

City of Des Moines



PLANNING, BUILDING AND PUBLIC WORKS
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October 27, 2010

Dear Stakeholder Group Member:

Enclosed is a packet of materials to prepare you for our third and last Stakeholder Group meeting on November 3rd. Our goal for this meeting will be twofold: 1) to discuss and fine tune Scenario 1.0 and 2) to discuss and confirm policy recommendations for future consideration by the Planning Agency and City Council.

The packet contains:

- Scenario 1.0 (refined)
- Draft policy recommendations for consideration
- Summary of Stakeholder Meeting #2

We anticipate this will be a very productive meeting and hope you will be able to study the materials prior to the meeting.

We look forward to seeing you at **5 p.m. on November 3rd** in the **City Hall Council Chambers** located at 21630 11th Avenue S, Suite B. If you have any questions you can contact me at (206) 870-6563 or email me at dlathrop@desmoineswa.gov.

Sincerely,


Denise E. Lathrop, AICP
Planning Manager

Stakeholder Group Meeting #3

November 3, 2010, 5-7 p.m.

Des Moines City Hall Council Chambers – 21630 11th Avenue S, Suite B

A G E N D A

STAKEHOLDER MEETING PURPOSE

- Overview of stakeholder contributions to date
- Discussion/refinements to Scenario 1.0
- Discuss and confirm policy recommendations

4:45 LIGHT REFRESHMENTS SERVED **ALL**

5:00 WELCOME & INTRODUCTIONS **DENISE LATHROP**

- Introductions
- Overview of today's agenda

5:10 DISCUSSION/REFINEMENTS TO SCENARIO 1.0 **DENISE/ALL**

5:40 GROUP DISCUSSION – POTENTIAL POLICY RECOMMENDATIONS **ALL**

6:50 SUMMARY AND NEXT STEPS **DENISE**

7:00 Adjourn

Marina District Scenario 1.0 (refined)

For Discussion Purposes

INTRODUCTION

Scenario 1.0 represents a melding of ideas generated at the first two Stakeholder Group meetings, which explored ideas and envisioned land use options around three opportunity nodes within the Marina District that are centered on:

- S 216th/Marine View Drive
- S 223rd/7th Avenue S
- S 227th/Marine View Drive

Scenario 1.0 represents the group's thoughtful consideration and reflects the desire to re-energize the Marina District as a place where more people live, work and play. It identifies where taller buildings might be possible as well as the desired character of the built form and streetscape for each node. Green space, trees and landscaping are deemed important elements that contribute to the sustainability of the area. The following is a brief description of your experience in the Marina District of the future.

SCENARIO 1.0

The Marina District is “THE PLACE TO BE” and provides a little something for everyone – nature, boating, walking, biking, shopping, dining, and enjoying life. An eclectic mix of uses and a range of housing options attract people to live in the neighborhood. Des Moines Marina is the central gathering place for the community, offering additional shopping and dining experiences for residents and visitors alike. An elevator /stairway at the west end of S 223rd Street and an enhanced central stairway off of 6th Avenue S improve access to/from the business district and the Marina. The Marina District is recognized in the region for utilizing green building and energy conservation technologies.

As you enter the Marina District, along Marine View Drive, the bridge over Des Moines Creek and the intersections at Des Moines Memorial Drive, S 216th Street, S 223rd Street and S 227th Street are enhanced with gateway signage, artwork and traffic calming measures to announce “you have arrived.” Traffic roundabouts are utilized to improve traffic flow and safety, while providing opportunities for gateway and landscaping treatments.

Streetscape enhancements along Marine View Drive, 7th Avenue S, S 223rd Street and S 227th Street help create a safe, attractive and walkable area and provide strong connections through the neighborhood. Improved transit service connecting the Marina District to Bus Rapid Transit (BRT) on Pacific Highway S is an essential element to bringing people into the area. The area around S 223rd/Marine View Drive was identified as a logical location for a bus transit station. Flex cars, shuttle services and bicycle rentals provide improve access to and through the Marina District, including for those visiting by boat.

The S 216th/Marine View Drive Node (North Gateway) is a residential village that is supported by appropriate commercial and service uses. Redevelopment of the QFC site incorporates taller buildings

(35-65 feet) that include mixed income housing, a good grocery store, some retail and service uses, ample open space, and a pedestrian network through the development. Buildings relate well to the sidewalk along all street frontages. Parking has been hidden within the development and parking requirements have been minimized with excellent public transportation supporting mobility. Adjacent underutilized properties to the south present some redevelopment opportunities but at a lower scale (35-45 feet).

The *S 223rd/7th Avenue S Node* (Marina Village) is the heart of the Marina District. Envisioned at a more human scale, building heights generally range from 35-45 feet. Higher building heights are granted through incentive programs such as incorporating LEED (Leadership in Energy and Environmental Design) green building practices into a project design, or providing contributions for public benefits and/or improvements. A mix of uses and housing options attract a variety of businesses and new residents to the area. New uses such as boutique hotel, shops, a winery, nice restaurants, museums, galleries, art studios/lofts, and cultural activities attract people to the area. 7th Avenue S is designated as a “complete street” – turning it into a pedestrian/bicycle friendly street and providing refuge from the more heavily traveled Marine View Drive. Generous pedestrian and streetscape amenities allow space for human activity and uses such as outdoor seating areas to spill onto the sidewalk. Wayfinding signage, artwork, street trees, and open space improve the attractiveness of the area and strengthen the S 223rd Street connection to the Marina and Historic Beach Park.

The *S 227th Street/Marine View Drive Node* (South Gateway) serves as the south entrance to the Marina District and provides opportunities for redevelopment. Recent cleanup efforts and investments in gateway signage, artwork and public plaza have reenergized the area. A diversity of restaurants, entertainment venues and new businesses create a buzz of activity on the street. The enhanced 227th Street corridor provides an attractive, safe, and prominent connection to the farmers market, the Marina and Beach Park.

Stakeholder Policy Recommendations

Draft for Discussion Purposes

OVERVIEW

A primary goal of the Stakeholder Group Meeting #3 is to identify and/or confirm policy recommendations for the Planning Agency and City Council consideration. The policies outlined below are based on Stakeholder Group's ideas from meetings 1 and 2:

Land Use/Zoning

Regulatory Tools/Incentives – Below is a list of some of the tools available to help stimulate economic investment/development:

- Regulatory
 - Building Heights
 - Parking Reduction Zones
 - Planned Unit Developments (PUD)
 - SEPA Planned Action Ordinances
 - SEPA Categorical Exemptions
- Economic Viability
 - Fee reductions
 - Development Agreements
 - Multifamily Tax Exemptions
- Voluntary
 - Local Improvement Districts
 - Parking and Business Improvement Districts

Increased building heights – Increasing building heights in some areas was identified as a means to stimulate development, activate the Marina District and increase revenues for the City. Building heights were discussed for the following nodes:

- S 216th Node – **majority YES (65 ft +/-)**
- S 223rd/7th Ave S Node – **majority YES (35-45 ft)**
- S 227th/Marine View Drive Node – **no consensus**, lower scale suggested
- Should increased building heights be market driven **OR** incentive driven (i.e., contributions for public infrastructure, affordable housing, public art, LEED green, etc.)
- Should projects be subject to a Development Agreement, PUD or Master Plan review process?

Economic Development – Should the City initiate/jump start change by...

- Initiating the land use/zoning changes now? **YES seems to be consensus**
- Providing fee reductions to stimulate private investment?

- Extending the Multifamily Tax Exemptions to the Marina District/opportunity nodes? – **One group indicated YES**
- Purchasing property for public-private partnership? Parking lot/garage?
- Relocating City Hall or the library to Marina District? – **One group indicated NO as these uses don't generate the same level of activity desired for the opportunity nodes**

Transportation Circulation/Infrastructure

Land use and transportation go hand in hand with one affecting the other. Changes in land use can directly affect how the transportation network functions. Improving traffic circulation and infrastructure will be a key element to the success of the Marina District. Roundabouts and a one-way couplet are two ideas that were discussed as a means of improving transportation circulation.

Roundabouts – Roundabouts were identified as a means of calming traffic and improving circulation, as well as providing opportunities for beautification. Des Moines Memorial Drive/1st Avenue, S 216th Street/Marine View Drive, and Kent-Des Moines Road/Marine View Drive/S 227th Street intersections were identified as potential locations for roundabouts. Attachment 1 provides some background information on roundabouts from the Washington State Department of Transportation (WSDOT) and City of Lacey websites.

- Is this an important element that the City needs to explore further in terms of design and cost? **YES seems to be consensus**
- If so, who pays for improvements and what is the mechanism for collecting funds? Developer impact fees? Local Improvement District? Citywide tax levy?
- Should this be a near-term, mid-term or long-term priority?

Couplet - Establish a pair of north and southbound one-way streets called a “couplet” on Marina View Drive and 7th Avenue. Under this scenario, Marine View Drive would be one-way northbound and 7th Avenue S would be one-way southbound. This is a viable option and would enhance traffic circulation and allow for the addition of on-street angle parking on both streets. The idea has been brought up in the past but was controversial particularly with businesses on Marine View Drive.

- Is this something the City should explore further as part of the transportation and circulation study for the Marina District?
- If so, should this be a near-term, mid-term or long-term priority?

Parking along Marine View Drive – Based on the 2009 City’s Comprehensive Transportation Plan, there is a sufficient supply of on-street parking throughout the Marina District. Due to its state highway designation and parking limitations, parking demand on Marine View Drive can exceed the supply of **convenient** parking, resulting in perceived and real parking issues and concerns. Several ideas were discussed as a means to address the parking issues as described below:

- Declassifying Marine View Drive - This would require that the City take over the ownership of the MVD bridge and the long-term operation and maintenance costs for the bridge, Marine View Drive and Kent-Des Moines Road.

- *Is this something the City should explore further given the cost impact to the City and the timing for completing the process? **One group indicated NO given the City's current budget constraints***
 - *If so, who pays for the new operations and maintenance costs? City-wide tax levy? Marina District levy?*
 - *Should this be a near-term, mid-term or long-term priority?*
- Acquire right-of-way (ROW) to develop angle parking along Marine View Drive similar to what's in front of the theater. This would require the purchase/dedication of land to accommodate the parking in front of the buildings. It may be challenging given the parcels along Marine View Drive are about 120' deep. Given Marine View Drive is a state highway; there are likely access limitations for some properties that will also be a factor to consider.
 - *Is this something the City should explore further as part of the transportation and circulation study for the Marina District?*
 - *Should this be a near-term, mid-term or long-term priority?*

Gateways/Wayfinding Signage – Establishing gateways and incorporating wayfinding signage and artwork into the Marina District were identified as “quick wins” that are easy to implement and demonstrate that the City of Des Moines cares about its image and has a vision for its future. Gateways and wayfinding signage are some of the finer design elements that should be part of the overall transportation strategy for the Marina District. Typically gateway treatments are installed as a final element of a roadway improvement project; however there may be opportunities to implement some project elements in the near-term without compromising the overall network strategy and design.

- Should the City initiate the design and installation of gateway and wayfinding signage?
- Should the design of the gateway/wayfinding signage be unique to the Marina District (requires funds to plan and design)? A continuation of the design for the S 216th Street corridor (lower cost for design/placement)? Or replicate the sailboat theme from the Pacific Ridge Neighborhood (lower cost for design/placement)?
- Who pays for the improvements? Local Improvement District? Business Improvement Association? Developer impact fees? City-wide tax levy?
- Should this be a near-term, mid-term or long-term priority? – **Near-term seems to be consensus**

Public Art

Incorporating artwork into the Marina District was seen as a way to beautify the neighborhood and demonstrate community pride.

- Should the Arts Commission take the lead on the planning and placement of artwork?
- Should the Arts Commission take the lead on raising funds to implement projects?
- What other groups/organizations could partner with the Arts Commission? Destination Des Moines?
- Should this be a near-term, mid-term or long-term priority? – **Near-term seems to be consensus**

Summary of Stakeholders Meeting #2

Held on October 6, 2010

OVERVIEW

The purpose of the Stakeholder Group Meeting #2 was to gain a better understanding of the various facets of development and redevelopment and to review and comment on land use Scenario 1.0 which reflected the input and ideas from the Stakeholder Group Meeting #1.

Staff presented additional information on the factors that affect the success of development projects such as required utility infrastructure, precedents for higher building heights and land values, along with an overview of some of the tools and incentives to support redevelopment. Insights on job creation and resident spending were also presented to demonstrate the potential economic benefits from new development and redevelopment in the Marina District.

Scenario 1.0 was introduced to the group. Staff described the general land use, scale of development and pedestrian environment for each node. Initial modeling for the S 233rd Street corridor from Marina View Drive to Cliff Avenue was also shared with the group.

The remainder of the meeting was dedicated to small group discussions to refine Scenario 1.0. Each group was asked to think about some of the broader policy questions for implementing the Stakeholder Group's ideas:

- Should the City initiate/jump start change with public investments?
 - Purchase property for public-private partnership?
 - Relocate City Hall or the library to Marina District?
- Declassifying Marine View Drive from a State Highway designation was proposed - Given the time and cost associated with this action (i.e., City takes over the ownership of the bridge and operation and maintenance costs for Marine View Drive and Kent-Des Moines Road):
 - Should this receive priority over other improvements identified for the Marina District?
 - If so, who pays for the new operations and maintenance costs? City-wide tax levy? Marina District levy?
- Roundabouts have been discussed many times over the past years
 - Is this an important element that the City needs to explore further? If so, what priority should it take?
 - Who pays for improvements? Establish Local Improvement District?
 - Should this receive priority over other improvements identified for the Marina District?

Each group designated a spokesperson to report out to the at large group at the end of the brainstorming session.

SUMMARY

Stakeholders Group members broke out into three working groups. Each group was asked to evaluate Scenario 1.0 keeping in mind the following questions:

- *What is needed to support a vibrant and sustainable community?*
- *What opportunities or limitations exist?*
- *What is missing?*

Refinements to Scenario 1.0 reinforce the need to improve the character and image of the Marina District through enhanced gateways, wayfinding signage, pedestrian scale lighting, and branding. An eclectic mix of uses as well as entry level, mid level and high end housing are important elements for attracting people to use and live in the area. Many recommend focusing economic development efforts on one node or at the Marina and letting the market determine how the other areas develop. At the policy level, it was recommended that the City initiate the zoning changes and incentives now to be ready for an upswing in the market. This included raising building heights and extending the multifamily tax exemption to the Marina District to help jump-start development. Traffic roundabouts at S 216th and S 227th Streets were seen as important gateway and traffic calming features. Options for angle parking along Marine View Drive and 7th Avenue S were also discussed.

SMALL GROUP DISCUSSIONS

A summary of the ideas and comments generated by each of the working groups is provided below. The summary is based on the notes taken at each table and the group report-outs.

Table 1:

General Comments

- The Marina is the key to revitalizing the community
 - Restaurant and amenities at the Marina so it is used (not a “walk through”)
 - Maritime museum on Marina floor
 - Facility for community/group events
- Electric Utilities – Need a map showing 3-phase power grid to better understand the system; Are there latecomer fees?
- Signage – “Welcome to Marina District”
 - From gateways to Marina
 - From Des Moines Creek Trail to Marina
 - Should there be consistent/conforming signs on all storefronts? (no consensus)
- Branding – fun destination, maritime images (including modern images)
- Inexpensive artistic effects – altering chain link on bridge, night lighting
- Pedestrian traffic – slow down cars, night lighting

- Angle parking along Marine View Drive
 - Idea - property owners can give up some frontage to accommodate angle parking similar to what's in front of the theater
 - WSDOT comment - back in angle is safer
- Make land use changes now before economy pops
- Building heights – raise them now
- Hard to compete with cost of existing space unless heights are raised to spread costs over more square footage
- Don't move City Hall or library to downtown – they don't draw enough people
- Market will determine land use at each node
- Housing should be a blend of entry level, mid level and high end
- Land is still affordable in Des Moines
- MFTE – expand Multifamily Tax Exemption to Downtown for mixed use buildings

S223rd/7th Avenue S Node

- 7th is the key component to success - create vitality, pedestrian friendly (Note - in response to the question “How should each node function?”)
- Leave Marine View Drive alone
- Could S 223rd Street become Main Street?
- Boutique hotel on S 223rd above Marina

Table 2:

General Comments

- Wayfinding signage is needed
- Need a front door entrance at each side of a store (i.e., corner lots)- example Mill Creek
- Incentives – pedestrian friendly
- Hire one person to put developers and tenants together (i.e., Walla Walla success story)
- Speed reduction – convert Marine View Drive and 7th Avenue to one way couplet
- Allow for angle parking
- Make one node work, success of the others will follow

S216th/Marine View Drive Node

- QFC Plaza – find anchor tenant such as Whole Foods and Starbucks

Table 3:

S223rd/7th Avenue S Node

- Keep buildings south of S 222nd lower
- Stop light signals need to be more equal for east-west queues (e.g., cars on S 223rd E/W wait longer than cars N/S on Marine View Drive)
- Bars – need standards for the type of bars located in the Marina District
- Running paths

- Trader Joes
- People Avenue to Marina
- Bring museum to S 223rd
- More art, more green...

S216th/Marine View Drive Node

- Change perception from residential to commercial – lots of retail and services
- Des Moines Memorial Drive and S 216th is the entry from north to commercial
- Mid-height buildings 35-45' (minority opinion)
- Make entryway inviting (arch/gateway) to raise anticipation and make people happy to leave Normandy Park and Burien
- Connection to Des Moines Creek Trail and Beach Park Historic District
- Pedestrian crossing – light at S 219th Street or red flags at a minimum
- Businesses should front on 7th Avenue from S 216th to S 227th Street
- Integrate lights (pedestrian scale??)
- Roundabout at each end (S 216th Street and S 227th Street)

S 227th Street/Marine View Drive Node

- Improve aesthetics – make more attractive
- Restore small boater access to water
- Design to create anticipation:
 - Beautiful water feature/plaza
 - Attractive businesses
 - Kiosk for visitors/Marina customer
 - Clean up roadway along Kent-Des Moines Road/10th Ave S to S 227th/Marine View DR
 - Attractive cinema at S 226th Street (Stegin property)
 - Lower scale size buildings
 - Make old theater into a live theater
 - Join the yacht club to launch
 - Opportunities to generate revenue
 - Integrate branded lighting that says “Des Moines”
- Boutique shops, restaurants w/ outdoor seating and things that advertise welcome folks
- Create a sense of place with street arches/entry ways
- Use more “green” technology
- Business should reflect the Marina
- Incentivize building in the Marina to grow the Marina District
- Create a “Blue Zone” (e.g., support arts, boost walking and biking, create greenbelt, prohibit drive through, shrink signage, control signage)
- A place to escape from the world (District)

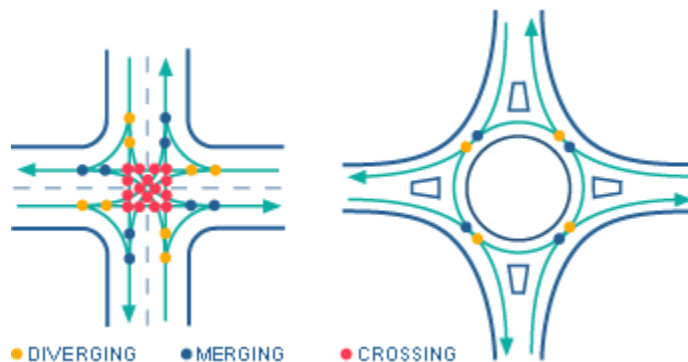
Attachment 1: Roundabouts

The following information on roundabouts is taken from the Washington State Department of Transportation Website at: <http://www.wsdot.wa.gov/Safety/roundabouts/BasicFacts.htm> and the City of Lacey website at: <http://www.ci.lacey.wa.us/city-government/city-departments/public-works/engineering-division/driving-modern-roundabouts>

What is a roundabout?

A “**modern roundabout**” is a circular intersection where drivers travel counterclockwise around a center island. There are no traffic signals or stop signs in a modern roundabout. Drivers yield at entry to traffic in the roundabout, then enter the intersection and exit at their desired street. There are a number of benefits associated with this type of intersection control:

Safety: A key benefit of modern roundabouts is safety. According to the Federal Highway Administration, installing a roundabout typically results in a 76% reduction in injury-accidents, a 90% reduction in fatalities, a 40% reduction in pedestrian injuries, and 75% fewer conflict points compared to standard intersections (see chart below).



Less Delay: Roundabouts are designed to handle traffic more efficiently than signalized intersections. With traffic constantly moving and vehicles entering the intersection at lower speeds, more vehicles are able to move through the intersection at any given time.

An Improved Environment: Since roundabouts reduce the amount of time vehicles spend idling at intersections, they provide environmental benefits by reducing fuel consumption and exhaust emissions (Source: City of Lacey website).

Want to learn more? Roundabout videos are available on YouTube at:

<http://www.wsdot.wa.gov/Safety/roundabouts/BasicFacts.htm#RoundaboutVideos>

Modern roundabouts (right) are designed to accommodate vehicles of all sizes, including emergency vehicles, buses, and truck and trailer combinations. In a modern roundabout, drivers enter the intersection by navigating a gentle curve. Drivers yield at entry to traffic already in the roundabout, then proceed into the intersection and exit at their desired street.

A main feature of the modern roundabout is a raised central island. The circular shape is designed to control the direction of traffic and

reduce speeds to 15 to 20 mph. It also reduces the likelihood of t-bone or head-on collisions.

The central island of many roundabouts includes a truck apron (bottom right), a raised section of concrete that acts as an extra lane for large vehicles. The back wheels of the oversized vehicle can ride up on the truck apron so the truck can easily complete the turn, while the raised portion of concrete discourages use by smaller vehicles.

In addition to the central island, roundabouts also feature triangular splitter islands designed to slow and direct traffic. The islands also provide a refuge for pedestrians. This means pedestrians can choose to cross one direction of traffic at a time and have a safe place to wait before crossing another direction of traffic.

The City of Lacey, WA is developing a number of traffic roundabouts in their community and has developed some good educational materials on how to use/drive modern roundabouts. One of their brochures is provided as Attachment 2.

