

## AGENDA

### **Finance and Economic Development Committee Meeting**

**Thursday April 9, 2015**

**5:45 p.m. – 6:50 p.m.**

**South Conference Room**

- 1. Call to Order**
- 2. Approval of the March 12, 2015 meeting minutes**
- 3. Development Updates**
- 4. 2015 Comprehensive Plan Periodic Update**  
*Staff will provide a discussion of the remaining Comprehensive Plan Elements:*
  - **North Central Neighborhood Element**
  - **Downtown Neighborhood Element**
  - **Pacific Ridge Neighborhood Element**
- 5. Business and parking improvement options for the Marina District**  
*Staff will provide a discussion of options for improving the Marina District.*
- 6. Committee member comments**

## MINUTES – FINANCE AND ECONOMIC DEVELOPMENT COMMITTEE MEETING

March 12, 2015

South Conference Room

21630 11<sup>th</sup> Avenue South, Des Moines, WA

### Council Members

Chair Matt Pina

Jeremy Nutting

Jeanette Burrage

### City Staff

Tony Piasecki - City Manager

Dan Brewer – PBPW Director

Denise Lathrop – Community Development Mgr

Grant Fredricks – Consultant

Brandon Carver - Transportation

Autumn Lingle – Exec. Admin. Asst.

### Guests:

Cathal Ridge, Sound Transit

Chelsea Levy, Sound Transit

#### **1. Call to Order**

Chair Matt Pina called the meeting to order at 5:35p.m.

#### **2. Approval of the February 12, 2015 meeting minutes.**

Chair Pina moved approval to later in the meeting when Councilmember Burrage would be present.

#### **3. Sound Transit Update – Transit Orientated Development (TOD) Analysis**

Cathal Ridge and Chelsea Levy from Sound Transit gave a PowerPoint presentation providing the Committee an update on the TOD analysis for the FWLE. The following points of interest were discussed:

- Federal Way link extension goals
- Methodology
- Station Assessment Summary

#### **4. Approval of the February 12, 2015 meeting minutes pending correction below.**

Adding to the list of Draft Ordinance No. 14-240 discussion topics:

- Consider changing the amount of retail space for bakeries, and parking requirements.

#### **5. Discussion of Business Park Zoning**

Staff and Committee members discussed policy questions regarding Zoning and Land Use Regulations along the S 216 St corridor, including the following topics:

- Property ownership
- Port of Seattle development possibilities
  - Light rail link improvements
  - Port acquisition of 509 ROW
  - Development of a Draft memorandum of understanding and draft development agreement
- Grakon (roads, lights, sound wall)
- Business park zoning on south side of S 216 St.

- Business vs. commercial zoning
- Bringing topic to full Council

Councilmember Burrage raised the possibility of receiving Council packets earlier.

**6. Business and parking improvement options for the Marina District**

Discussion ensued about the potential of the City assisting with parking improvement for the marina district and what that would entail?

- Destination Des Moines Main Street Project.
  - Is it eligible for federal funding?
  - What would it look like?
  - How do we implement it?
- Public Development Authority (PDA)
  - Mayor Pro Tem Pina suggested this topic be brought back for discussion when the Economic Development Director is in attendance.

The next regular meeting is scheduled for April 9, from 5:30-6:50 p.m. in the South Conference room.

Adjourned at 6:50 p.m.

Respectfully submitted by,  
Autumn Lingle, Executive Administrative Assistant

**2015 Comprehensive Plan Update**  
**Council Finance and Economic Development Committee Meeting**  
**April 9, 2015**

**Introduction:**

The purpose of this item is to provide the Council Finance and Economic Development Committee the opportunity to provide feedback on staff proposed amendments to the following Comprehensive Plan elements which are not required elements under the Growth Management Act:

- Chapter 9: North Central Neighborhood Element
- Chapter 10: Marina District Element
- Chapter 11: Pacific Ridge Element

The background and structure for the 2015 Comprehensive Plan Update has been previously discussed with the Finance and Economic Development Committee (F&EDC) and with the full Council. Key points discussed include:

- Formatting: update text and layout, add color and pictures, remove numbered paragraph format, and make text more concise and reader friendly (e.g., Healthy Des Moines Element).
- Background Sections: update to clarify purpose, streamline text, remove numbered paragraph format.
- Goals/Policies: remove duplicative language, combine like policies, improve layout, make goal/policy/strategy numbering consistent between plan elements.
- Strategies: rename "Implementation Strategies," remove duplicative language, streamline.
- Overall: create a positive tone and remove negative language.
- Consider replacing the General Planning Element with a Vision Statement for the City and general introduction to the Comprehensive Plan.
- Adding an Economic Development Element or Economic policies to the Land Use Element.

**Discussion:**

The existing chapters are provided for Committee discussion. The background and context sections as well as goals policies and implementation strategies for the North Central Neighborhood Element need some work. It is staff's intent to rewrite the introductory section to reflect a more positive economic focus. We will work with the Economic Development Director to further modify goals, policies and implementation strategies.

No significant changes to the Marina District or Pacific Ridge Elements are proposed beyond reformatting and better alignment of goals, policies, and/or strategies.

We will work with the F&EDC to incorporate additions and edits into the plan. It would be most efficient use of staff time if the F&EDC /individual members provide a consolidated set of questions and/or comments for staff to respond to or incorporate into the plan.

## **CHAPTER 9: NORTH CENTRAL NEIGHBORHOOD ELEMENT**

### **9-01 GOALS**

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

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

### **9-02 BACKGROUND AND CONTEXT**

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

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

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

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

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

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

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

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

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

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

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

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

### **9-03** **POLICIES**

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

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

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

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

### **9-04** **STRATEGIES**

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

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

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

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

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

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

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

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

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

**9-04-09** Locate and design SR 509 and 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.

## CHAPTER 10: MARINA DISTRICT ELEMENT

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### **Vision Statement for the Downtown Marina District:**

*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. The Marina District Design Guidelines encourage private participation and public art to reflect and celebrate the City’s unique location and maritime heritage.*

### **10-1            GOALS**

**10-01-01**        Ensure that Marina District will be:

- (1)    The civic and cultural center for the City.
- (2)    A revitalized neighborhood with a small-town charm reflecting the City’s rich history and inviting new businesses, development shoppers and residents.
- (3)    Characterized by a quality mix of businesses that encourages residents to shop locally and creates a destination for visitors.
- (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 and from the Marina and Beach Park and pedestrian amenities along South 223rd Street and South 227th Street.
- (6)    A residential as well as commercial neighborhood.
- (7)    A neighborhood 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 neighborhood 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.

## **10-02**      **BACKGROUND AND CONTEXT**

**10-02-01**      Des Moines Marina District is located along the shoreline of Puget Sound. This waterfront location provides a unique geographic setting for the City's primary commercial district. This area is one of few low-bank shoreline areas between Seattle and Tacoma. The Des Moines Marina occupies much of the shoreline within the neighborhood. The Marina provides limited recreational opportunities for non-boaters.

**10-02-02**      The Marina District is generally bounded by Puget Sound on the west, the City of Normandy Park and South 216th Street to the north, 8th Avenue South and Kent-Des Moines Road to the east, and South 230th Street to the south (Figure 2-3). Single family residential neighborhoods abut the Marina District to the north, south, and east. As the topography of the area generally slopes down from east to west, many properties within and near the Marina District have views of Puget Sound and the Olympic Mountains.

**10-02-03**      The Marina District is developed with a variety of land uses, including commercial, professional office, single family, multifamily, mixed-use, and recreational uses. Some buildings in the neighborhood are in a state of disrepair. Several properties are vacant or have minimal physical improvements, such as those properties fenced for boat storage.

**10-02-04**      The Land Use Element of the City of Des Moines Comprehensive Plan includes a land use map for the Marina District (Figure 2-3). Other policies within the adopted Land Use Element that relate to the Marina District include:

- (1)      Multiple family dwellings should also be encouraged in conjunction with commercial developments within the Downtown Commercial Zone (D-C Zone), provided that such dwellings are designed to provide a quality residential environment while enhancing the appearance and commercial function of the business district.
- (2)      Promote new development and redevelopment within the commercial district to reflect and enhance its ties to the waterfront, pedestrian orientation, and role in serving local shopping and service requirements.
- (3)      Within the Des Moines Marina property, allow commercial uses that are water dependent or related, serve marina users or promote public access to the shoreline.

## **10-03**      **POLICIES**

**10-03-01**      Enhance the relationship between the commercial district and the shoreline through improved access to the Marina and Puget Sound.

**10-03-02**      Encourage the development of gateway features and focal points that contribute to the identity of the Marina District of Des Moines.

**10-03-03**      Promote a pedestrian-friendly sidewalk environment throughout downtown. Within the commercial zones, the sidewalk environment may include storefronts near the

sidewalk, minimal interruption by vehicular driveways, awnings for weather protection, public open space, attractive landscaping, and integrated signs and lighting.

**10-03-04** Encourage mixed use in the D-C zone.

**10-03-05** Building height should not adversely impact the adjacent street environment or nearby land uses.

**10-03-06** Maintain 8th Avenue South as a local access street. Discourage commercial traffic from using 8th Avenue through project design and roadway improvements.

**10-03-07** Prohibit commercial uses that detract from the retail, wholesale, and service uses permitted in the D-C zone. Allow light manufacturing uses in the commercial zones when: 1) products are sold on site at retail; and 2) manufacturing activities will not adversely impact surrounding properties.

**10-03-08** Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and use of mass transit.

**10-03-09** Ensure that off-street parking regulations reflect anticipated future demand. Continue to allow shared and off-site parking when no adverse parking impacts will result. Ensure that off-site parking is available at the time new uses are authorized.

**10-03-10** Encourage new construction to incorporate design elements that provide view corridors, visual interest, and pedestrian scale. Require the terracing of upper floors of buildings.

**10-03-11** Encourage new development to include public benefit features such as water fountains, bicycle racks, public rest rooms, outdoor seating, art, etc.

## **10-04**      **STRATEGIES**

**10-04-1** Create an integrated transportation system that includes a comprehensive parking strategy, pedestrian and bicycle network, and streetscape improvements.

**10-04-2** Continue to allow uses and facilities that promote transit ridership, such as bus stop shelters, ticket offices, transit information kiosks, etc.

**10-04-3** Ensure that street trees are planted throughout downtown.

**10-04-4** Encourage use of shared driveways in order to minimize the number of locations where the sidewalk is interrupted by vehicular traffic.

**10-04-5** Continue to allow residential uses in the areas west and south of the business district. Ensure that new development at the edge of the D-C Downtown Commercial zones has minimal impact upon nearby residences.

**10-04-6** Allow dwellings above street-level commercial uses as a permitted use when specific conditions can be satisfied.

**10-04-7** Allow automobile service and maritime uses as well as outdoor storage of product inventory where a pedestrian-friendly environment can be maintained or enhanced.

**10-04-8** Allow light manufacturing activities with ancillary on-site retail sales of the manufactured product. Do not allow manufacturing uses that adversely impact surrounding properties. (chapter 18.27 DMMC)

**10-04-9** As part of the next review of this Element, investigate the possibility of creating specific subarea plans for the Marina District.

**10-04-10** Ensure that new development or redevelopment in the Marina District exhibits design excellence by paying particular attention to site design, building form, architecture and public space as described in the *Marina District Design Guidelines* (2009).

## CHAPTER 11: PACIFIC RIDGE ELEMENT

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### **11-01**      **GOALS**

**11-01-01**      The City of Des Moines intends to transform Pacific Ridge into a new urban community that takes advantage of its geographic location, local and regional transportation linkages, stable soils, and view potential. The transformation of Pacific Ridge will include replacement of lower-scale, existing buildings with new structures that will dramatically enhance the appearance, character, economics, and safety of the area. Pacific Ridge will contain buildings and open spaces designed for pedestrians as well as the motorist. Pacific Ridge will be an area of businesses and residences. New buildings may be five to eight stories in height along Pacific Highway emphasizing retail and office uses. Between the development along Pacific Highway and Interstate 5, buildings may be 8 or more stories in height emphasizing residential high-rise home ownership with green open spaces and view corridors. This new community will exhibit superior design features that make Pacific Ridge inviting to residents and businesses, complement other areas of Des Moines, and foster community pride.

### **11-02**      **BACKGROUND AND CONTEXT**

**11-02-01**      The Pacific Ridge area is located along Pacific Highway South and between 24<sup>th</sup> Avenue South to the west, Interstate 5 to the east, South 212<sup>th</sup> Street to the north, and Kent-Des Moines Road to the south (see Figure 2-7 within the Land Use Element). Nearby regional transportation facilities (existing and planned) provide excellent access to the area. Pacific Ridge's topography and elevation provide excellent opportunities for views of Mount Rainier, Puget Sound, and the Olympic Mountains.

**11-02-02**      Extensive roadway improvements have been completed for this portion of Pacific Highway South. These improvements represent considerable public investment in the area's infrastructure and will improve traffic flow/capacity and vehicular/pedestrian safety, and will significantly enhance the appearance of this area.

**11-02-03**      Many Pacific Ridge properties are not improved to the extent presently allowed by the City of Des Moines Comprehensive Plan and the Zoning Code. Many properties are improved with older buildings and are likely to be redeveloped in the near future.

**11-02-04**      Due to its location and proximity to several major transportation linkages, age of buildings, other social and economic factors, Pacific Ridge represents an opportunity to increase density without the adverse impacts that may occur elsewhere in the City.

### **11-03**      **POLICIES**

**11-03-01**      For commercial properties south of South 216<sup>th</sup> Street, encourage retail and employment uses, but also allow dwellings over street-level commercial uses (mixed use) in this area. Allow multifamily development (with minor and incidental commercial uses) on properties south of South 216<sup>th</sup> Street that do not front upon Pacific Highway South. Allow for limited

townhouse development east of 30<sup>th</sup> Avenue with Council approval. Do not allow residential uses north of South 216<sup>th</sup> Street.

**11-03-02** Encourage developers to take advantage of increased building heights in this neighborhood to enhance land value, promote redevelopment, expand view opportunities, and to accommodate household growth targets specified by the Countywide Planning Policies for King County.

**11-03-03** Encourage land uses that promote long-term residency and activity during both daytime and nighttime hours, such as mixed-use buildings and condominium dwellings.

**11-03-04** Ensure new development includes mitigation measures to offset adverse impacts to the natural and built environment that would otherwise occur. Ensure that new construction does not result in undue adverse impacts upon nearby land uses, and that infrastructure and municipal services are available to serve new land uses.

**11-03-05** Encourage new construction to mitigate adverse impacts relating to displacement of affordable housing. Encourage homeownership, and affordable homeownership, within Pacific Ridge.

**11-03-06** Ensure that development requirements, land use review procedures, and mitigation measures do not unnecessarily hinder redevelopment. Utilize innovative land use review techniques/procedures to minimize timeframes and uncertainty during permit review. Examples of such techniques/procedures include: streamlined environmental review; optional DNS; impact fees, etc.

**11-03-07** Promote redevelopment of Pacific Ridge properties to attract new or expanded businesses and commercial development to Pacific Ridge.

**11-03-08** Ensure that public and private development continues the pedestrian-friendly environment envisioned by the Pacific Highway South Roadway Improvement Project. Ensure compliance with the state Barrier-Free Regulations.

**11-03-09** Expand recreational opportunities in or near Pacific Ridge.

**11-03-10** Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and mass transit. 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 through Des Moines.

**11-03-12** Promote a pedestrian-friendly sidewalk environment throughout Pacific Ridge. The sidewalk environment may include storefronts near the sidewalk, consolidated and/or shared vehicular access, public open space, attractive landscaping, and integrated signs and lighting. Promote safe and direct pedestrian access between Pacific Highway South and nearby properties.

**11-03-13** Ensure that off-street parking regulations reflect anticipated future demand. Require off-street guest parking for multifamily developments. Continue to allow shared and off-site parking when no adverse parking impacts will result. Ensure that off-site parking is available at the time new uses are authorized.

**11-03-14** Encourage the development and use of gateway features, focal points, and unique design features that contribute to the identity of Des Moines and Pacific Ridge.

**11-03-15** Require that new construction contain and exhibit high-quality design elements and building materials as outlined by the Pacific Ridge Design Guidelines.

**11-03-16** Enhance personal and property safety through development regulation, including use of crime prevention through environmental design (CPTED) guidelines or regulations.

**11-03-17** Encourage new construction to incorporate design elements that provide view corridors, visual interest, pedestrian scale, and features which minimize impacts associated with building height, bulk, and scale. Require the terracing of upper floors of buildings.

**11-03-18** Encourage new development to include public benefit features such as plazas and courtyards with outdoor seating, hill-climbs, overhead weather protection, public art, etc.

#### **11-04**        **STRATEGIES**

**11-04-01** Amend the Des Moines Municipal Code (DMMC) and the City of Des Moines Comprehensive Plan as necessary to maintain consistency with and implement this Element.

**11-04-02** Encourage land assemblage (lot consolidation) so that larger-scale development proposals can be considered, and to minimize instances where “hold-out” properties do not contribute to the emerging character of the area. When new construction is proposed, encourage or require that internal property lines within building sites be removed. Discourage further division of parcels when such proposals are inconsistent with Pacific Ridge policies and/or regulations.

**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.

**11-04-04** Encourage or require that new development include mitigation measures relating to displacement of affordable housing. Encourage new residential development to offer owner-occupied dwellings.

**11-04-05** Encourage or require use of shared driveways in order to minimize the number of locations where the sidewalk is interrupted by vehicular traffic. Ensure that land use policies and regulations are consistent with the controlled-access requirements of the Washington State Department of Transportation (WSDOT).

**11-04-06** Encourage transit service to Pacific Ridge, such as nearby park-and-ride lots, direct bus service to light and heavy rail transit stops, bicycle corridors, to and from transit nodes, etc.

**11-04-07** Support a light rail alignment on or east of the SR 99 center median, or along 30th Avenue South, provided a light rail stop is added in the vicinity of South 216th Street; or designate the west margin of Interstate 5 as the light rail corridor through Pacific Ridge. Work with Sound Transit to establish a light rail stop in the vicinity of S 216<sup>th</sup> Street.

**11-04-08** Ensure that street trees are planted throughout the Pacific Ridge.

**11-04-09** Extend Midway Park to the east, and to the west to Pacific Highway South. Provide pedestrian connections between Midway Park, Pacific Highway South, and the Steven J. Underwood Park complex.

**11-04-10** Align City and outside resources, including in-lieu multifamily recreation fees, to improve and/or expand recreation opportunities and open space in and near Pacific Ridge. Examples of potential improvements include: 1) enlarging Midway Park; 2) improving the Sports Park complex adjacent to Pacific Ridge; and 3) improving pedestrian connections between these facilities.

**11-04-11** Require that the comprehensive plans and capital improvement plans of the special purpose districts that serve Pacific Ridge reflect the build-out conditions specified by this Element and all implementing policies/regulations.

**11-04-12** Coordinate with other agencies/organizations to: 1) attract new businesses in Pacific Ridge; 2) promote development and redevelopment opportunities in Pacific Ridge; and 3) encourage new construction that is consistent with this Element.

## DOWNTOWN MARINA DISTRICT

This provides two examples of Districts that could be useful to Downtown development, in the context of establishing a distinct district to create the sense of place that makes the downtown a unique experience, emphasizing vibrant economic activity, pedestrian walkability, traffic calming to ensure pedestrian safety, improved aesthetics and infrastructure. The recent sale of the theater provides a catalyst to consider ways to enhance other development opportunities downtown.

### Intent/Goal

- Establish the sense of a distinct district
- Address parking
- Identify and implement aesthetic improvements (flower baskets, other visual options)
- Identify low cost infrastructure improvements (traffic calming/pavers/pedestrian walkability)
- Identify significant infrastructure improvements (roadway improvements, etc).
- Integrate Downtown District with Marina development

### Options to finance and implement improvements

- **Parking and Business Improvement Area** (RCW provides for the following activities)
  - The acquisition, construction or maintenance of parking facilities for the benefit of the area;
  - (b) Decoration of any public place in the area;
  - (c) promotion of public events in public places in the area
  - (d) Sponsorship or promotion of public events which are to take place on or in public places in the area;
  - (e) Furnishing of music in any public place in the area;
  - (f) Providing professional management, planning, and promotion for the area, including the management and promotion of retail trade activities in the area;
  - (g) Providing maintenance and security for common, public areas; or
  - (h) Providing transportation services for the benefit of the area
- The activities in a parking and business improvement area are financed through a special assessment that is imposed on businesses, multifamily residential developments, and mixed-use developments located within the geographic boundaries of the area.
- How Is a PBIA Formed?
- A parking and business improvement area may be established by either having:
  - The owners of businesses located within the geographic boundaries of the proposed parking and business improvement submit an initiation petition to the legislative authority of the local government having jurisdiction over the area; or

- The legislative authority of the local government passes an initiation resolution to create the parking and business improvement area. (Source MRSC)

- **Public Development Authority**

- A. What Are Public Development Authorities?

PDA's are public corporations created by a city or county to perform a particular public purpose or public function specified in the ordinance or resolution creating the PDA and its charter. RCW 35.21.730. Although PDA's may be created for a general purpose, PDA's are more often created for a specific project or undertaking reflected in the PDA's charter.

Legislative intent: PDA's are often created to manage the development and operation of a single project, which the city or county determines is best managed outside of its traditional bureaucracy and lines of authority. The particular project may be entrepreneurial in nature and intersect with the private sector in ways that would strain public resources and personnel.

- B. Why Are Public Development Authorities Formed?

PDA's are created to (1) administer and execute federal grants or programs; (2) receive and administer private funds, goods or services for any lawful purpose; and (3) to perform any lawful public purpose or public function. RCW 35.21.730(5). Such undertakings may be specified in the PDA's charter. PDA's are frequently created to undertake a specific project or activity requiring focused attention. PDA's tend to be more entrepreneurial than their sponsoring municipality, involving private sector participants as board members or partners. PDA's allow municipalities to participate in projects that they may be otherwise disinclined to partake in due to project risks and competing priorities of the municipality.

- C. What Powers Do Public Development Authorities Have?

The powers of a PDA are provided in chapter 35.21 RCW. PDA's may:

- Own and sell real and personal property;
- Contract with a city, town or county to conduct community renewal activities;
- Contract with individuals, associations, corporations, the State of Washington and the United States;
- Sue and be sued;

- Loan and borrow funds and issue bonds and other instruments evidencing indebtedness;
- Transfer funds, real or personal property, property interests or services; and
- Perform all types of community services.

While PDAs have broad statutory authority to perform any lawful public purpose or public function, PDAs cannot undertake a public function that the creating city or county could not lawfully perform. See Memorandum Opinion of the Attorney General of Washington to Robert V. Graham, State Auditor, March 10, 1989. A PDA is thus limited to perform only public purposes or public functions that the creating municipality may undertake directly. A PDA may be limited further by specific reference to a particular undertaking in the PDA's charter.

#### D. How Are Public Development Authorities Formed?

A city or county may form a PDA by passing an ordinance or resolution approving the PDA's charter. The charter will include the PDA's name, scope of the project or purpose, the term of the PDA, and board characteristics. The charter may provide for municipal oversight and will limit the liability of the creating municipality. Because PDAs are separate legal entities, all liabilities incurred by the PDA must be satisfied exclusively from the assets of the PDA, except as otherwise agreed by contract. PDA creditors do not have any right of action against or recourse to the creating municipality, or its assets, on account of the PDA's debts, obligations, liabilities or acts or omissions.

#### E. How Are Public Development Authorities Governed?

The PDA's charter establishes the PDA's governing body composition, size, and nomination process.

RCW 35.21.730 et seq. does not require any particular board composition and, therefore, the creating city or county has significant latitude in crafting a governance structure suited to the PDA's purpose. For example, PDA boards are often composed of persons with particular technical expertise (financing, construction or legal) and persons who represent key stakeholders.

The PDA's charter also usually determines the term of the PDA. The charter may include a sunset provision, which may automatically dissolve the PDA upon completion of the project or its financing.

Alternatively, if the PDA has a broader mandate encompassing numerous phases of an ongoing project or a general endeavor, the PDA's existence may be indefinite. PDA staffing, administrative costs, and oversight requirements may vary as the particular undertakings differ.

The creating municipality will have limited control over the PDA, but will not be relieved of all oversight responsibility. By statute, the city or county is required to oversee and

control the PDA's operations and funds in order to correct any deficiency and to assure that the purposes of each project are reasonably accomplished. See RCW 35.21.745. The PDA's accounting and other responsibilities to its creating city or county may be identified in the PDA's charter and serve to assist the city or county in meeting its oversight obligations. The municipality may further specify the level of autonomy, accountability, and control it will have over the PDA in the PDA's charter or in any contracts or leases the municipality executes with the PDA.

F. What Type of Projects Can Public Development Authorities Construct, Operate and Finance?

A PDA may undertake any "public purpose" specified in the PDA's charter and that is a lawful public purpose or undertaking of the creating municipality. Examples of projects include developing the Seattle Art Museum, assisting in the development of the Museum of Flight at Boeing Field in King County, developing City Hall on Mercer Island, restoring Officers' Row in Vancouver, managing the Pike Place Market in Seattle, and developing the Convention Center in Bellevue.

*The Pike Place Market is a City of Seattle PDA and essentially acts as the landlord to scores of retail establishments and nonprofit services provided in a series of historic buildings. The City of Seattle has determined that day to day operations of such an enterprise is best managed by professionals independent of the City, given the untraditional nature of the enterprise and the importance of responding to the unique needs of the private retail marketplace.*

*SCORE is a PDA structure.*

*Grays Harbor Public Development Authority - Satsop Development Park*

In 1998 the Grays Harbor County Commissioners passed a resolution, charter and bylaws, which created the Grays Harbor Public Development Authority. The authority was organized to facilitate the redevelopment of the Washington Public Power Supply System (WPPSS) site. It began operations in July 1999. It is the successor organization to the Satsop Redevelopment Project (SRP), which was created by an inter-local agreement between the elected commissioners of Grays Harbor County, the Port of Grays Harbor and the Grays Harbor Public Utility District (PUD). The SRP was organized to examine the economic potential of the site of the never completed WPPSS Satsop nuclear plant. A seven-member board of directors governs the authority. The Grays Harbor County Commission, the Grays Harbor PUD and the Port of Grays Harbor each appoint one of their current commissioners. Those three commissioners select the remaining four members who are to be civic or business leaders with expertise in finance, real estate development and law or construction projects and must also reside in Grays Harbor County. The Grays Harbor County commissioners have final approval over all

appointments made to the authority's board. The authority's employees operate on an average \$2.8 million annual budget that focuses on developing the site into a business park. (Washington State Auditor's Office Accountability Audit Report, issued June 10, 2013.

(Resource: MRSC & Summary paper by Preston, Gates, Ellis 2003)