

PUBLIC MEETING NOTES
PACIFIC HEIGHTS:
TRAFFIC CALMING IN APPLEWOOD

8/16/2007

This Public Meeting was held at the City of Des Moines South Police Substation at 27041 Pacific Hwy. S., in the Redondo Square Shopping Center. Approximately 60 citizens from North Federal Way and South Des Moines were in attendance. As there was seating for about 40 people, a number of people stood for the meeting, some of them in the ante-room near the exit. Also present during the early portion of the meeting was Des Moines City Councilmember Susan White. Staff members present were:

Des Moines

Robert Ruth, Development Services Manager
Dan Brewer, Assistant City Transportation Engineer
Jason Sullivan, Land Use Planner II
David Steen, Planning Aide

Federal Way

Rick Perez, Transportation Engineer
Deb Barker, Associate Planner
Ken Miller, Deputy Director of Public Works

Also present was Madge Hanson, a Des Moines resident volunteering for the Police Department to open and close the building.

At 7:00 p.m., Land Use Planner II Jason Sullivan called the meeting to order and introduced himself and other staff members from both Des Moines and Federal Way. He announced the intended purpose of the meeting, which was to help residents of the Applewood subdivision in North Federal Way select their preferences of traffic calming measures to be installed in their neighborhood if and when Pacific Heights is developed. He stressed that although this meeting's focus was on Traffic Calming, there would be ample opportunities for other input about the overall proposal:

1. Upcoming Planning Agency Public Hearing
2. Upcoming City Council Public Hearing
3. "Comments" pages included in this meeting's handouts.
4. Email

Councilmember White stood to say she had every confidence that staff from both Des Moines and Federal Way were engaged to help this be the best possible project. She asked for patience from the attendees for the specific purpose of this meeting.

Planner Sullivan noted that the developer did not install the required signs for proper notice and that noticing would need to be redone. He invited people who wanted to be added to the List of Interested Parties to provide their contact information this evening on the forms provided.

Attendees were not amenable to the design and purpose of this meeting. Shouting and interrupting, they let it be known they would rather discuss how to stop the development altogether.

Planner II Sullivan, Manager Ruth and Planner Barker reviewed the history of the development, formerly known as Granville Southern. Points made in between periods of disorder, angry shouting and general interruption, were:

- In the early 1990's, Granville Southern was proposed as a 150 unit apartment complex.
- This proposal was made to King County during a time when the subject land was still in unincorporated area.
- At the same time, the Boundary Review Board was pressing cities to incorporate such areas.
- When it began to be clear that Des Moines would be incorporating this area, the developer sued the Boundary Review Board in order to protect the development vesting that had been achieved to date.
- This lawsuit resulted in a settlement agreement among the developer, the Cities of Des Moines and Federal Way.
- The settlement agreement was designed to hold for any future owners of the project.
- Some of the settlement agreement terms are:
 - Environmental studies and conclusions accomplished during the 1990's will be considered sufficient for any future development.
 - The development will not exceed 84 units.
 - There will be no access directly to Pacific Highway South.
 - There is a site plan that shows a connection through 15th Ave. S. between S. 279th St. (near Pac. Hwy. S) and Applewood.
 - Any amendment to the Settlement Agreement needs to be agreed with all three parties—the two cities and the developer.
- After about seven years of inactivity, a new developer has presented the project as Pacific Heights.

Planner Barker exhibited a copy of the Settlement Agreement and made it available for attendees to review.

Planner II Sullivan gave the floor to Traffic Engineer Perez, who related some of the City of Federal Way's history with regard to this project. Engineer Perez noted that the City's Comprehensive Plan gave guidance to promote connections between neighborhoods as new developments were proposed. He also stated that the street ends in Applewood are called "temporary cul de sacs" on the final plat, anticipating new connections in the future. He reported that the Traffic Study indicated the development would bring in 770 new trips each day, 77 of which would occur during peak hours.

Engineer Perez opened the discussion about traffic calming devices by pointing to an illustrative chart in the front of the room. His first example was speed bumps, followed, between frequent noisy interruptions, by traffic circles at intersections, chicanes and

neighborhood entrance treatments. He noted one example of 60% reduction in accidents at a Tacoma intersection where a traffic circle was installed.

At about 8:30 p.m., it became clear that the developer had been seated in the back of the room through the meeting. Attendees began to direct questions to him. At this time, Planner Sullivan reminded people to write down their concerns on the pages provided. The meeting separated into five or six groups, some individuals getting up and coming forward to look at maps and drawings around the front and side of the meeting room. Engineer Perez's attempt to seek consensus for traffic calming in Applewood was largely ignored.

Following are some of the concerns and questions heard during the numerous interruptions of the meeting:

1. The old traffic study is unacceptable
2. Problem with the change in traffic pattern at the top of S. 279th St (@ Pac Hwy S.)
3. Can 16th Ave S be reconnected to S. 279th St?
4. Cannot use 1998 studies in 2007
5. Too many people will cut through to Redondo through the Applewood neighborhood
6. Why not have just one entrance to the Pacific Heights development?
7. The light interval at the intersection of S. 288th and Pac Hwy S. does not allow enough cars to enter from the west during rush hour times.
8. Street lamps would be preferable to speed bumps
9. How many speed bumps?
10. Will the new development have speed bumps?
11. Resentment at being forced to be part of a new neighborhood
12. Problem with Real Estate agent who represented cul de sac as permanent
13. What do the cities need to do to get out of the agreement?
14. What are our options for slowing or stopping this development?
15. There is contamination under some of the higher ground in the development—
Garbage was buried there.
16. Can this decision be made after new traffic realities exist?

Submitted by David Steen, Planning Aide
City of Des Moines