.”

Chapter 18.84, Comprehensive Plan of the Des Moines Municipal Code 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 City of Des Moines Comprehensive Plan 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 amendment to the Des Moines Comprehensive Plan were received during this period in 2012.

Consistent with the provisions of DMMC § 18.56.080, the Comprehensive Plan amendments are considered Type VI land use actions and require a public hearing with the Planning Agency and the City Council. A public hearing will be scheduled before the Des Moines Planning Agency and the Agency recommendations will be forwarded to City Council for consideration. A public hearing will then be held before the City Council for consideration and adoption of 2012 Comprehensive Plan Amendments.

### Discussion

On July 31, 2012, staff briefed the Council Finance and Economic Development Committee on the proposed docket for the 2012 Comprehensive Plan amendments. The docket is based on and/or influenced by the Planning, Building and Public Works 2012-2013 Work Program and the 2012 City Council priorities. Following is the 2012 Comprehensive Plan Amendment docket for the City of Des Moines. Proposed amendments would:

- Amend Policy 2-03-11 to indicate 2011 as the most recent update to the WSDOT Aviation's *Airport and Compatible Land-Use Program Guidebook*.
- Remove Policy 2-03-14 from the Land Use Element as the policy (RE: institutional campus zoning) has been implemented.
- Change the official land use map to re-designate all educational and retirement facilities to an IC preferred land use per City Council direction on April 26, 2012 (Attachments 1-4).
- Amend Strategy 2-04-04 to remove schools from the list of uses that should be designated PF – Public Facility as these facilities are moving to the IC – Institutional Campus (IC) designation.
- Add a new strategy indicating that the IC designation should only be for educational and retirement facilities.
- Add a policy to the Land Use Element to evaluate the feasibility of establishing an “Urban Center” designation for the North Central and Pacific Ridge Neighborhoods (combined).
  - *Urban Centers are compact mixed use areas that provide centralized living, working, shopping and/or activity areas linked to each other by high capacity transit or regular bus service. Focusing population and employment growth in urban centers helps to maximize the City's investments in capital facilities and other public services. In addition, having a designated urban center could increase our regional competitiveness for transportation funding.*
- Amend Goal 6-1-10 which states “Utilize Fee-In-Lieu” for “park and facilities system improvements” and/or “project improvements” which are “on-site” and provide service for a particular new development.” In-lieu fees cannot be used in this manner. The Goal should be amended to “Utilize Park Impact Fees for ...”.
- Add a policy that a Park Impact Fee system should be established per the City Council direction.
- Review and update the Pacific Ridge Element (as necessary), per City Council direction (June 7, 2012). This work will consider and/or evaluate the feasibility of:
  - *Extending the boundary of the Pacific Ridge Neighborhood to the west to 24<sup>th</sup> Avenue S;*

- *Adding a policy to direct staff to evaluate the expansion of the commercial zone to the east and north of South 224<sup>th</sup> Street;*
- *Changing the land-use designation for the properties which front on 30<sup>th</sup> Avenue South between South 224<sup>th</sup> Street and KDM from Pacific Ridge Mixed Use (PR-M) to Pacific Ridge Residential (PR-R)(Attachment 5);*
- *Allowing more auto-oriented uses along Pacific Highway South;*
- *Removing the minimum and maximum height requirement of 35 feet for apartments; and*
- *Replacing the existing Condominium Height Bonus with a Public Benefit Height Bonus system similar to the one developed for the Marina District.*

With Council concurrence, staff will next complete the review and analysis of the proposed amendments and prepare a staff report that includes the decision criteria, an analysis of the merits of each proposal and a staff recommendation for consideration by the Planning Agency and City Council.

**Alternatives**

City Council has the option to amend or add to the 2012 Comprehensive Plan amendments..

**Financial Impact**

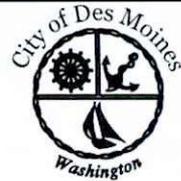
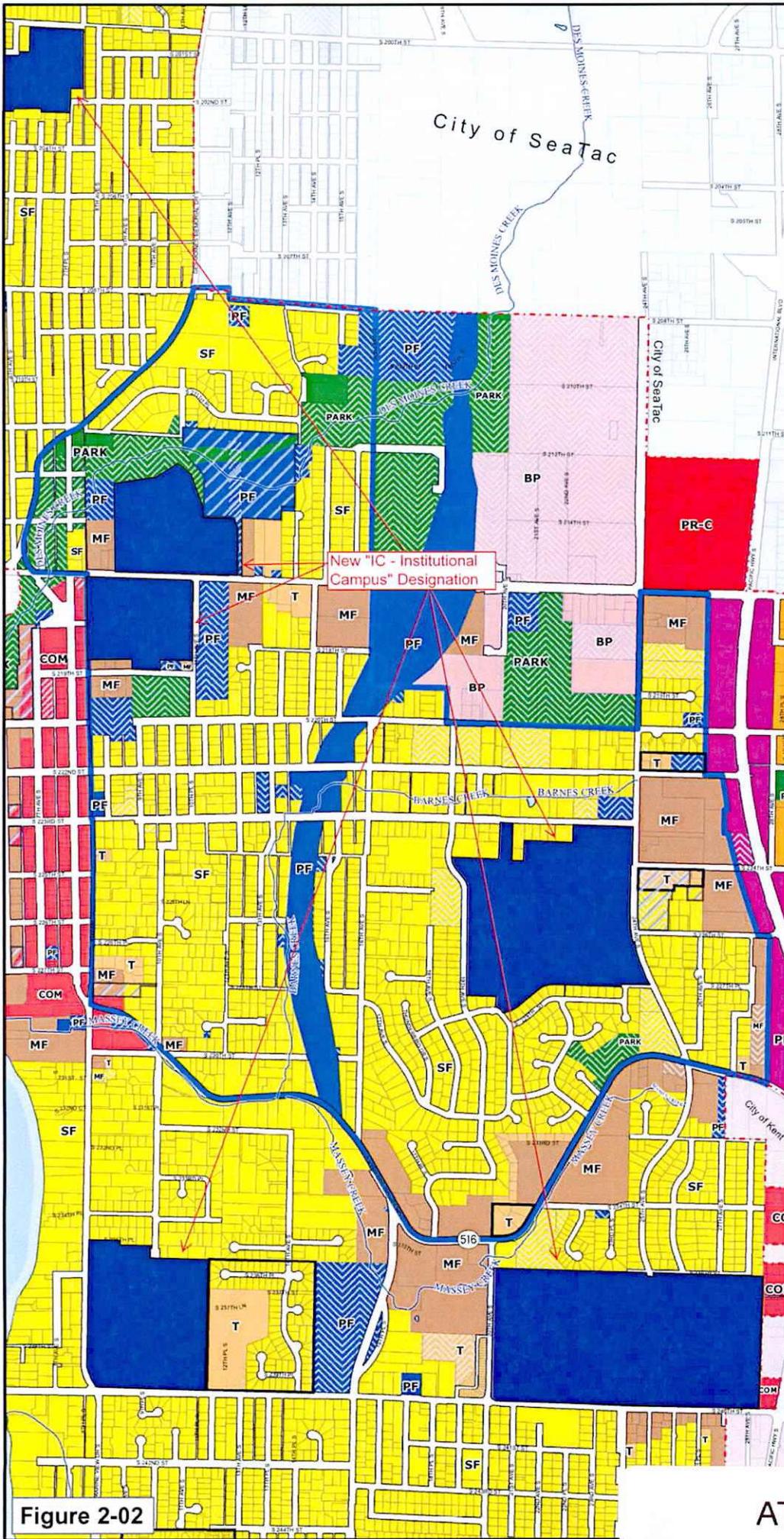
Amended goals, policies and strategies proposed for the Comprehensive Plan will help promote a healthy economic environment for the City and strategically plan for capital improvements and investments in conjunction with growth and development.

**Recommendation or Conclusion**

None.

**Concurrence**

N/A



**City of Des Moines**  
 Comprehensive Plan  
 Central Des Moines  
 Planning Area

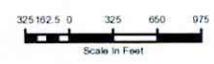
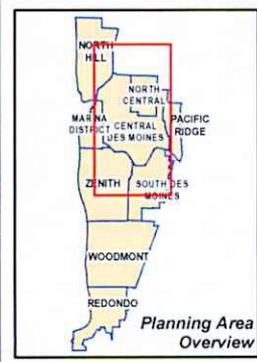
**Comprehensive Plan Designations**

- RESIDENTIAL**
- SF - Single Family
  - MF - Multifamily
  - T - Townhome
  - RF - Retirement Facility
  - PR-R - Pacific Ridge Residential
- COMMERCIAL**
- COM - Commercial
  - BP - Business Park
  - PF - Public Facility
  - PR-C - Pacific Ridge Commercial
  - PR-M - Pacific Ridge Mixed
  - PARK - Park
- Des Moines City Limits
  - Streams
  - Mixed Use Overlay
  - Planning Area Boundary
  - Public/Exempt Parcels (DM Only)
  - PUD See Plan For Density

**CITY OF DES MOINES**  
**COMPREHENSIVE PLAN MAP SERIES**  
 This map series is intended for general planning purposes related to the City of Des Moines Comprehensive Plan

**Enacting Ordinances**

- Ord. 1528, 2011
- Ord. 1499, 2010
- Ord. 1469, 2009
- Ord. 1425, 2008
- Ord. 1376, 2006
- Ord. 1232, 2003
- Ord. 1265, 2000
- Ord. 1238, 1999
- Ord. 1176, 1996
- Ord. 1160, 1995



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Figure 2-02



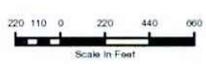
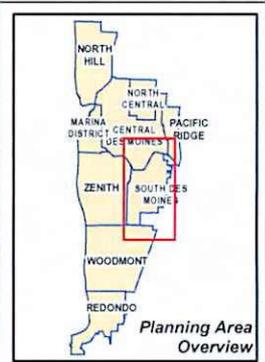
**City of Des Moines**  
Comprehensive Plan  
South Des Moines  
Planning Area

**Comprehensive Plan Designations**

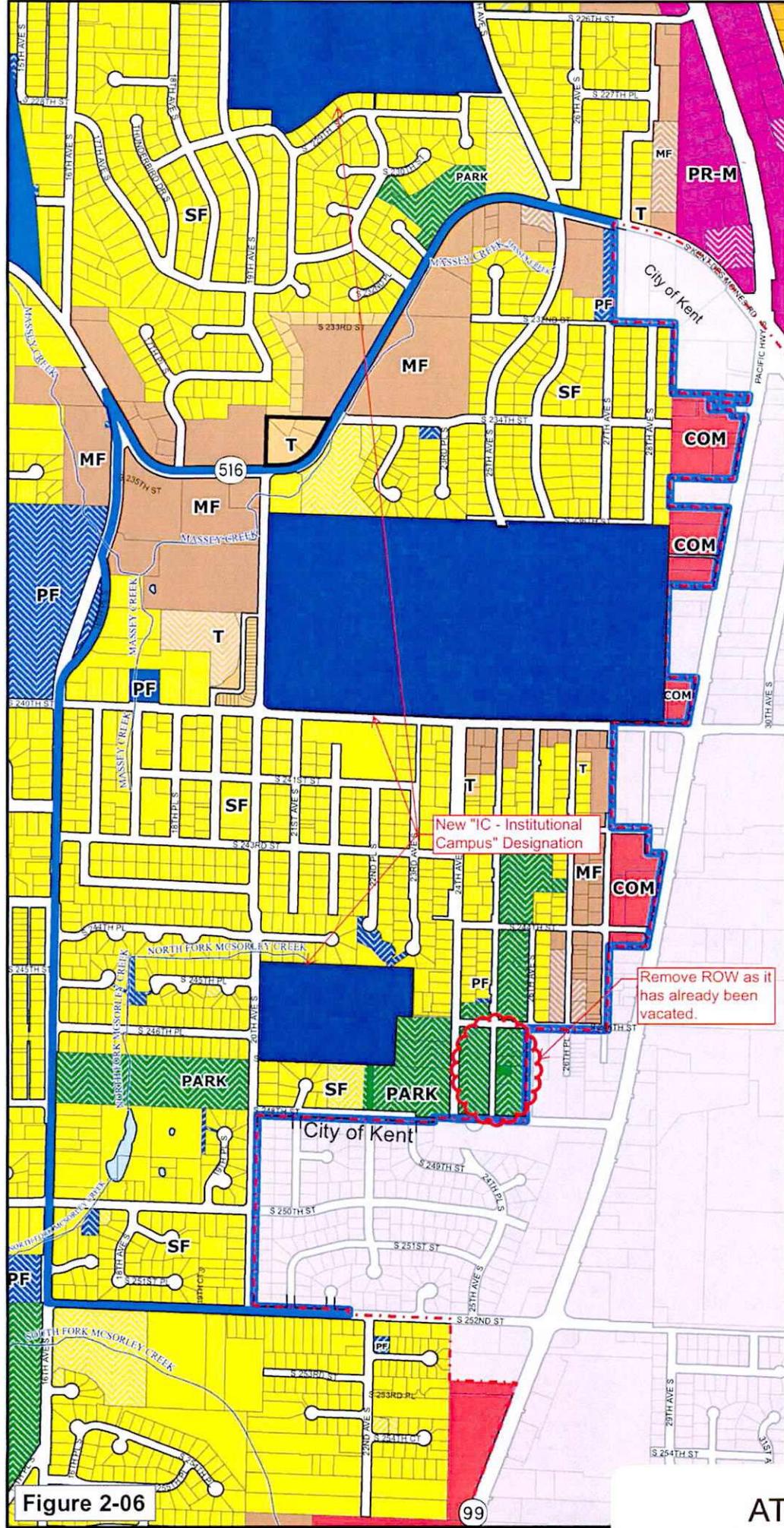
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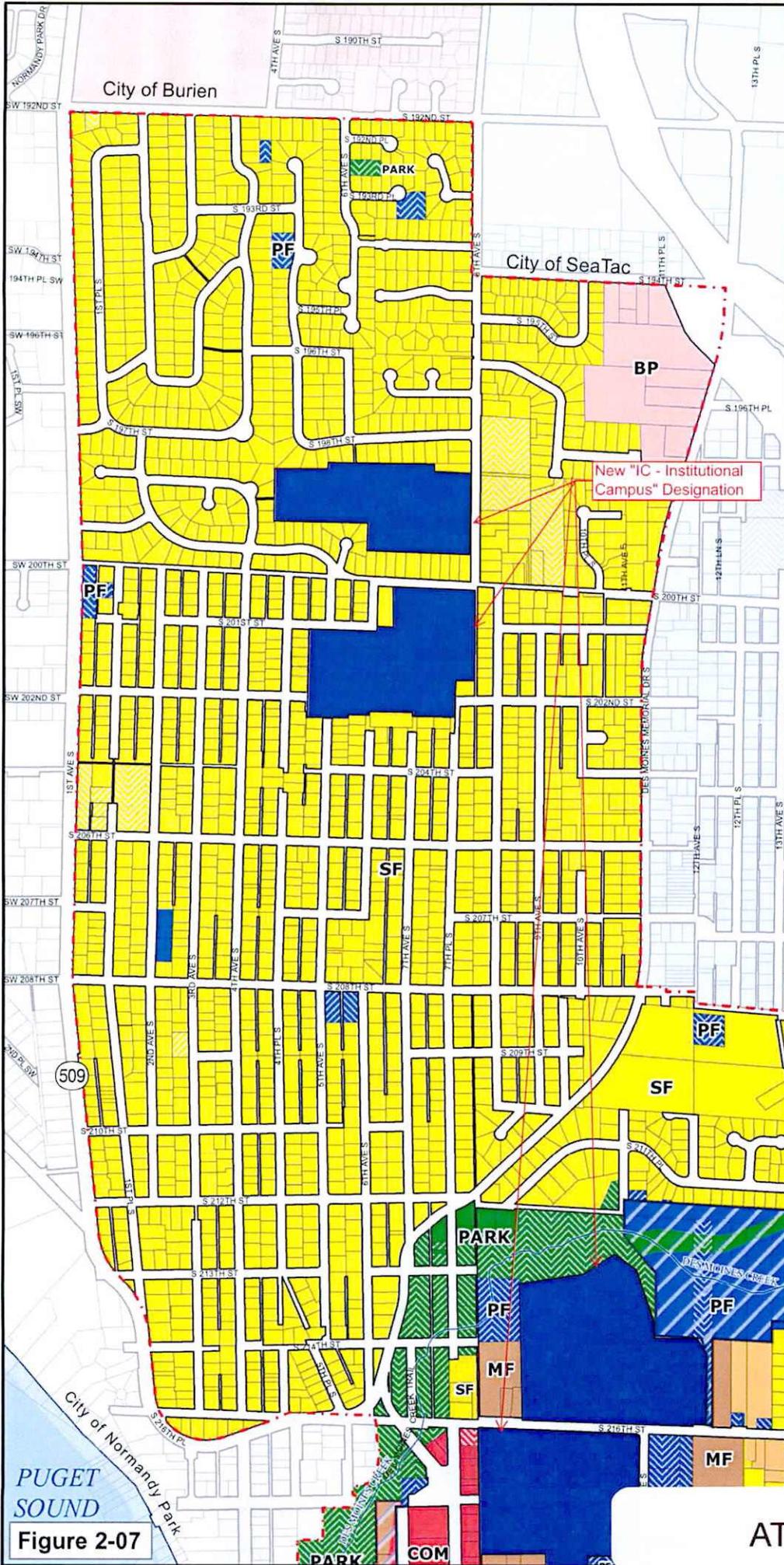
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**Figure 2-06**



**City of Des Moines**  
Comprehensive Plan  
North Hill  
Planning Area

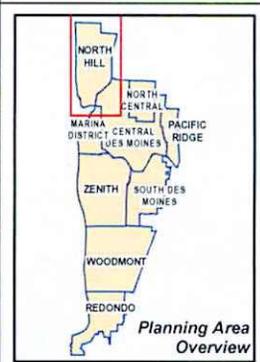
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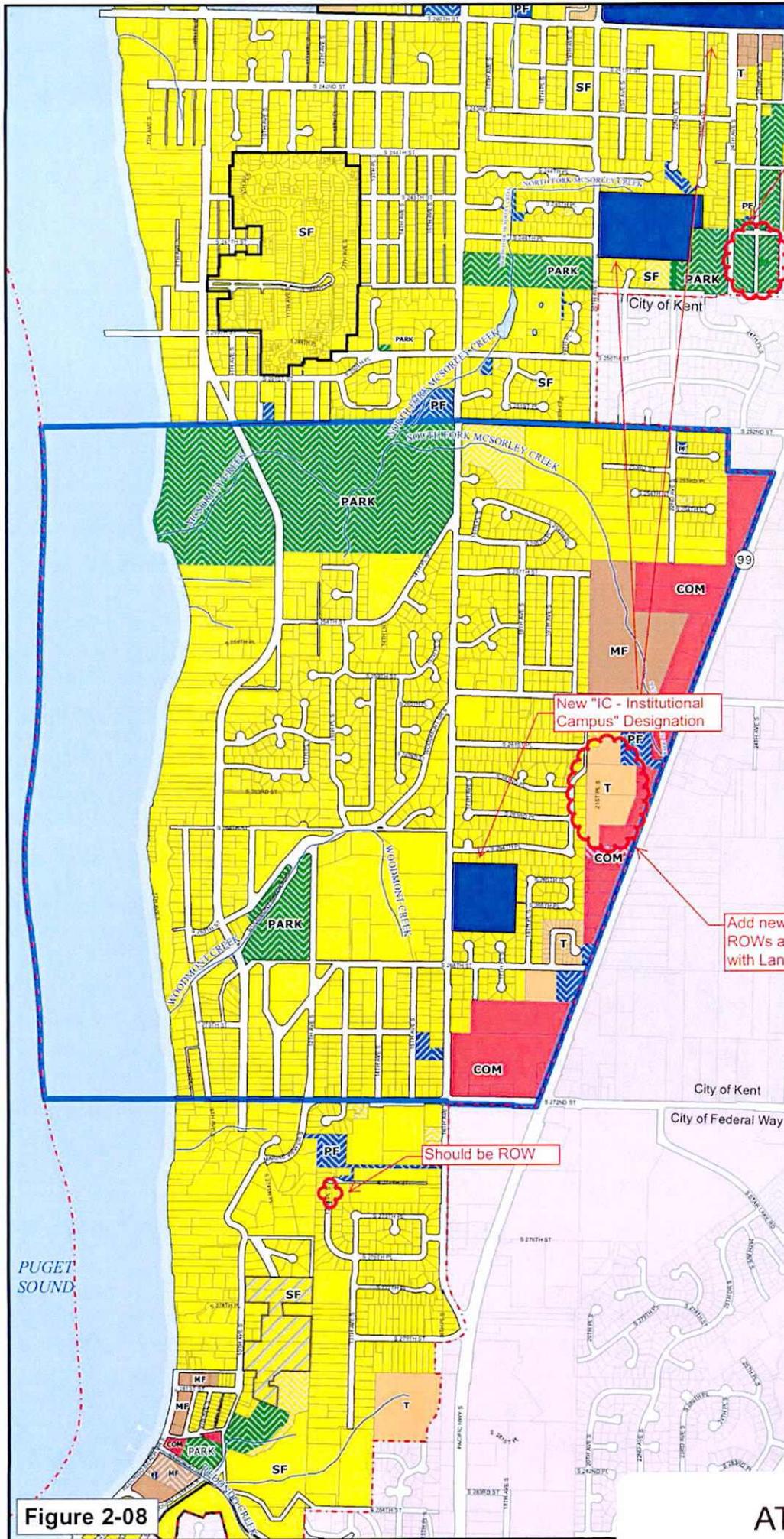
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**Planning, Building & Public Works**

**Figure 2-07**



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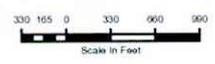
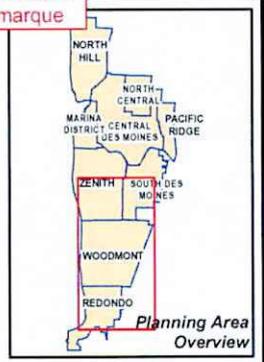
### City of Des Moines Comprehensive Plan Woodmont Planning Area

#### Comprehensive Plan Designations

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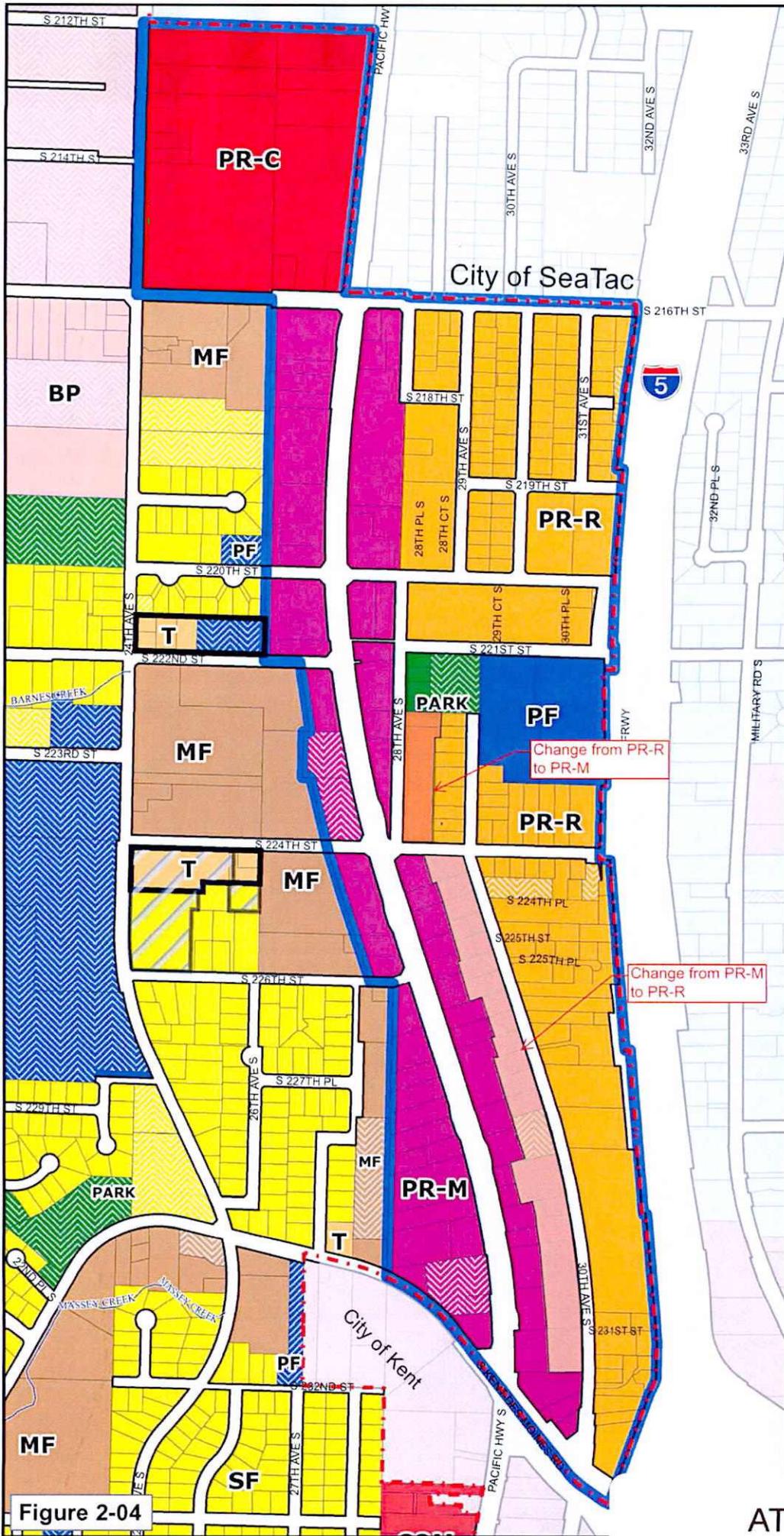
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Figure 2-08



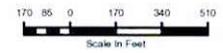
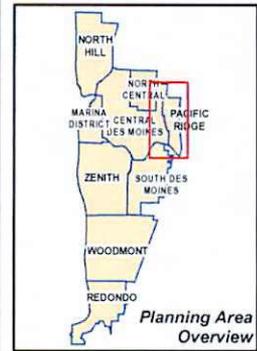
**City of Des Moines**  
Comprehensive Plan  
Pacific Ridge  
Planning Area

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Figure 2-04

**A G E N D A I T E M**

BUSINESS OF THE CITY COUNCIL  
City of Des Moines, WA

SUBJECT: 216<sup>th</sup> Street Corridor Policy  
Discussion

FOR AGENDA OF: September 6, 2012

ATTACHMENTS:

DEPT. OF ORIGIN: Planning, Building and  
Public Works

- 1. North Central Neighborhood Element

DATE SUBMITTED: August 29, 2012

CLEARANCES:

[N/A] Legal \_\_\_\_\_

[N/A] Finance \_\_\_\_\_

[N/A] Marina \_\_\_\_\_

[N/A] Parks, Recreation & Senior Services \_\_\_\_\_

[X] Planning, Building & Public Works DTL

[N/A] Police \_\_\_\_\_

[N/A] Courts \_\_\_\_\_

APPROVED BY CITY MANAGER

FOR SUBMITTAL: [Signature]

**Purpose and Recommendation**

The purpose of this report is to initiate City Council discussion and seek policy direction regarding the vision and planning for the S 216<sup>th</sup> Street corridor in the general area from 24<sup>th</sup> Avenue S to Marine View Drive. A number of policy questions/action items have been identified for the Council's consideration and input that relate to North Central Neighborhood planning area and subarea boundaries and the need to strengthening the economic vision for the corridor.

**Suggested Motion**

**Motion:** "I move to direct staff to work with the Planning Agency and the Council Finance and Economic Development Committee to update the North Central Element of the Des Moines Comprehensive Plan to reflect the planning and economic vision for the area and potential changes to the planning area and subarea boundaries."

## **Background**

The City Council identified the following 2012 Strategic Objectives related to the S 216<sup>th</sup> Street corridor:

- Review and modify, as needed, business park regulations along the S 216<sup>th</sup> commercial corridor.
- Continue to improve the City's reputation in the business and development community.
- Review and modify, as needed development regulations in neighborhoods and residential areas.
- Continue to explore and develop opportunities in the 89-acre buyout area known as the Des Moines Creek Business Park.

The S 216<sup>th</sup> Street corridor extends from the I-5 overpass to Marine View Drive and bisects the Pacific Ridge, North Central and Central Des Moines Neighborhood Planning Areas (Figure 1). The role of the corridor as a central gateway to the Des Moines Creek Business Park, our civic center and the downtown, along with the economic potential of the area, creates an opportunity for the City to think strategically about how they want the areas flanking the corridor to develop in the future. Key activities influencing this discussion include:

- Construction of the S 216<sup>th</sup> Street and 24<sup>th</sup>/28<sup>th</sup> Street transportation improvements
- Development of the Des Moines Creek Business Park
- Civic presence (City Hall/library complex)
- Wesley Homes (potential for reconstruction/expansion)

The North Central Neighborhood Element of the *Des Moines Comprehensive Plan* contains goals, policies and strategies related to the development of business park uses and the preservation of the Des Moines Creek basin (Attachment 1). The Business Park land use and zoning designations were created to address the changing character of the Port buyout area. Consequently, the North Central Neighborhood Element reflects an anti-third runway sentiment versus the collaborative working relationship the City and Port have today along with a shared goal to attract new businesses that provide good jobs and revenues for Des Moines.

The North Central Neighborhood boundary and subareas are tied to a specific land use and rather than the functionality of a neighborhood. In addition, it does not relate as well to changing characteristics around the S 216<sup>th</sup> Corridor; therefore, staff proposes that we consider expanding the boundary to the west as illustrated on Figure 1. Staff also proposed that the subareas be eliminated to allow the flexibility to establish the business park use in other areas of the City as appropriate.

In January 9, and February 6, 2012, staff provided a briefing to the Des Moines Planning Agency. The Planning Agency recommended that staff update the North Central Element of the Comprehensive Plan to reflect the City's planning and economic vision for the area, extend the neighborhood boundary to the west as shown on Figure 1, and remove the subarea boundaries.

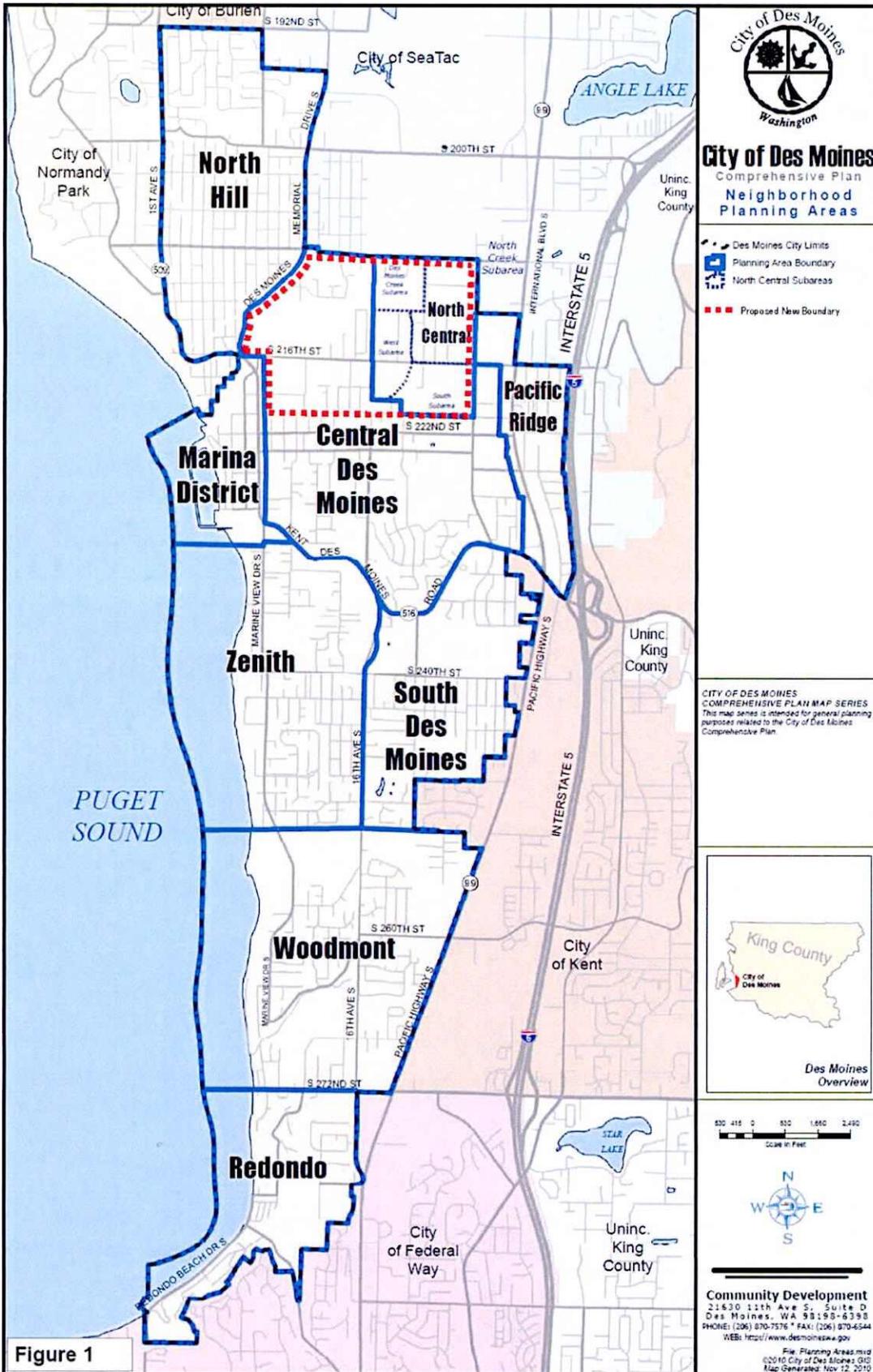


Figure 1

## **Discussion**

On August 28, 2012, staff briefed the Council Finance and Economic Development Committee. The Committee was in agreement that additional planning for the S 216<sup>th</sup> Street Corridor was important to support commerce and increase the tax base for the City.

A primary objective of this work is to evaluate the North Central Neighborhood Element of *Des Moines Comprehensive Plan* to see where there are opportunities to:

- Identify/refine the planning area boundaries
- Consolidate or eliminate the subareas (i.e., address as a single business park area)
- Expand the BP – Business Park land use designation to the west and south
- Define the vision for the S 216<sup>th</sup> Street Corridor

It is anticipated that this work will be developed in collaboration with the Council Finance and Economic Development Committee, the Planning Agency and City Council through feedback loops, joint meetings or presentations. The goal is to have any comprehensive plan amendments docketed for approval in 2013.

1. Does the City Council support updating the North Central Element of the Comprehensive Plan to reflect long range planning and economic vision for this area including neighborhood character and public access considerations?
2. Does the City Council support expanding the North Central Neighborhood boundary to the west to encompass the area around the S 216<sup>th</sup> Street Corridor as illustrated on Figure 1?
3. Does the City Council support eliminating the subareas in order to provide flexibility to establish the business park use in other areas of the City as appropriate?

## **Alternatives**

None.

## **Financial Impact**

Planning for the S 216<sup>th</sup> Corridor and business park will help foster a strong economic environment for the City by facilitating the creation of new jobs, a stronger tax base, and tax revenues for the City of Des Moines. It will help the City strategically plan for capital improvements and investments in conjunction with growth and development and will position the City competitively for grant funding.

## **Recommendation or Conclusion**

None.

## **Concurrence**

N/A

## CHAPTER 9: NORTH CENTRAL NEIGHBORHOOD ELEMENT

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### 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 24<sup>th</sup> 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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## Discussion Item #4

# AGENDA ITEM

### BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Pacific Ridge Interim Uses  
Policy Discussion

ATTACHMENTS:

1. Pacific Ridge Neighborhood Maps

FOR AGENDA OF: September 6, 2012

DEPT. OF ORIGIN: Planning, Building and  
Public Works

DATE SUBMITTED: August 30, 2012

CLEARANCES:

[N/A] Legal \_\_\_\_\_

[N/A] Finance \_\_\_\_\_

[N/A] Marina \_\_\_\_\_

[N/A] Parks, Recreation & Senior Services \_\_\_\_\_

[X] Planning, Building & Public Works HA

[N/A] Police \_\_\_\_\_

[N/A] Courts \_\_\_\_\_

APPROVED BY CITY MANAGER  
FOR SUBMITTAL: HA

### Purpose and Recommendation

The purpose of this agenda item is to facilitate City Council discussion and seek policy direction about whether to include certain "interim" uses in the PR-C1 zone. Staff recommends Council discuss and provide direction on the policy questions listed in a following section of this agenda item. Should the Council determine that interim uses should be provided within the PR-C1 zone until larger redevelopment objectives in Pacific Ridge are further realized, the following motion would be appropriate to formalize its direction to staff.

### Suggested Motion

**Motion:** "I move to direct staff to to prepare a draft ordinance that would modify the text of the Des Moines Municipal Code to provide for interim uses in the PR-C1 zone."

### Background

Staff has recently observed that a few properties located in the PR-C1 zone are either currently being used or advertised for future uses that are not permitted uses in this zone. The types of uses that were

observed were commercial parking lots (park-n-fly) and recreational vehicle storage lots. Staff's initial reaction to these uses and advertisement was to proceed with enforcement activity and notify the owners of these parcels. However, as the subject was further discussed internally within the Planning, Building and Public Works Department, it was decided that this subject should be shared and discussed with the Council Finance and Economic Development Committee to determine if these uses might actually serve a purpose that would be beneficial to the City.

### **Discussion**

On August 28, 2012, staff discussed the issue of "interim uses" with the Council Finance and Economic Development Committee. The Committee was in general agreement that an interim use of property was preferred over property that would be otherwise vacant—though this position was qualified as the Committee wanted this to occur in a way that would not impede major redevelopment projects and Pacific Ridge planning efforts or objectives that have been emphasized and underway for over a decade now. There was not complete consensus among the Committee on the details of how this would occur, though. Some of the policy questions that were raised include the following:

1. Does the City Council support modifying the text of the PR-C1 zone since this area was the focus of planning and use changes under the Pacific Ridge zoning changes back in 2000?
2. Does the City Council support the concept of interim uses and limiting them to commercial parking, park-n-fly, recreational vehicle storage, and auto sales uses?
3. Does the City Council want to let market conditions phase out interim uses (if they are allowed in under the PR-C1 zoning) or do these uses need a sunset period tied to explicit zoning controls or conditions (Conditional Use Permit or other mechanisms) to enforce a definite termination period (Example: 2-5 year operation period)?
4. Does the City Council want to control or limit the extent of site improvements made to properties containing interim uses to ensure they remain attractive for redevelopment?
5. Is it in the public interest to license, regulate and obtain corresponding fees and taxes from these interim uses?
6. Do vacant properties attract more crime and nuisance issues than occupied properties? Is it in the public interest to minimize the number of vacant properties as much as possible?
7. Will the presence of interim uses detour redevelopment efforts or otherwise send the wrong message to nearby property owners/developers that the primary emphasis for Pacific Ridge is larger scale redevelopment?
8. Is the interim use concept not necessarily limited to the geographic area coinciding with the boundaries of the PR-C1 or is there a need for a broader application to other commercially zoned properties along Pacific Highway South?

### **Alternatives**

This is a preliminary and general policy discussion of different use options. No alternative actions are identified at this time.

**Financial Impact**

Provisions for interim uses may provide some corresponding increase in business and occupation fees and taxes. The exact extent would depend on the scale and duration of the uses proposed.

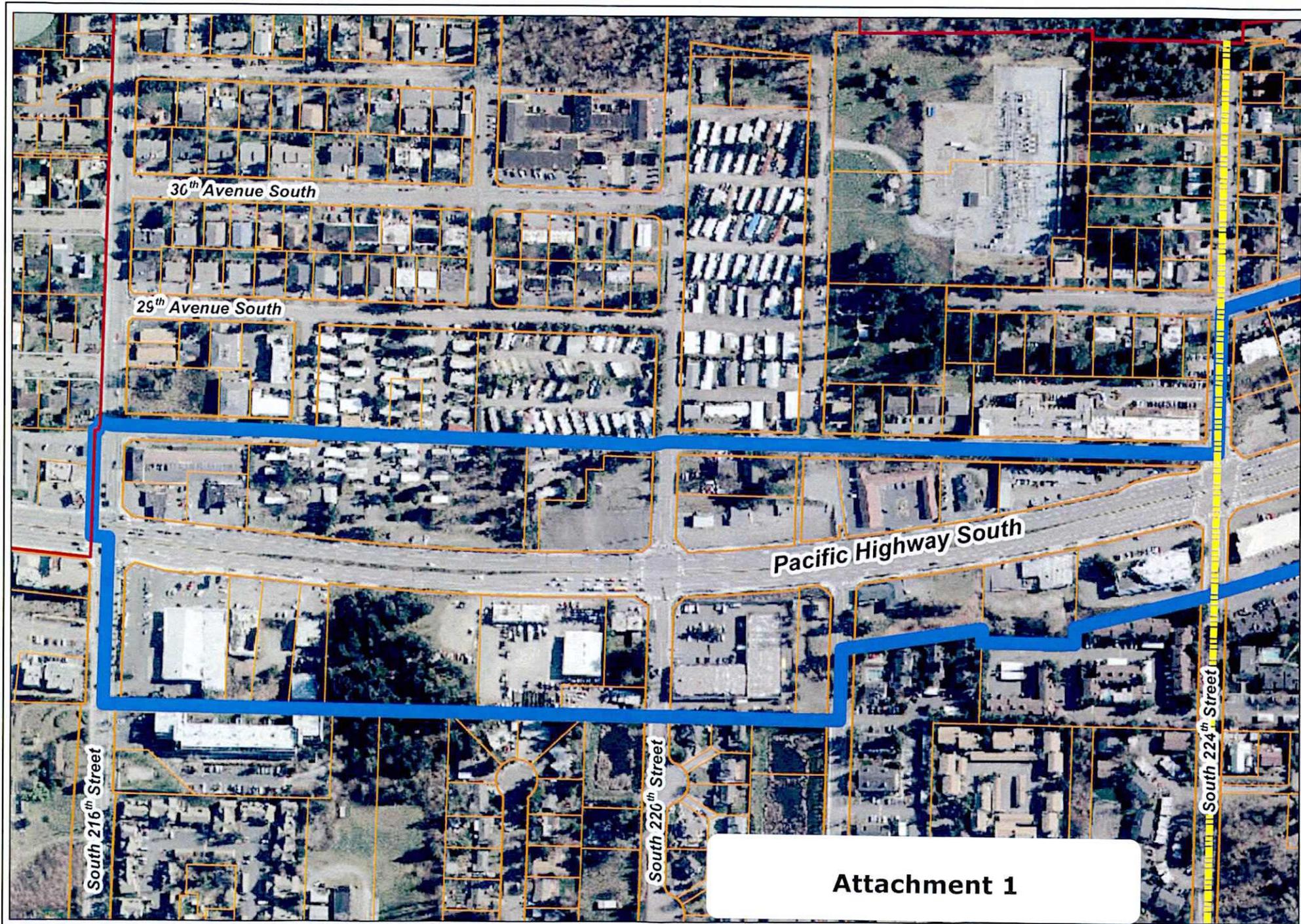
**Recommendation or Conclusion**

None.

**Concurrence**

N/A

# Pacific Ridge - S. 216th St. to S. 224th St.



Attachment 1

# Pacific Ridge - S. 224th St. to KDM

