



Pacific Highway South Subarea Planning Workshop

October 1, 2014

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Workshop Purpose

- Overview of Process
- Share Public Input from March 26, 2014 Open House
- Present Draft Land Use Concepts
- Obtain Feedback on Draft Land Use Concepts

Guiding Principles, Visions & Outcomes

Guiding Principles:

- Engage Neighborhood Residents, Property Owners, and Businesses in the Planning Process
- Leverage Investments to Benefit and Simplify Our Process
- Be Aggressive – Complete in Under 12 Months
- Economic Development Top Priority
- Respond to Development Opportunities

Vision:

Transform the Pacific Highway South/South 240th Street Node from a lower density, auto-oriented strip development to a mixed use employment and activity center that capitalizes on the opportunities provided by Highline Community College and the multi-million dollar public transportation investments that will be made in this corridor over the next decade in order to foster economic development, increase revenues and job opportunities, and provide more housing choices.

Key Outcomes (include but are not limited to):

- Land uses that increase revenues, job opportunities, and housing choices.
- Consistent development standards along the border between Des Moines and Kent.
- Land uses and regulations that capitalize on Highline Community College, Rapid Ride and Sound Transit's Link Extension investments.
- Leverage work being completed by others to inform our process.

Community & Stakeholder's Vision (2009):

Transit Supportive

Quality Design

Family Friendly & Affordable

Provides Jobs & Housing

Provides Transportation Access & Connections



HCC Focal Point



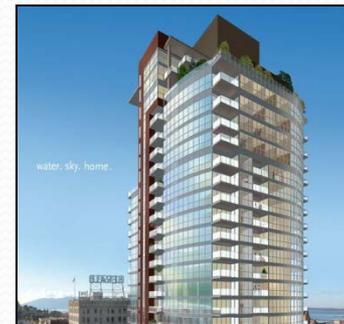
TOD residential, condos & townhomes



People places, parks, trails & green



Accommodates all modes of transportation



High rises to capture views



Zoning

- Legend**
- Des Moines Zoning Designations**
- R-SE Residential: Suburban Estates
 - R-SR Residential: Suburban Residential
 - RS-800 Residential: Single Family 800
 - RS-840 Residential: Single Family 840
 - RS-720 Residential: Single Family 720
 - RA-360 Residential: Attached Townhouse & Duplex
 - RM-240 Residential: Multifamily 2400
 - RM-180 Residential: Multifamily 1800
 - RM-900 Multifamily 900
 - B-C Community Business
 - C-C Commercial
 - H-C Highway Commercial
 - I-C Institutional Campus
 - PR-C Public/Ridge Residential
 - PH-C Pacific/Ridge Commercial
- Kent Zoning Classifications**
- Single Family (SR-1)
 - Single Family (SR-6)
 - Townhouse / Condo (MTC-1B)
 - Medium Density Multifamily (MR-M)
 - High Density Multifamily (MR-H)
 - Mobile Home Park (MHP)
 - Neighborhood Convenience Commercial (NCC)
 - Community Commercial (CC)
 - General Commercial (GC)
 - Midway Commercial Residential (MCR)
 - Midway Transit Community I (MTC-1)
 - Midway Transit Community II (MTC-2)
 - Commercial Manufacturing II (CM-2)
 - Professional And Office (O)
- Federal Way Zoning Designations:**
- BC - Community Business
 - RM1800 - 1 Unit / 1,800 Square Feet
 - RM2400 - 1 Unit / 2,400 Square Feet
 - RS5.0 - 1 Unit / 5,000 Square Feet
 - RS7.2 - 1 Unit / 7,200 Square Feet
 - RS9.8 - 1 Unit / 9,800 Square Feet

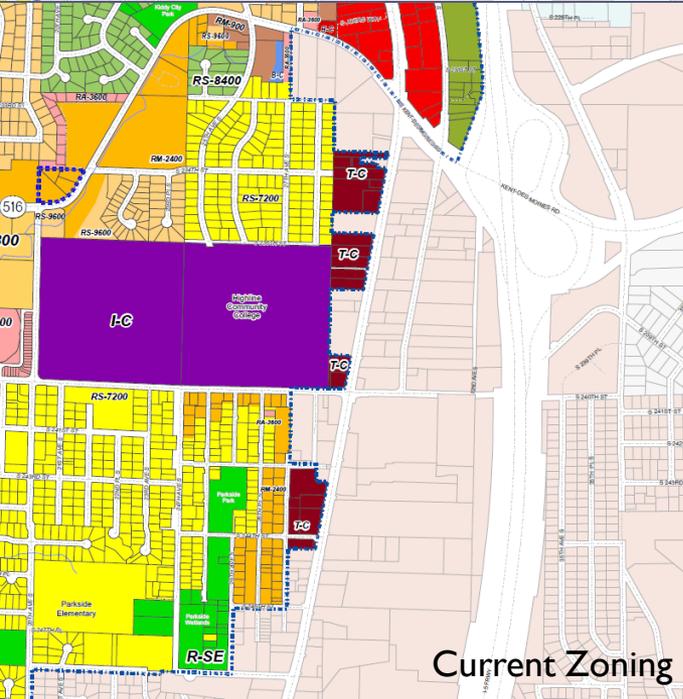
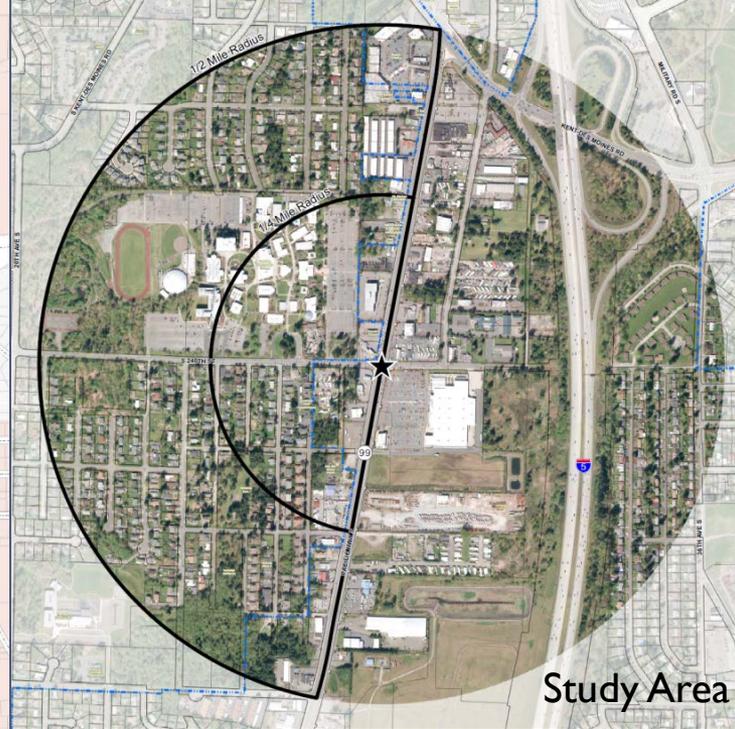
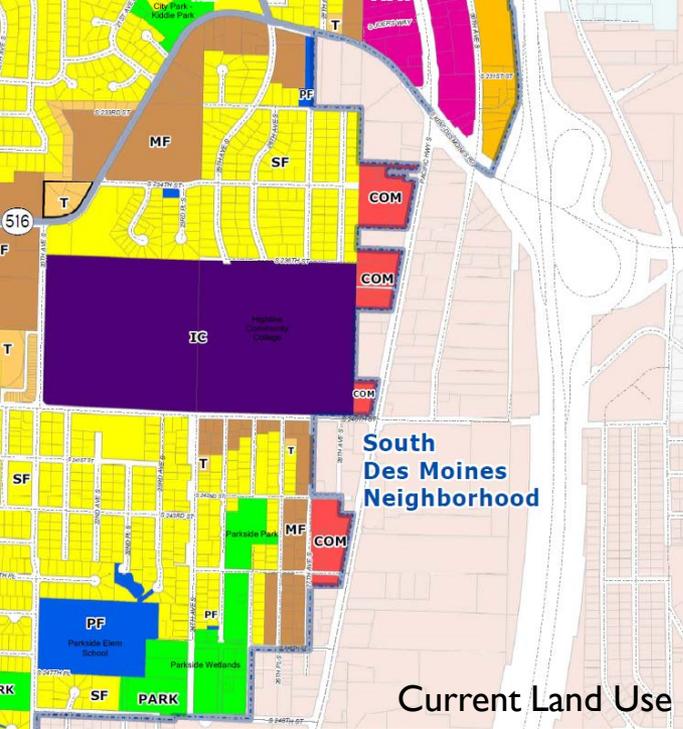
- 1/4 Mile Radius
- 1/2 Mile Radius



Council Direction

Phased Approach for Evaluating Corridor

- Consider Areas for Higher Density to Maximize Economic Potential
- Focus on S 240th/Pac Hwy Node
- Respond to opportunities **“Highline Place”**
- Complete in one year



S 240th/Pac Highway Node

- T-C Zoning ✓
- Land Use Designations
- Zoning Designations??

240th Street Corridor

How do you imagine the future?

- Change H-C zone to 75' ✓ and step down to residential
- Mixed use housing
- Space for kids and people to gather
- Sidewalks and street lights
- S 240th ST 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

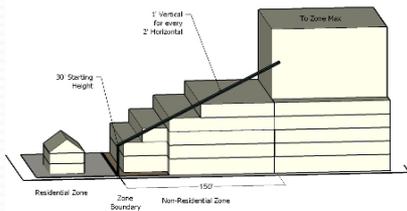
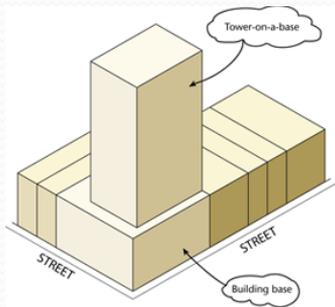
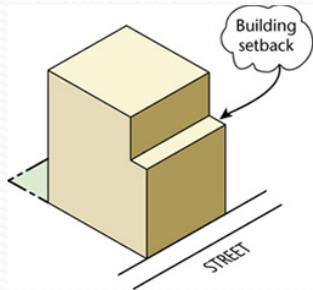


What issues are important to you as we consider land use and zoning changes for the area?

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

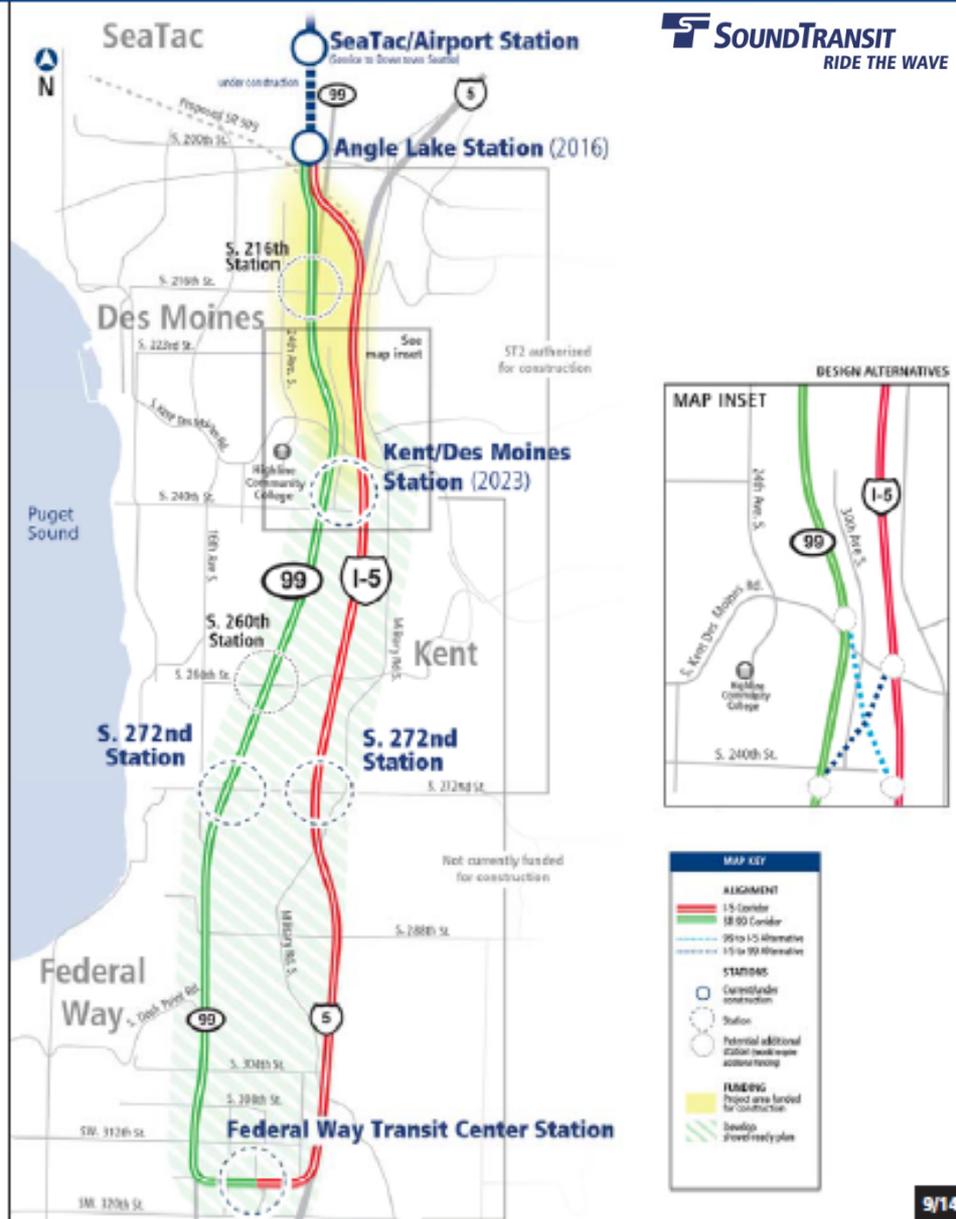
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- Utilize vertical space and go as high as appropriate for area. High density is the way to go.
 - Have some high rise ok, but should be built for people and look good.
 - Better walkway across Pacific Highway.
 - Need a reason for SeaTac and Federal Way visitors to come to Des Moines. Make it a place to be.
 - Add parks and green space.
 - Area should have a consistent identity and character.
 - Higher density.
 - Safe bicycle paths.
 - Park and ride.
 - Favor raising building heights with mixed use.
 - Security, parking.
 - Widen Street. Lighting.

Building Heights and Design



- Protect view with pyramid building development to avoid tunnel effect.
- Create space for kids to enjoy in a safe environment:
 - Think moms with strollers, toddlers on creative sculptures.
 - Look to Olympia, WA Downtown
- Landscaping:
 - Keep trees from blocking street lights and creating unsafe environments.
 - Make spaces that invite people to enjoy, linger, and activate 24/7 for all to use.

FEDERAL WAY LINK EXTENSION



Creating a Transit Oriented Community

Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation.



TOD Characteristics:

Density: relatively higher density development within walking distance of transit service, with higher intensity land uses located closest to transit;

Design: buildings, roads, walkways, and parking are designed to encourage walking and biking for short trips; and

Diversity of Land Uses: a mixture of residential, employment, shopping and civic uses to facilitate local trip making and balanced use of transit service.

How does the location of the future Link Light Rail station affect your opinion on how the planning area should develop in the future?

It's not just your stop, it's your destination.



Next Steps

1ST QUARTER 2014:

- ✓ Open House (March)
- ✓ Draft Ordinance for H-C to T-C Rezone

2ND QUARTER 2014:

- ✓ New Transit Community (T-C) Zone Adopted
- ✓ Identify Land Use Concepts for Planning Area

3RD QUARTER 2014

- Evaluate Land Use Concepts
- Evaluate Market Conditions & Potential Impacts
- **Community Workshop**

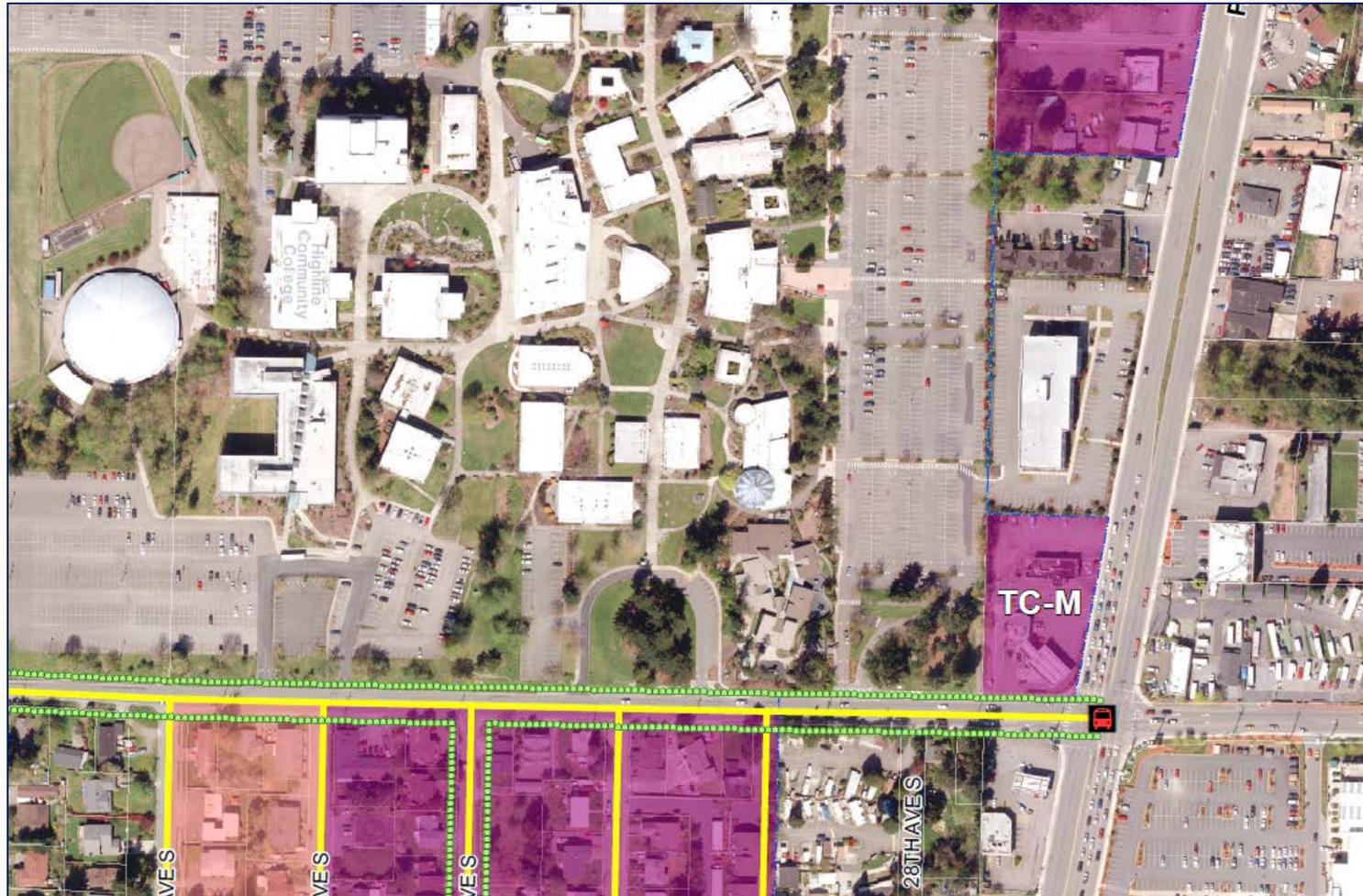
4TH QUARTER 2014/1ST QUARTER 2015:

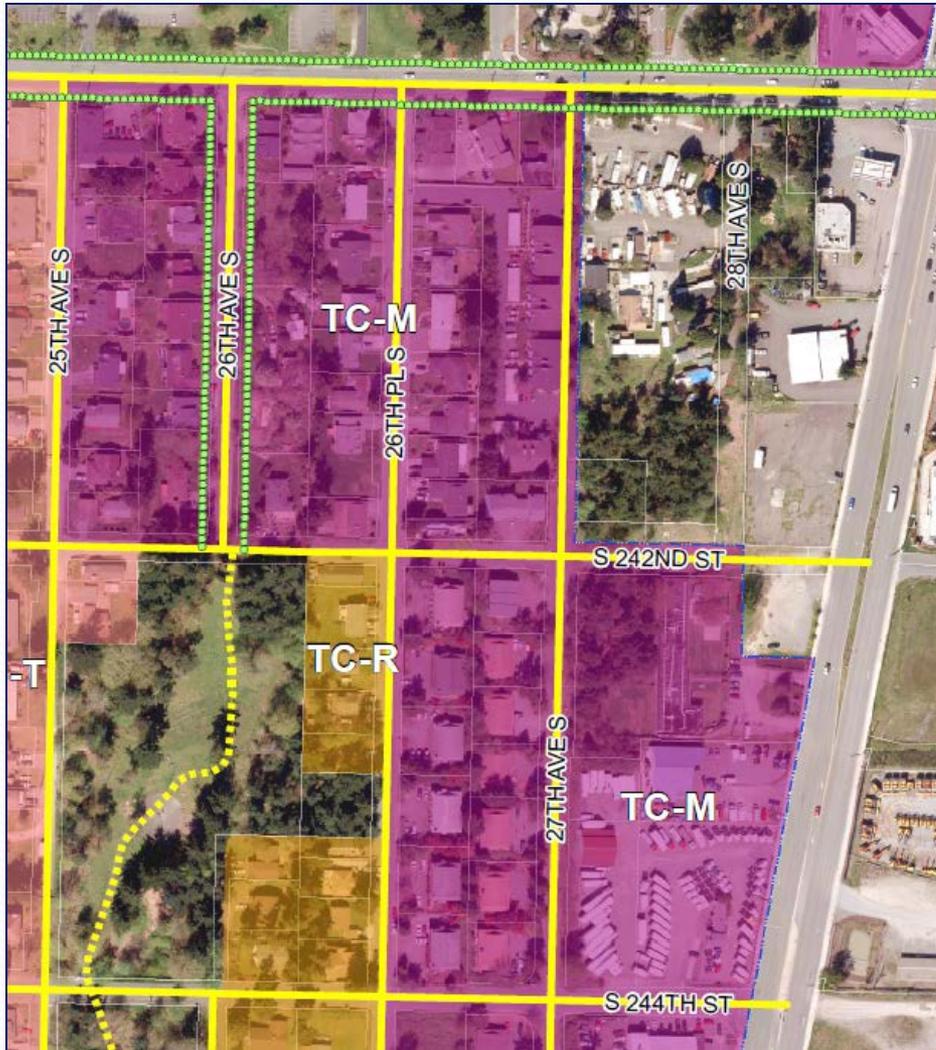
- Develop Policies & Finalize Land Use for Planning Area
- City Council Review & Adoption

Draft Land Use Concepts

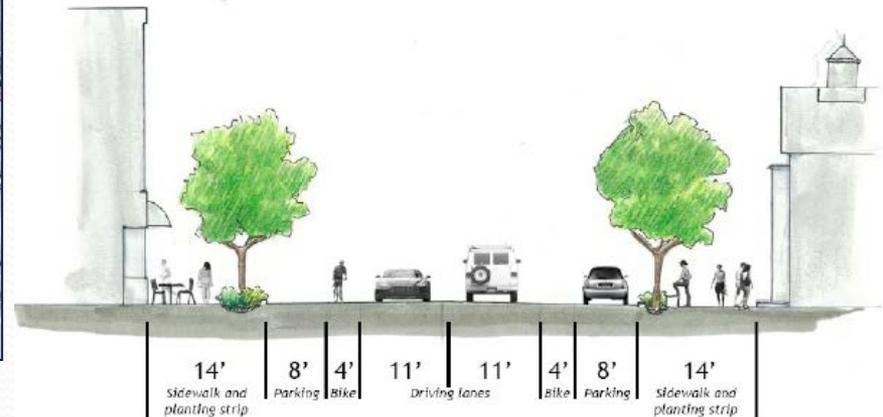
- High density mixed use transit community
- Characterized by quality design and a vibrant streetscape environment
- Introduce three new land use designations:
 - Transit Community Mixed (TC-M)
 - Transit Community Residential (TC-R)
 - Transit Community Townhome (TC-T)

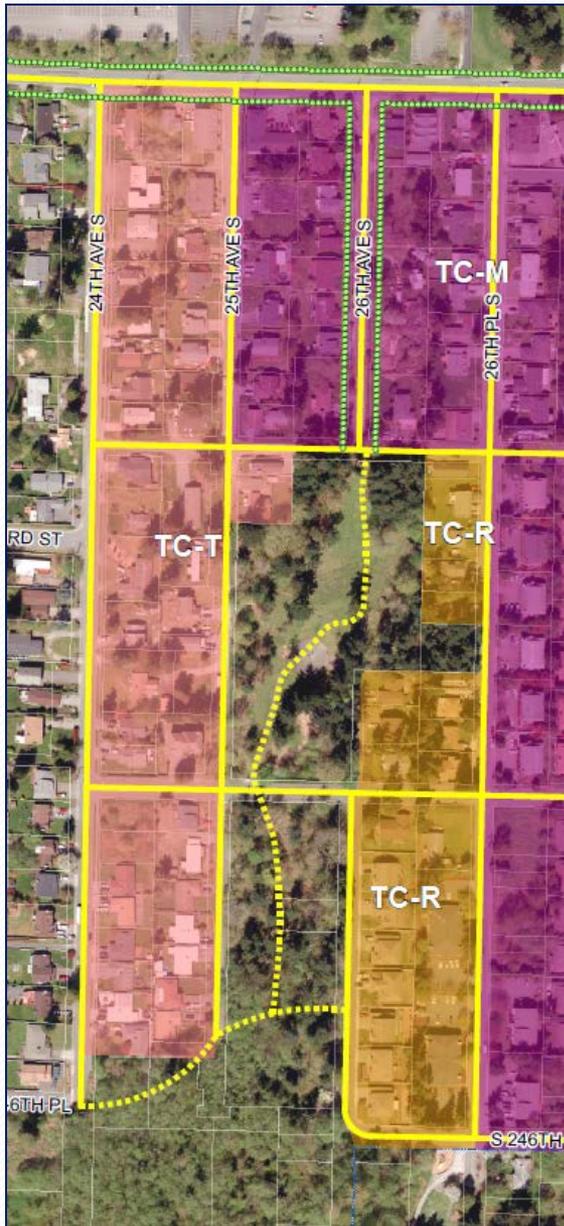
Higher intensity commercial uses focused on South 240th Street and Pacific Highway South



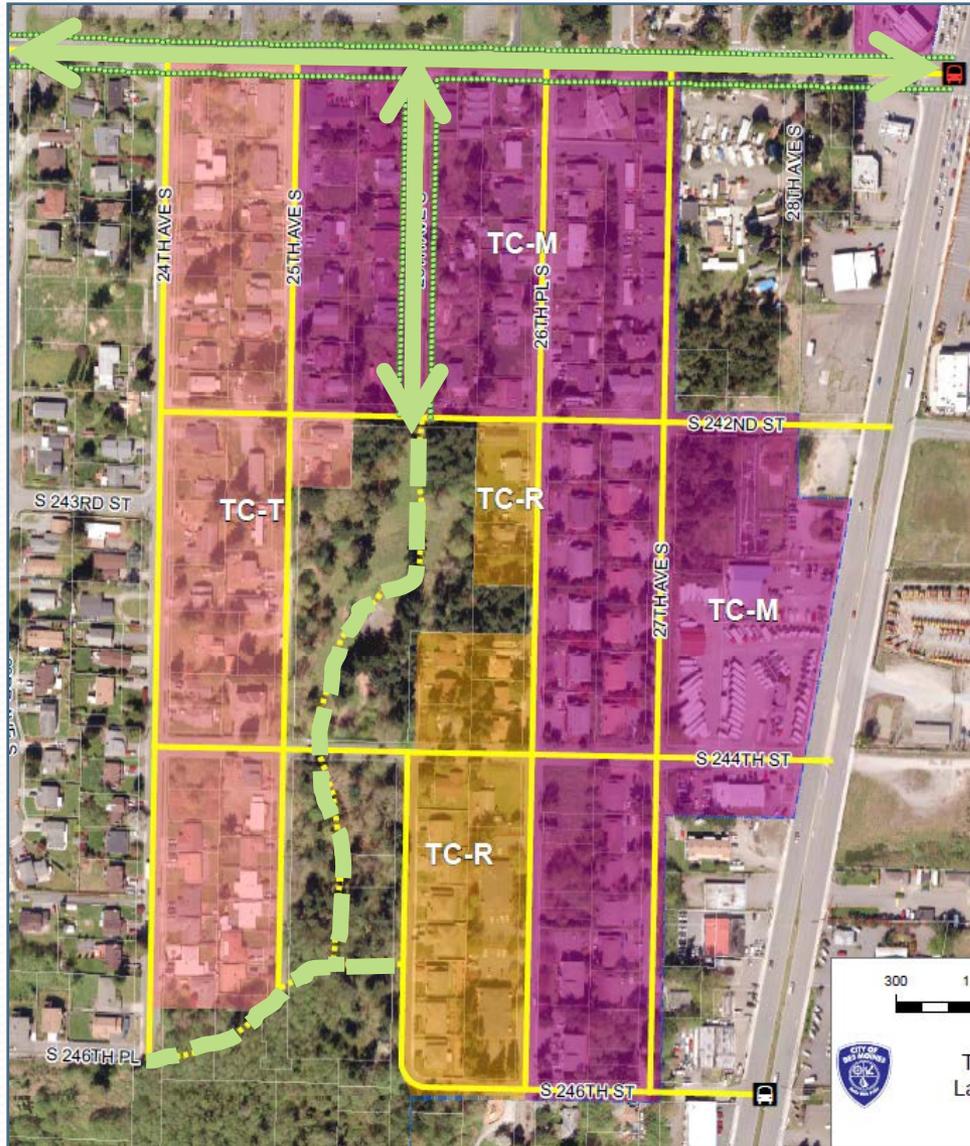


- 26th Avenue S and 27th Avenue S provide an opportunity to enhance the streetscape and local access.
- TC-M predominant use north of S 242nd Street, east of 26th Place S and along Pacific Hwy South.



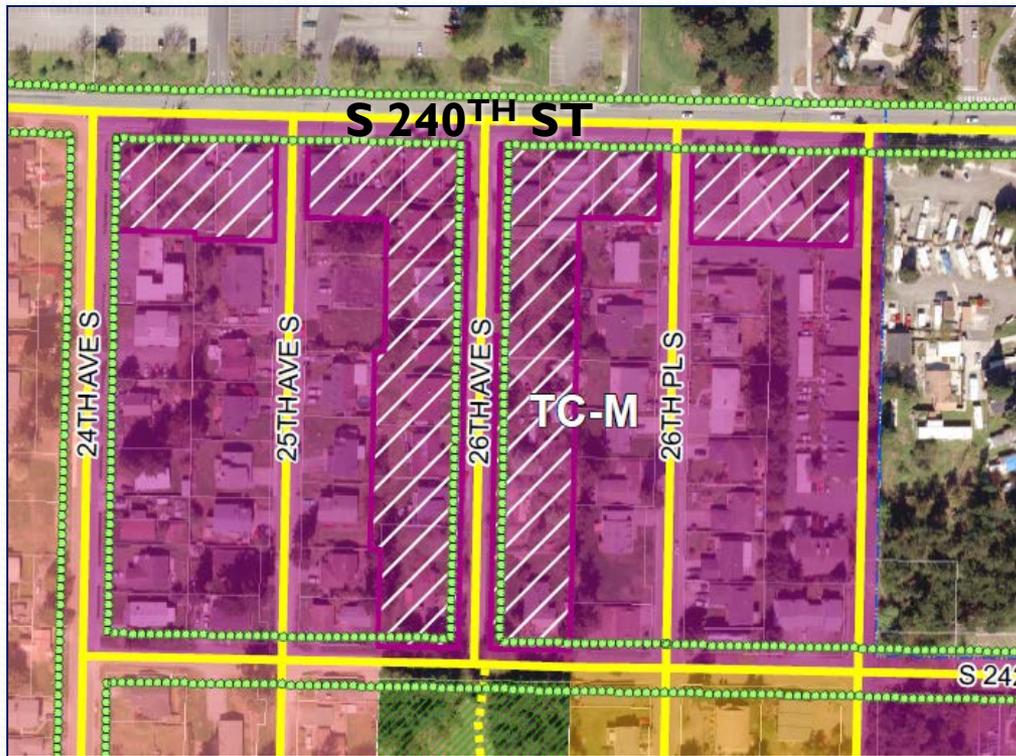


- TC-R provides high density housing between the mixed use areas and Parkside Park.
- TC-T designation provides a transition between the TC-M and the single family to the west.



Pedestrian Environment

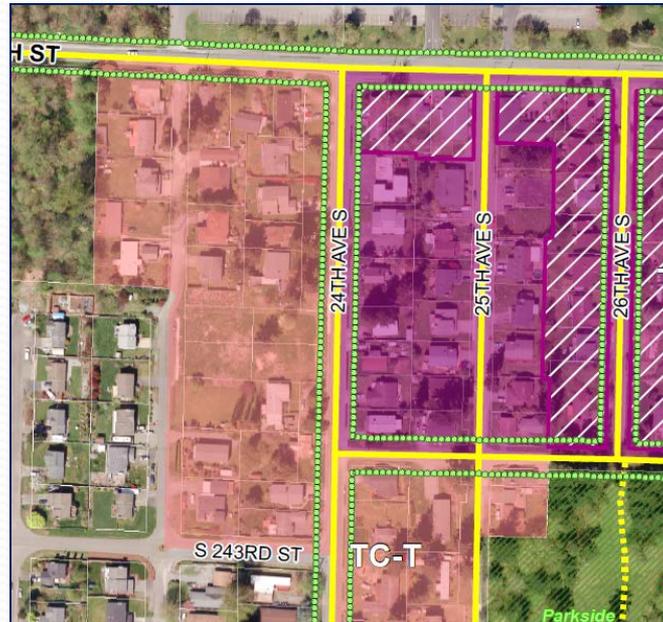
- Improved access
- “Complete Streets”
(S 240th Street & 26th Avenue S)
- Linkages through Parkside Park



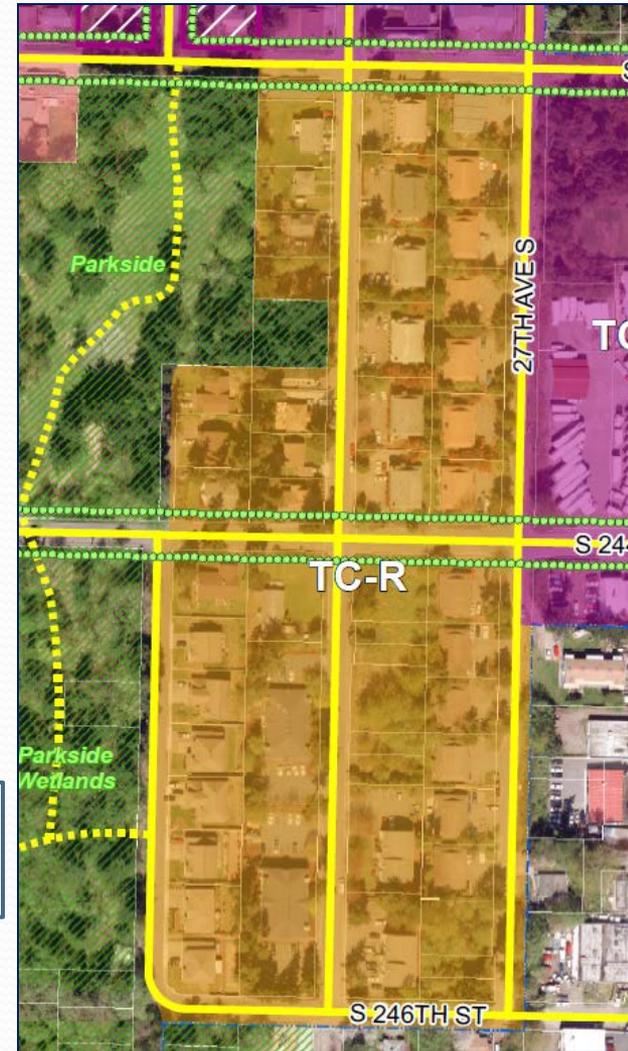
- “Shop front streets” envisioned along S 240th Street and 26th Avenue S.
- More intensive commercial uses would be focused on Pacific Highway S.

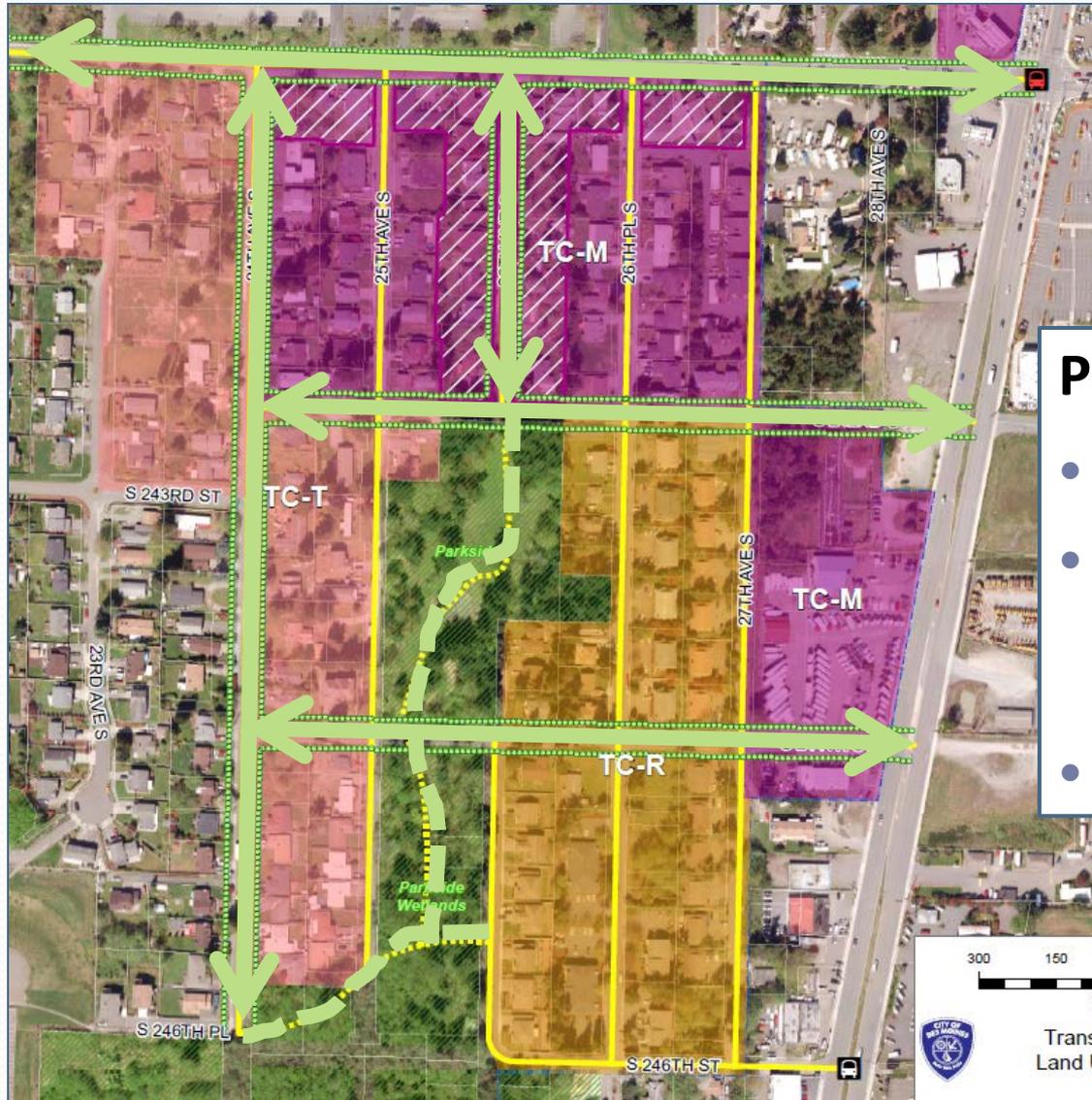
A greater percentage of higher density residential uses:

TC-T designation extends west of 24th Avenue S and south of S 242nd ST



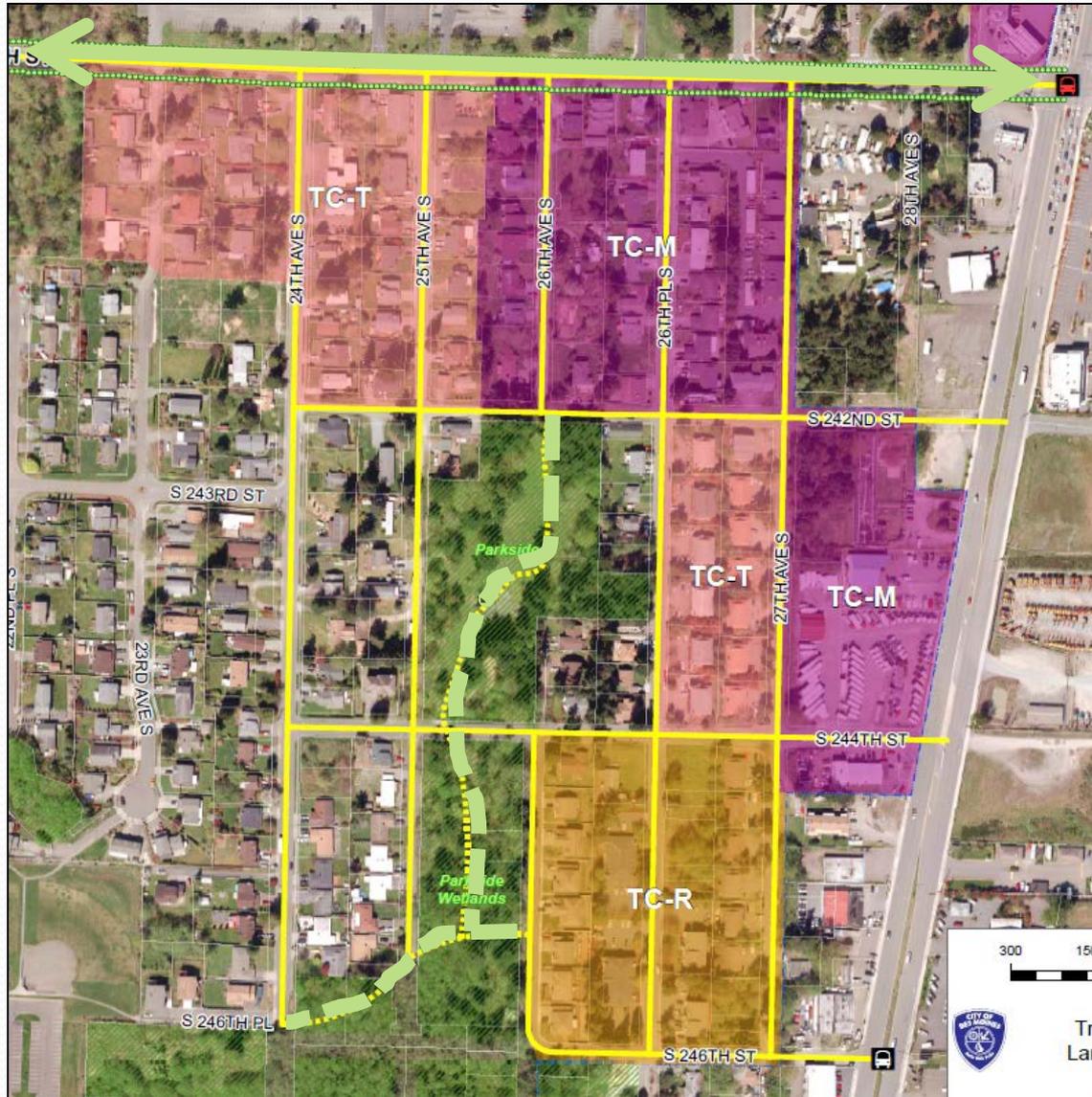
TC-R designation extends from 27th Avenue S west to Parkside Park





Pedestrian Environment

- Improved access
- “Complete Streets”
(S 240th ST, S 242nd ST, S 244th ST, 24th AVE S, & 26th AVE S)
- Linkages through Parkside Park



- Allocates a more area to the TC-T
- Maintains the single family between 26th PL S & Parkside Park
- Commercial focused on S 240th ST, 26th AVE S & Pacific Highway S (similar to Options 1 and 2).
- Ped/Bike Improvements:
 - Limited to S 240th ST & Parkside Park
 - No significant enhancements to internal street network

Workshop Breakout Session

- Moderator will go over ground rules.
- Imagine walking or driving through the areas depicted by the Land Use Options (~15 minutes/option):
 - What do you like?
 - What could be improved?
 - Where should the rail alignment and rail station locations be?
 - How could connectivity between important community locations be enhanced for pedestrians, bicycles, and automobiles?
 - Are there enough 'people places', such as plazas, parks, recreation facilities, community gathering places, etc.? What could be added?
 - Does one land use option stand out above the others?
- Each group selects a person to report back to the large group.