

## AGENDA

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

**Thursday May 8, 2014**

**5:30 p.m. – 6:50 p.m.**

**South Conference Room**

- 1. Call to Order**
- 2. Approval of the April 22, 2014 meeting minutes**
- 3. Development Updates – 20 minutes**
- 4. Pacific Highway South - Draft Land Use Concepts – 50 Minutes**  
*Staff will provide an overview of draft land use concepts, which reflect community input received at the March 26<sup>th</sup> open house and staff collaboration. It is staff's intent to have the discussion on this topic as a workshop setting, which will allow for a more collaborative discussion and information gathering from the Committee members. Based on input from the Committee members, staff will make refinements to the land use concepts and bring those back to the Committee in June along with some capacity data and any available market data.*
- 5. Committee member comments – 10 minutes**

# MINUTES – FINANCE AND ECONOMIC DEVELOPMENT COMMITTEE MEETING

April 22, 2014

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

Lorri Ericson – Assistant City Manager

Dan Brewer – PBPW Director

Denise Lathrop – Community Development Mgr

Marion Yoshino – Economic Development Mgr

Grant Fredricks – Consultant

Nikole Coleman-Porter – Land Use Planner

## 1. Call to Order

The meeting was called to order at 5:04 p.m. by Chair Matt Pina

## 2. Approval of the March 13, 2014 Meeting Minutes

Minutes approved as submitted.

## 3. Pacific Highway South Subarea Planning Draft Ordinance

Planning Manager Denise Lathrop explained the process and asked for direction on the following policy questions:

1. Should the proposed zone be called “Transit Community (T-C) Zone?”

After discussion, the committee decided to table this question.

2. Should staff begin to draft design standards for high capacity transit facilities to be considered after Draft Ordinance 14-035 is adopted and in conjunction with our Pacific Highway S planning work?

The committee agreed that staff should begin to work on design standard for the transit facilities.

3. Should staff begin to draft special standards for station areas to be considered after Draft Ordinance 14-035 is adopted and in conjunction with our Pacific Highway South planning work?

The committee wants to assure there is a placeholder in the code for this, and that it is included in the work plan. It was suggested we request input from law enforcement on these standards particularly in the area of lighting.

4. Should staff begin drafting interim overlay standards for high capacity transit station areas to be considered after Draft Ordinance 14-035 is adopted and in conjunction with our Pacific Highway South Planning work?

Committee consensus was that we may not need these standards in addition to the standards identified for station areas.

5. Are proposed rear yard setbacks appropriate?

The committee supported the setbacks as proposed.

6. Are proposed 75 and 100 feet maximum building heights okay?

The committee supported this to move forward as proposed by staff.

7. Is a 35 foot maximum building height within 20 feet of single family property appropriate?

The committee suggested additional modulation requirements for the portion of the building that abuts the residential areas and approved the remainder of the suggestions.

8. Is the proposed delegated authority to approve uses similar to but not specifically enumerated in Table 18.52.010B okay?

The committee approved.

9. Should stand alone surface parking be permitted in the T-C zone?

With the addition of a sunset clause, the committee supported stand alone surface parking.

10. Should paid parking be allowed in the T-C zone?

The committee suggested this be treated the same as the stand alone parking.

11. Should more flexibility be allowed in the amount of required 1<sup>st</sup> floor commercial space in mixed use buildings?

The committee does not support any changes to the required commercial space in the mixed use buildings in this area.

12. Should required parking for personal services uses be less than the PR-C zone?

Committee approved the proposed one stall per 350 sq ft as proposed.

13. Should required parking for multi-family uses be less than the PR-C zone?

The recommendation was that a studio and one bedroom require 1 parking spot, and two or more bedrooms require 1.75 parking spots and there is one visitor parking spot for every 10 units.

14. Should required parking for retail services uses be less than the PR-C zone?

The committee recommended reducing this number from 400 to 350 to match the personal services recommendation with a minimum of six.

15. Should the T-C zone extend south of S 240<sup>th</sup> Street to include Mack Truck (undergoing expansion) and Sea Mar Community Health Center (under construction); both of which will not likely redevelop in the future?

The committee did not support the extension of the zone south of 240<sup>th</sup> St.

#### **4. SEPA Exemption Thresholds Policy Discussion**

PBPW Director Brewer reviewed our City thresholds as they relate to the new minimum-maximum thresholds in the WAC. If we want to increase the City minimum thresholds, we will need to go through the SEPA checklist and make sure that items are covered elsewhere in our code. This was suggested by the Master Builders and it is the recommendation of the committee is that this be tabled as something that may be addressed when time permits if remanded to the committee by the council.

#### **4. Economic Development Update**

There was not time for the Economic Development updates, so ED Manager Yoshino agreed to send the updates to the committee by e-mail.

#### **6. Committee Member Comments**

Council Member Burrage thanked staff for their hard work and Chair Pina mentioned his commitment to keeping the committee on task.

The next regular meeting is scheduled for May 8, 2014, from 5:30-6:50 p.m. in the South Conference room.

Adjourned at 6:30 p.m.

Respectfully submitted by:

Lorri Ericson, Assistant City Manager

# **Pacific Highway S Subarea Planning Draft Land Use Concepts**

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

**May 8, 2014**

### **Purpose**

The purpose of the discussion is to obtain the Council Finance and Economic Development Committee's (F&EDC) thoughts, ideas and comments on some draft land use concepts (Attachment 1) for the S 240<sup>th</sup> Street/Pacific Highway S Node. The land use concepts are intended to reflect the community's vision regarding how this subarea should grow/redevelop in the future. It includes ideas learned from the Envision Midway project, community input at the March 26<sup>th</sup> open house (Attachment 2), Council input to date, and planning considerations. The goal is to eventually identify a preferred land use option that could be adopted into the Comprehensive Plan/Subarea Plan for the area. In effect, it would set a precedent for how the area should develop/redevelop in the future as a "transit community." The underlying zoning for the area would not change unless it is the desire of the Council to implement the zoning concurrently.

The draft concepts introduce three land use designations: Transit Community Mixed (TC-M), Transit Community Residential (TC-R) and Transit Community Townhome (TC-T). The TC-M extends into the neighborhood to the west and provides an opportunity to transform S 240<sup>th</sup> Street into a more dynamic pedestrian street with a mix of land uses that would compliment Highline Community College. The TC-R designation provides areas for high density multifamily residential development while the TC-T designation is intended to provide a transition the single family areas. The circulation and open space framework is intended to illustrate how people would move through the neighborhood, access transit and have opportunities to recreate. The permitted uses, density and building heights would be further defined through zoning classifications to be developed concurrently or in the future.

It is staff's intent to have the discussion on this topic in a workshop setting which will allow for a more collaborative discussion and information gathering from the Committee members. Based on input from Committee members, staff will make refinements to the land use concepts and bring those back to the Committee in June along with some capacity analysis and any available market data. The concepts will be further vetted by the community at an open house this summer and possibly a developer's forum.

### **Community Feedback**

Following are some of the comments made at the 26<sup>th</sup> Open House that helped to inform the creation of the Draft Land Use Concepts. These comments were in response to specific questions that were asked related to how people identify with the area, how they related to a set of images that were presented to them, how they imagined the future of this area, and what issues are important as we consider land use and zoning changes for the area.

- S 240<sup>th</sup> Street Corridor:
  - Mixed use housing
  - Change H-C zone to 75' and step down to residential
  - Space for kids and people to gather
  - Sidewalks and street lights

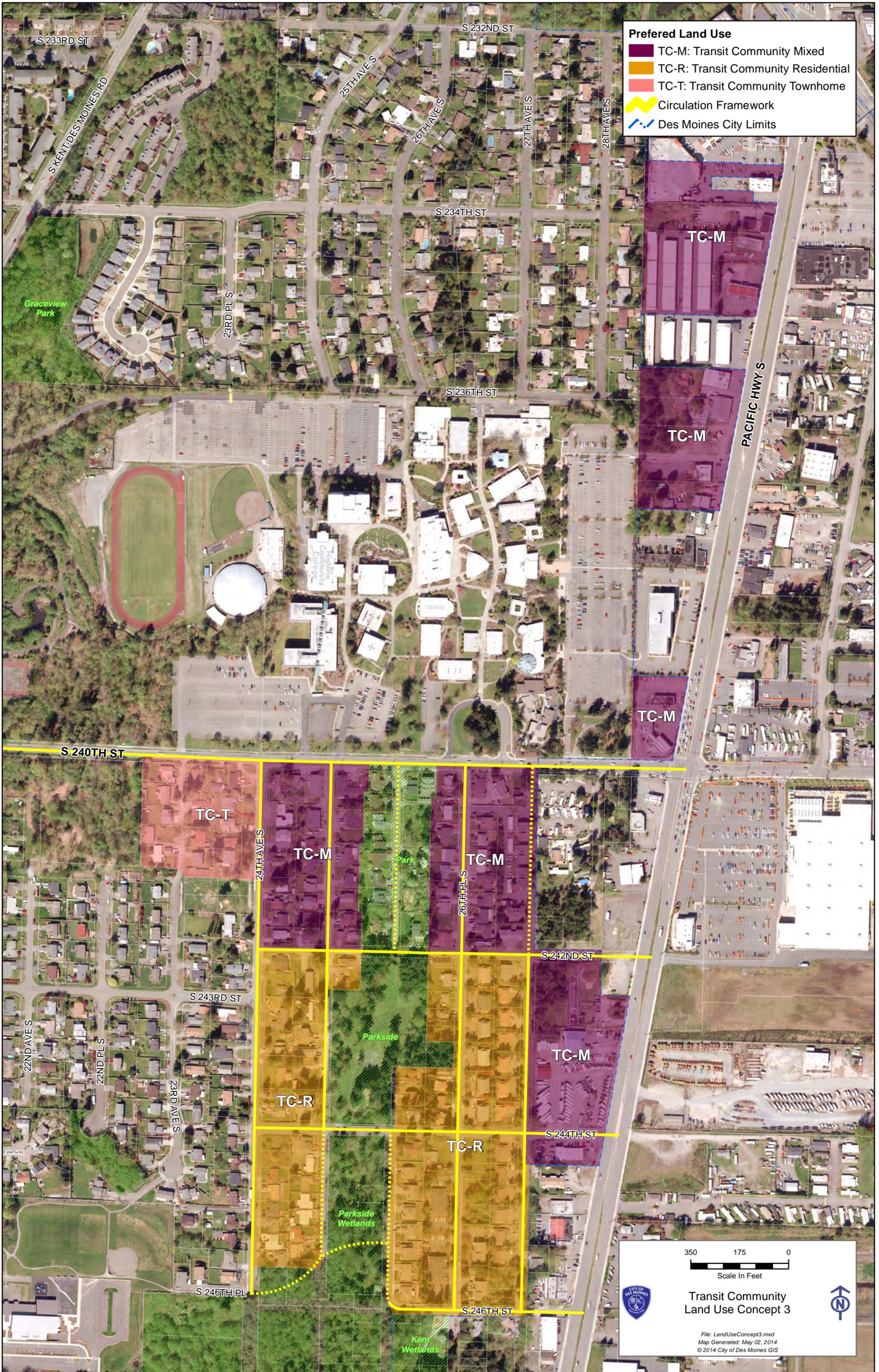
- S 240<sup>th</sup> should be widened
- Parking should be provided to avoid spillover into neighborhoods
- Create color schemes to create a style and reason to come to Des Moines
- Promote activities in the spaces, not just shopping and food
- Use indigenous species for landscaping
- Include space for community garden
- Potential land use:
  - Should be consistent with Kent – at least 55', okay to go higher
  - Holistic approach would make area more usable and valuable to residents and users
  - No fast food restaurants; no big box or industrial
  - Social services
  - Parking is important (e.g., park and ride for transit)
- Is Design Important?
  - YES
  - City needs to take a proactive and leadership role in creating a “sense of place” and get ahead of Kent, including marketing and outreach – “Des Moines is the place to be and visit”
  - Protect views with “pyramid” development (i.e., modulation/terracing) to avoid tunnel effect
  - Create space for kids to enjoy in a safe environment (e.g., think moms, strollers, toddlers on creative structures) – look to Olympia, WA development
  - Create safe spaces that invite people in to enjoy whenever, 24/7 for all to enjoy; remember trees grow and block street lights
- What issues are important as we consider land use and zoning changes for the area?
  - Utilize vertical space and go high
  - High rise okay but should be built for people and look good
  - Area should have a consistent, identifiable character
  - Additional parks and green space
  - Better walking and access to Pac Hwy
  - Safe bicycle paths
  - Street lights
  - Traffic egress, choke points, S 240<sup>th</sup> widening
  - Park and ride, parking
  - Security and increased crime with growth

## Planning Considerations:

- How many people and jobs should area support?
- What demographic groups should be accommodated – students, seniors, families; high, middle, low income?
- Jobs
  - What kinds of jobs would you like to see in area? (e.g., service, office, retail, commercial, entertainment)
  - What kinds of jobs would should the area to support? (e.g., trade, satellite business campuses, research and development, small incubator businesses, expansion of the college campus)
  - Are they family wage jobs or service jobs?
  - What kinds of services should be available to those who live and work in the Transit Community? (e.g., grocery, entertainment, restaurant, medical, daycare, government satellites, community gardens, etc.)
- Housing
  - What types of housing should be available in the Transit Community?
  - What would that housing look like? Mixed use, multifamily, and townhomes? Can you see this being a little taller and stepping down as it transitions to SFR?
  - Where should housing be located? And what would the housing look like?
- How do you envision people being able to move around in the Transit Community? Picture yourself walking, biking or driving around the Transit Community...
  - What should the walking experience be?
  - Are bike trails or lanes needed?
  - What should the driving experience be?
  - What should the streets look and feel like?
  - Do you envision people driving to the Transit Community and being able to walk within certain sections or should it be more auto-oriented so that people can drive from destination to destination within the Midway area? What about bicycle use?
- Location
  - We identified different types of jobs and businesses that could be in the Transit Community - Where should they be located? Be specific about the type of job and where it should by located.
  - Where should housing be located? Integrated with other uses or segregated?







**Preferred Land Use**

- TC-M: Transit Community Mixed
- TC-R: Transit Community Residential
- TC-T: Transit Community Townhome
- Circulation Framework
- Des Moines City Limits

350    175    0

Scale In Feet

**Transit Community  
Land Use Concept 3**

File: LandUseConcept3.mxd  
Map Generated: May 02, 2014  
© 2014 City of Des Moines GIS

Historically as  
Midway -  
But now is the  
opportunity to re-brand  
as ~~Midway~~ Des Moines  
& maintain a consistent  
destination plan

Highline  
& / or Des Moines  
because I live  
in this area.

HIGHLINE  
Comm  
Coll.



### How do you identify with this area?

- Midway?
- Highline?
- South Des Moines?
- Other?

Please write your thoughts  
on a post-it-note and add it  
to this board.

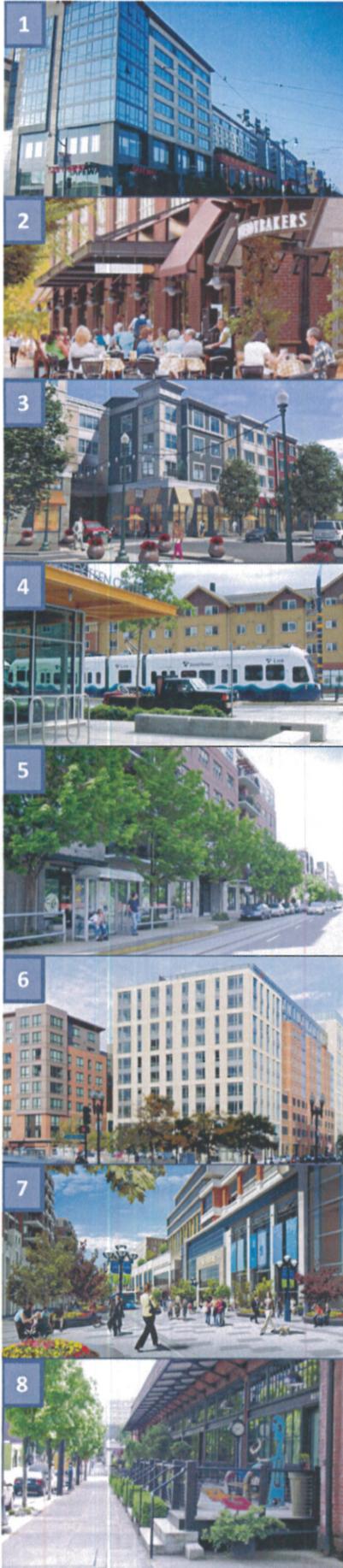


Highline +  
Des Moines

I remember  
the Midway  
Drive In meet,  
+ Swap meet,  
but more recently,  
don't know the  
area.  
-Kary

It ~~was~~ used to be  
Midway -  
but I think Des  
Moines is a better  
identifier

Appreciate creating  
a sense of  
place w/ environmentally  
friendly plants



## Land Use and Zoning Choices

- Would you live, work, shop, or play here?

YES!

- What do you like about these images?

LOVE THE  
COLOR CONTRAST  
& VISUAL INTEREST

Colorful,  
economic  
development

- What don't you like about these images?

#1 & #6 Too high  
and "blocky"

Very crowded

#7 Most appealing

- What is missing?

Open common  
green space

Space for play  
& child safe  
areas

Parking for  
high density

PARKING

Do they go to  
neighborhood streets?

Problems

MULTI-LEVEL  
+ MIXED USE  
HOUSING w/ OPPORTUNITIES  
FOR OPEN SPACE FOR  
KIDS.

More mixed  
use housing  
street lights  
side walks

Center Turn  
Lane from  
165 to Park Hwy

Station #5  
CHANGE H-C ZONE TO 'T5'  
TRANSITION (STEP DOWN)  
TO RESIDENTIAL BY  
USING "MHP" THEN RA/RS



### 240th Street Corridor

## How do you imagine the future?

Please write your thoughts on a post-it-note and add it to this board.



Sidewalks

Common area  
for community  
gathering

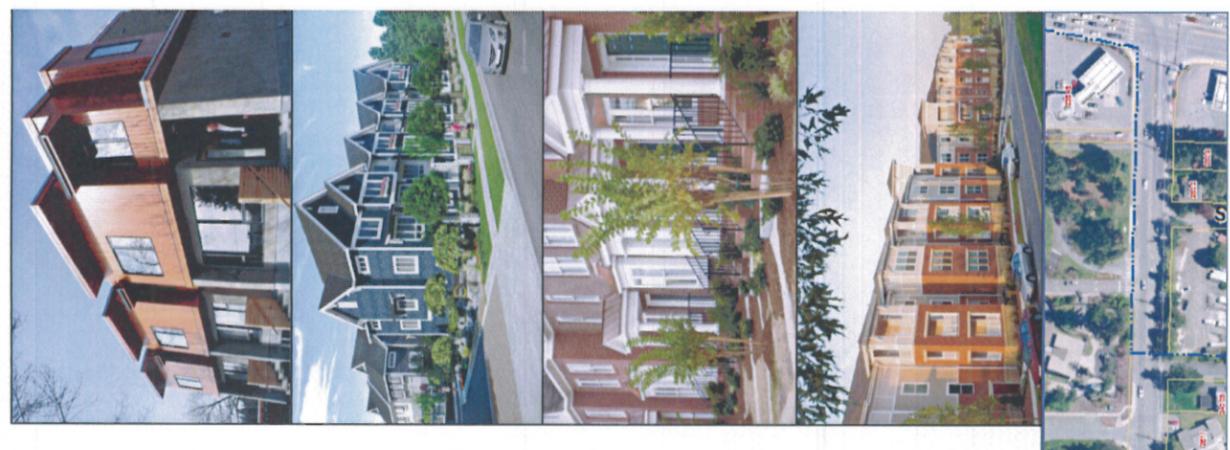
I love to walk -  
Pedestrian concept  
great but I  
need to park  
too - or make  
transit very  
convenient &  
safe

INCLUDE COLOR  
SCHEMES FOR  
DEVELOPING RFPs  
TO CREATE A STYLE  
+ A REASON TO  
COME TO DES MOINES  
PROMOTE ACTIVITIES IN  
THE SPACES NOT JUST SHOPPING  
+ FOOD

For landscaping,  
use indigenous  
species,

NO INVASIVES

FIND ROOM FOR  
COMMUNITY FOOD  
RAISING + FARM  
SPACE. LOOK TO  
COLUMBIA CITY  
+ ALL OF THE PR  
BEACON FOOD FOREST.ORG





## What issues are important to you as we consider land use and zoning changes for the area?

- Permitted Uses?
- Building Size?
- Building Design?
- Housing Choices?
- Pedestrian Environment?
- Landscaping?
- Parking?
- Anything Else?

Please write your thoughts on a post-it-note and add it to this board.

PLEASE! Utilize vertical space and go as high as approp. for area. High density is the way to go.

Extend the barriers on 240th + Pacific between Chevron & AMPM! It is horrible at peak travel times

Better Walkway across Pacific -  
Need a reason for Slatco & FedEx visitors to come to Des Moines. Make <sup>SHOP</sup> a place to be. <sub>STAY</sub> <sub>PLAY</sub>

Having some high-rise OK but should be built for people and look good

TRAFFIC EGRESS  
Street Lights

Permitted uses & parking  
240th widening? (Its a mess already)

Security?

Higher density

Higher crime?

Wider streets  
of fix choke  
points

Add parks  
& green space



## What issues are important to you as we consider land use and zoning changes for the area?

- Permitted Uses?
- Building Size?
- Building Design?
- Housing Choices?
- Pedestrian Environment?
- Landscaping?
- Parking?
- Anything Else?

Please write your thoughts on a post-it-note and add it to this board.

sidewalk  
on

Kent-Des  
Moines

Road

(hello!! where is  
pedestrian  
safety in this  
corridor?)

Security  
parking

Traffic has  
need to handle  
the volume's

Don't make a  
traffic nightmare

Area should  
have a consistent  
identityable  
character

Higher density

SAFE  
Bicycle Paths

All of the above

Look to CARMEL,  
INDIANA as an  
example.

FAVOR RAISING

BUILDING  
HEIGHTS

w/  
MIXED  
USE

Park and Ride



## Potential Highway Commercial Land Uses

### Preferred Land Uses from Envision Midway:

- High intensity transit supportive mixed-use with residential bias.
- Strongly pedestrian oriented with small walkable blocks.
- 35' to 200' height limit.
- Lowered parking requirement.
- Uses: market rate and affordable housing, office, retail, hotel, neighborhood services, civic uses.
- No single use, big box, industrial, or auto dependent uses.

What do you think?

Park and Ride

Need Roads upgrade to handle additional traffic

Should be consistent with Kent. At least 55' high OK to go higher

1. Roads - Capacity
2. Safety - Services

WHY ARE YOU LOWERING THE PARKING REQUIREMENT?

DUE TO TRANSIT?

LOOK AT THE PARKING ISSUES IN TUKWILA.

TOO MUCH IN THE SUBURBS TO NOT HAVE PARKING.

Holistic approach would make area more usable & valuable to residents & users

NO Fast Food Restaurants please

I agree with no big box or industrial

BUT Parking IS important for drawing business from outside the area

240th double width work congested areas, especially into/out of HCC

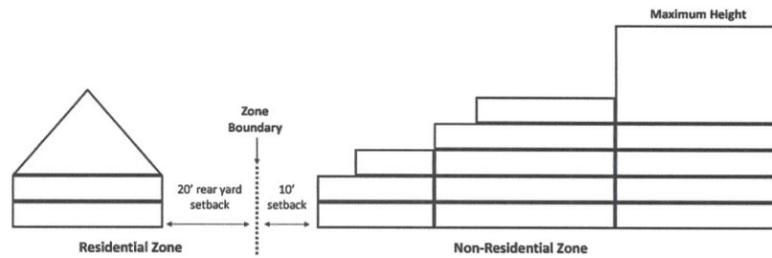
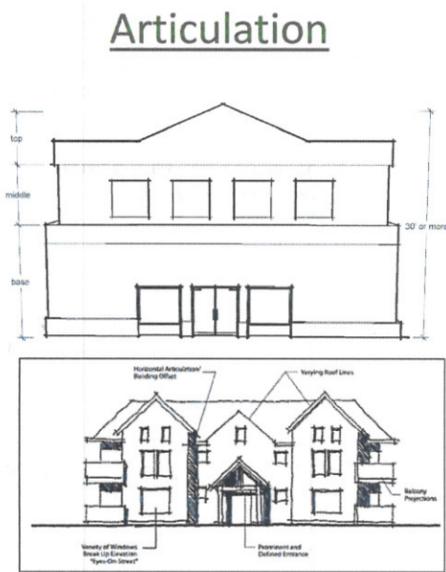
PROTECT VIEW  
w/ PYRAMID  
BUILDING DEVELOPMENT  
TO AVOID TUNNEL EFFECT

CREATE SPACE  
FOR KIDS TO ENJOY  
IN A SAFE  
ENVIRONMENT.  
THINK MOMS AND  
STROLLERS, TODDLERS  
ON CREATIVE SCULPTURES,  
LOOK TO OLYMPIA, WA DOWNTOWN

LANDSCAPING -  
REMEMBER TREES  
GROW, BLOCKING  
STREET LIGHTS  
& CREATING UNSAFE  
ENVIRONMENTS  
= KEEP IN LOW &  
MAKE SPACES THAT INVITE  
PEOPLE  
IN TO ENJOY, LINGER,  
ACTIVATE 24/7 FOR ALL  
TO USE.

## Is Design Important?

### Modulation



### Pedestrian Access/ Entryways

#### D.1. Pedestrian Open Spaces and Entrances

**Intent** - Design projects to attract pedestrians to the commercial core of the Marina District. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities to create lively, pedestrian-oriented open space should be considered.



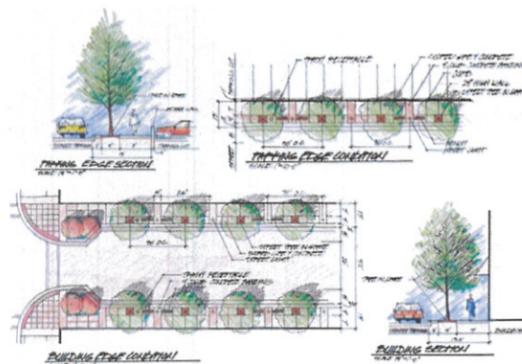
### Landscaping



#### E.2. Landscape to Enhance the Building and/or Site

**Intent** - Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

### Parking



# PACIFIC HIGHWAY SOUTH SUBAREA PLANNING

March 26, 2014 - Open House

## COMMENT FORM

SO WE SEEM TO BE PLAYING CATCH UP.

KENT BEAT THIS CITY OUT OF THE GATE  
SETTING DES MOINES UP TO PLAY  
THE ROLE OF SECOND CHILD.

A STRONG, FAST-PACED ROLE IS NEEDED  
TO MAKE A SENSE OF PLACE AND A  
REASON TO HAVE A BUSINESS, DEVELOP  
A MULTI-USE FACILITY, AND CREATE  
JOBS HERE IN DES MOINES AHEAD  
OF KENT.

MARKETING & OUTREACH TO MAKE  
DES MOINES THE PLACE TO BE &  
TO VISIT HAS GOT TO BE THE  
IMMEDIATE FOCUS BEFORE THE  
FINALIZATION OF THE EIS AND BUILDING  
PLANS.

THE REASON PINE PLACE MARKET IS ABLE  
TO BUILD & DEVELOP THEIR NEW SPACE  
IS BECAUSE THEY MADE THE COMMITTEE,  
SPENT THE MONEY ON ARCHITECTURAL PLANS,  
& TOOK A STANCE LONG BEFORE ANY  
OF THE OTHER NEIGHBORHOODS DID.

→



THEY DIDN'T WAIT TO FORM AN ~~OPINION~~  
OPINION AS A COLLECTIVE, THEY  
PUT A LINE IN THE SAND TO ENSURE  
THE VITALITY & FUTURE OF THE ENTIRE  
PIKE PLACE COMMUNITY; RESIDENTS, BUSINESSES,  
& DAILY VISITORS TO THE MARKET.

THIS IS THE STRONG LEADERSHIP NEEDED  
IN DES MOINES.