

TITLE PAGE

City of Des Moines, Washington

Pacific Ridge Neighborhood Improvement Plan (abridged)

Adopted July 13, 2000
Ordinance No. 1266

For more information:

Community Development Department
21630 11th Avenue South
Des Moines, WA 98198
(206) 870-7576
www.ci.des-moines.wa.us

This publication is a condensed version of the adopted Pacific Ridge Neighborhood Improvement Plan. This version is intended to serve as a “user-friendly” guide to the vision for new development within Pacific Ridge. Like all of Des Moines’ land use controls, the Pacific Ridge Neighborhood Improvement Plan may be amended from time to time by the Des Moines City Council. Interested citizens should review the Greater Des Moines Comprehensive Plan, the Des Moines Municipal Code (DMMC), and consult with the Community Development Department to confirm current standards, guidelines, and requirements. The DMMC can be viewed electronically at the City’s web page at the address above, and is also available at the office of the City Clerk.

ACKNOWLEDGEMENTS

Des Moines City Council:

Scott Thomasson, *Mayor*
Bob Sheckler, *Mayor Pro Tem*
Terry Brazil, *Council member*
Dave Kaplan, *Council member*
Dan Sherman, *Council member*
Gary Towe, *Council member*
Don Watson, *Council member*

City of Des Moines Administration

Bob Olander, *City Manager*
Tony Piasecki, *Assistant City Manager*
Denis Staab, *City Clerk*
Scott McCarty, *Finance Director*
Gary McLean, *City Attorney*
Tim Heydon, *Public Works Director*
Patrice Thorell, *Park/Recreation Director*
Don Obermiller, *Chief of Police*
Judith Kilgore, *Community Development Director*
Corbitt Loch, *Planning Manager*

Consultants:

Madrona Planning & Development Services
5604 20th Avenue NW / 1256 Lawrence Street
Seattle, WA 98107/Port Townsend, WA 98368
206.297.2106 / 360.379.8151

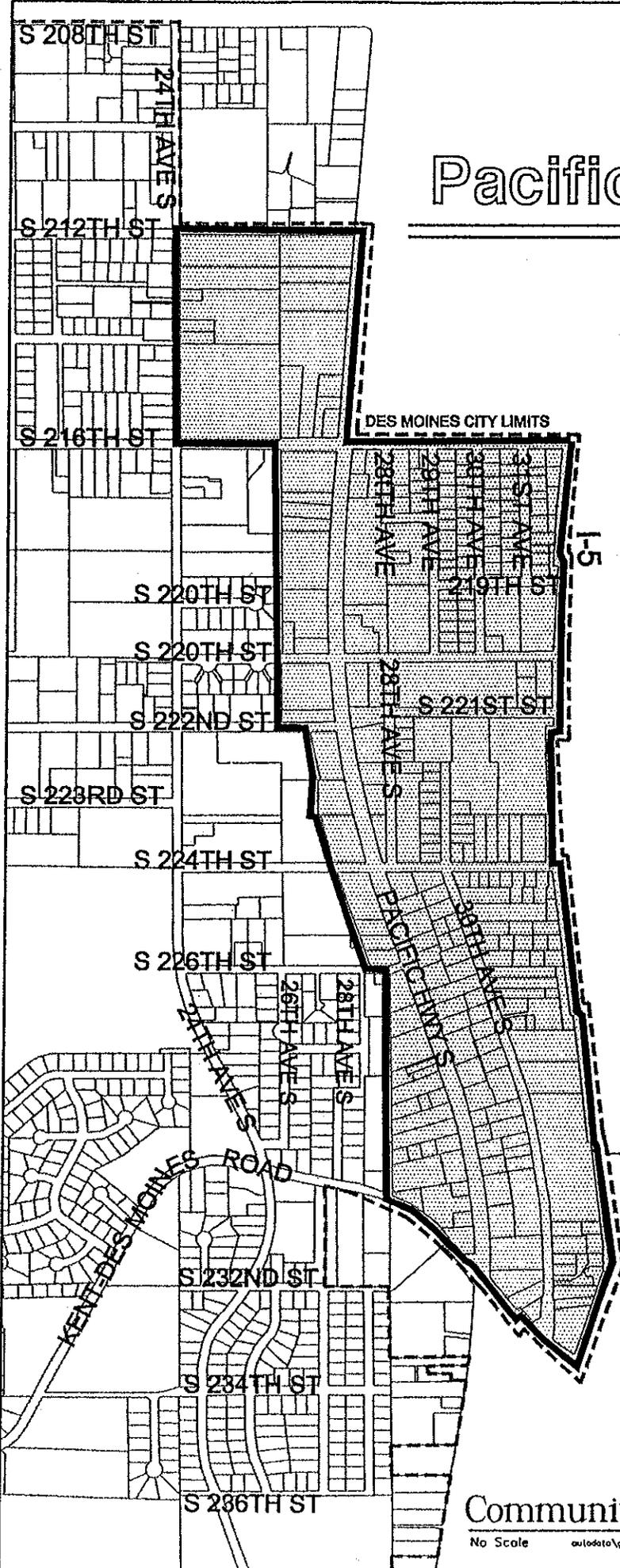
The Transpo Group, Inc.
11730 118th Avenue NE, Suite 600
Kirkland, WA 98034
425.825.8434

Makers
1425 4th Street
Seattle, WA 98101
206.652.5080

This document provides policy guidance, regulatory controls, and environmental analysis regarding land use and related matters for the area known as Pacific Ridge. The Pacific Ridge Neighborhood Improvement Plan (NIP) supplements the Greater Des Moines Comprehensive Plan (GDMCP) and the Des Moines Municipal Code (DMMC). This sub-area plan is consistent with the Growth Management Act, the King County Countywide Planning Policies, and the plans of adjacent/affected jurisdictions.



Pacific Ridge



City of SeaTac

City of Kent

Des Moines
Community Development

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SUMMARY AND PURPOSE OF PLAN

Within the City of Des Moines is an area particularly worthy of renewed attention and investment. This area, known as Pacific Ridge, is bisected by Pacific Highway South and was developed primarily during the 50's, 60's, and 70's. Many of the existing structures within Pacific Ridge are reaching the end of their useful life. Pacific Highway South is an important gateway into Des Moines, but the present condition of properties along and near the Highway fails to maximize economic benefits and to project a positive image for the Community. It is an ideal time to examine this area and work cooperatively to advance a brighter future for Pacific Ridge. Without comprehensive planning for Pacific Ridge, the area will be forever characterized by marginal businesses and substandard housing.

Pacific Ridge currently has 313 buildings on 290 parcels that collectively equal 167 acres of land. Excellent transportation access is provided by Interstate 5, Pacific Highway South (State Route 99), Kent-Des Moines Road (State Route 516), SeaTac International Airport, express bus routes, and future light rail service. Phase II of RTA is expected to travel through Pacific Ridge and stop at the area's south border (Kent-Des Moines Road). Over 14 million dollars in public funds are being invested in roadway improvements for the stretch of Pacific Highway South that lies within Pacific Ridge. Construction will begin in the year 2001. Outstanding views of Puget Sound, Mount Rainier, and the Olympic and Cascade Mountains are offered by Pacific Ridge's topography. Established infrastructure can, by and large, serve higher densities than presently exist. Employment opportunities exist nearby, and more are envisioned. One block to the west is the site of a future 50-acre business park. This land, which is relatively flat and under single ownership, will become an important employment center for southwest King County. Highline Community College is located one mile to the south. Stable soils and the absence of environmentally sensitive areas are further reasons why Pacific Ridge is ideal for new investment and construction.

The Des Moines City Council, during numerous public meetings over the past two years, determined that this area of Des Moines is suitable for more intensive land use and development than has been allowed here in the past. A new vision for Pacific Ridge was crafted, and this document encapsulates some of the benefits of creating a new, "urban village" kind of community within Pacific Ridge.

The vision for Pacific Ridge includes buildings five or more stories in height that are designed for the pedestrian and well as the motorist. New construction would exhibit superior design features and building materials that together project a lasting, positive image of the community. Existing auto-oriented land uses (car sales, auto repair, car washes, drive-throughs, etc.) will be replaced by "people-oriented" activities such as employment centers, indoor retail, and inviting multifamily developments.

If economic forces bring the Pacific Ridge vision to fruition, the area will, by the year 2020, be home to 11,080 residents and 8,870 employees. This revitalized neighborhood will offer close-by housing for employees of the planned business park, and the urban centers planned for by the Cities of SeaTac, Kent, and Federal Way. Completion of Phase II of light rail service will allow Pacific Ridge residents to walk to catch the commuter train into downtown Seattle.

With or without this Pacific Ridge vision, the future of the four existing mobile home parks in the area is doubtful. Numerous factors, including: aging park facilities, land use limitations, right-of-way acquisition, and impracticality of insulating mobile homes from aircraft noise, collectively indicate that the parks will ultimately be closed and/or relocated. The discouraging outlook for these four mobile home parks heightens the need for sound land use planning in Pacific Ridge. The parks represent some of the largest properties within Pacific Ridge and their inevitable redevelopment will establish the character of Pacific Ridge for years to come.

New construction and changes in land use can produce both positive and negative impacts. Positive impacts include replacing declining buildings with new, attractive buildings, a reduction in serious crime activity, and new business and employment opportunities. Also, new construction must conform to modern building and zoning controls. Existing problems, such as surface water runoff, poor vehicular access, spillover parking, and energy-inefficient buildings can be corrected as new development occurs.

There are some potential adverse impacts that may arise if the Pacific Ridge vision is realized. Traffic increases may occur from the forecasted 6,880 p.m. peak period trips that could be generated by Pacific Ridge by the year 2020. For sanitary sewer, some "downstream" conveyance system improvements will be needed in the future as the area becomes fully redeveloped.

Presently, a high percentage of the dwellings within Pacific Ridge are affordable to low and very low-income households. It is expected that many of these affordable dwellings will be lost to new construction. Finally, with an increase in population comes an increase in the need for open space and recreational facilities. It appears that it will be possible to have "growth pay for growth" in order to offset potential adverse impacts.

In total, it appears the advantages offered by Pacific Ridge outweigh its drawbacks. The Countywide Planning Policies for King County require that Des Moines plan for and accommodate future residential and employment growth. Pacific Ridge offers viable receiving sites for responsible growth. Redevelopment of the Pacific Ridge area can benefit local property owners, prospective businesses and residents, all of Des Moines, and the Puget Sound region.

On July 13, 2000, the Des Moines City Council adopted the following ordinances:

1265 Pacific Ridge Element and Pacific Ridge Preferred Land Use Map as part of Greater Des Moines Comprehensive Plan

1266 Pacific Ridge Neighborhood Improvement Plan

1267 Pacific Ridge zoning regulations

1268 Pacific Ridge Design Guidelines

CHAPTER 1. THE PACIFIC RIDGE VISION

This chapter introduces the Pacific Ridge vision, which is also identified within the environmental analysis as Alternative II. The information outlines the desired future for Pacific Ridge, and summarizes the planning process to date.

DEVELOPING THE VISION

Background

The City of Des Moines is made up of several distinct neighborhoods. Each area has its own attributes and challenges. This Pacific Ridge Neighborhood Improvement Plan (NIP) evolved from a desire to improve the living, working, and business conditions in the area now known as Pacific Ridge. Neighborhood Plans have been prepared for other areas of Des Moines, such as the Downtown and the Business Park (North Central) Neighborhoods. This Plan focuses upon the area roughly bounded by South 212th Street (alignment) to the north, Kent-Des Moines Road to the South, Interstate 5 to the east, and the west line of the properties on the west side of Pacific Highway South (PHS).

Pacific Ridge properties were developed during the 1950's, 60's and 70's, and many of the buildings and structures are nearing the end of their useful life. Many properties have older, marginal buildings that do not project a positive community image or a sense of pride. Many of the properties in Pacific Ridge are poorly maintained. These properties are candidates for redevelopment. From Lynnwood to Tacoma, properties along PHS (also known as State Route 99 and International Boulevard) have unattractive buildings and business signs that do not reflect modern land use and building requirements. Virtually all of the Seattle-area communities that are bisected by PHS (Shoreline, Seattle, Tukwila, SeaTac, Des Moines, Kent, Federal Way, etc.) are interested in redeveloping, revitalizing, and beautifying their stretches of PHS. Des Moines is no exception.

Currently, Pacific Ridge has higher crime rates than other areas of Des Moines. The number of calls (per capita) to the Police Department from Pacific Ridge is 2.37 times higher than the citywide average. Pacific Ridge generates almost twice as many police case reports per capita as the Citywide average. Statistically, one of every 4.8 Pacific Ridge residents is the victim of a major crime, and Pacific Ridge residents are more likely to be the victim of a major felony crime such as assault, domestic violence, malicious mischief, robbery, rape, or drug or vice violations. As other communities redevelop their stretches of PHS, lower value businesses and criminal activity from those communities could migrate into Pacific Ridge, and further deteriorate living and working conditions there. There are several inexpensive motels in Pacific Ridge that are regular sites of prostitution and drug crimes. The proximity of SeaTac International Airport may attract to vice activities to Pacific Ridge.

With the combination of aging buildings, absentee ownership, poor property management, and high levels of criminal activity, conditions are expected to continue to deteriorate if left unchecked. Meanwhile, this area is a prominent entry/gateway into Des Moines, and offers a less-than-ideal first impression to visitors.

PHS currently experiences some congestion, particularly during the afternoon commute. Like other PHS communities, Des Moines is planning a major roadway improvement project in order to improve traffic flow, pedestrian and motorist safety, and to help beautify the area. The \$14 million PHS Roadway Improvement Project is fully funded and planned for construction in 2001. This construction will create seven vehicle lanes, bicycle paths, transit facilities, landscaping, decorative light standards, underground utilities, new signs, and other improvements that will collectively rejuvenate the appearance and function of the roadway.

The PHS Roadway Project represents a major investment in public funds into the Pacific Ridge area. To maximize the value of the public dollars spent within Pacific Ridge, the City wishes to promote the construction of new buildings and the redevelopment of under-utilized, unattractive properties. The Pacific Ridge vision furthers the community's interests by promoting buildings and land uses that contribute in a lasting, positive manner to the health, safety, and welfare of Des Moines.

The Washington State Growth Management Act (GMA) and the King County Countywide Planning Policies (CWPP) require that Des Moines plan for, and accommodate, its share of the region's future population and employment growth. The GMA also requires that Des Moines determine if infrastructure will be adequate for near-future development, and that the City's development regulations be consistent with and implement adopted land use policies. The Greater Des Moines Comprehensive Plan (adopted in 1995) satisfies GMA requirements, and this NIP clarifies how Des Moines can achieve the growth targets dictated by the CWPP. Des Moines' population targets can be achieved with implementation of the Pacific Ridge vision.

Outside of Pacific Ridge, there are relatively few undeveloped properties in Des Moines that are suitable for intensive development. Des Moines is largely "built-out", and achieving the (revised) population and employment growth targets would be difficult if new development was to be spread throughout the City. Most of Des Moines is characterized by stable, established neighborhoods that are unable to accommodate substantial new growth without dramatic impacts upon neighborhood function and character. Much of the undeveloped or underdeveloped land outside of Pacific Ridge is environmentally sensitive, and unsuitable for construction. Furthermore, much of Des Moines is impacted by aircraft noise, and therefore may not be suitable for additional high-density development. Pacific Ridge is less subjected to aircraft noise than the areas to the west.

Four mobile home parks exist within Pacific Ridge, and it is likely that these parks will be closed or relocated in the future. For example, the Port of Seattle may offer relocation assistance to the park owners since it is not practical to sound-insulate these older manufactured homes. See the housing impact analysis in Chapter 4 for more information about these four parks. Each of these properties is relatively large in land area, and future development at the park sites will dramatically influence the character and future of Pacific Ridge. Careful planning for these properties will benefit all of Des Moines.

Pacific Ridge has many physical attributes that collectively make redevelopment promising. Those attributes include excellent transportation access, spectacular views, nearby employment opportunities, established infrastructure, and stable soils.

Interstate 5 borders Pacific Ridge to the east and a freeway interchange is located at Kent-Des Moines Road (also known as State Route 516). PHS passes through Pacific Ridge and provides excellent north-south access to the surrounding area, including Sea-Tac International Airport (only 10 minutes away). The planned extension of State Route 509 to Interstate 5 and the construction of the 28/24 Avenue Arterial (now under construction) will further improve transportation flow in the area. Phase I of Sound Transit (commuter rail) will include a transit stop 16 blocks to the north. Phase II is expected to travel through Pacific Ridge and stop at or near Kent-Des Moines Road. A large park-and-ride lot presently exists at Kent-Des Moines Road and Interstate 5. Numerous express and local bus routes serve PHS and the park-and-ride lot.

Because Pacific Ridge is indeed at the crest of a hill, excellent views of Puget Sound, Olympic Mountains, Mount Rainier, and the Cascade Mountains are available here. The demand for view property in the Puget Sound Region is well known. The increased building heights allowed in the new zoning regulations offer even better view opportunities than presently exist.

A 50-acre business park is planned adjacent to Pacific Ridge, and will provide new business and employment opportunities for Pacific Ridge residents. The property is relatively flat, has excellent transportation access, and is under single ownership (Port of Seattle). Des Moines is optimistic that development of the business park will further enhance property values in Pacific Ridge.

Chapter 4 assesses available infrastructure and existing soils. Overall, infrastructure improvements necessitated by Pacific Ridge redevelopment are reasonable, and can be provided over time. Soils appear to be stable in the area; there are no environmentally sensitive areas within Pacific Ridge. In total, redevelopment of the Pacific Ridge area is appropriate and economically feasible.

City Council Direction

The Des Moines City Council, during numerous public meetings, refined the Pacific Ridge vision and directed administration to prepare this NIP. A summary of Council meetings and discussions is provided below. Meeting minutes of all City Council meetings are available at the office of the city clerk. All City Council meetings are broadcast on the City's public access cable television channel.

Vision Statement

The Des Moines City Council developed the following vision statement for the Pacific Ridge area:

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.

As mentioned above, illustrations of how the area would look upon redevelopment were prepared to further elaborate upon the City Council's vision for the area. Together, the vision statement and the illustrations have served as important expressions of the City's aspirations for Pacific Ridge. Those graphics are provided on the following pages.

Land Use Goals, Policies, and Strategies

Over-arching land use goals, policies, and strategies are contained within the Greater Des Moines Comprehensive Plan (GDMCP). The Pacific Ridge Element, which is provided in Chapter 6 of the NIP was prepared for incorporation in the GDMCP. This new Element provides policy direction to study and develop new land use regulations and strategies for the Pacific Ridge area.

This NIP contains implementation policies and strategies to achieve the goals of the Pacific Ridge Element. The land use regulations discussed below, and provided in Chapter 6, are consistent with and implement the Pacific Ridge Element and the NIP.

Economic Analysis

This planning process examined market conditions, the feasibility of attracting new development to Des Moines, and the potential economic impact to the community associated with new growth. An Economic Impact Model was developed to determine the appropriate ratio of commercial to residential growth based on like development patterns, fiscal return to the City, and anticipated municipal expenditures. The results of the Economic Impact Model indicated that potential fiscal impacts associated with residential growth could be offset by anticipated increases in the commercial tax base provided that the residential population within Pacific Ridge (at build-out) remained below 20,000.

Several approaches were used to develop an accurate build-out assessment. Each was evaluated on both a functional and economic basis. The approach which provided the highest degree of accuracy in these areas was selected as the operative model (see Appendix A). This analysis indicates that, in 20 years, Pacific Ridge will be home to approximately 8,800 people.

To the contrary, new commercial development will continue to seek established markets, and that commercial development in Pacific Ridge may be mostly limited to service enterprises for the surrounding area. However, future development of the 50-acre business park property just to the west of Pacific Ridge may dramatically influence the demand for commercial/office space in this area. Further study and discussion may be needed to identify specific economic

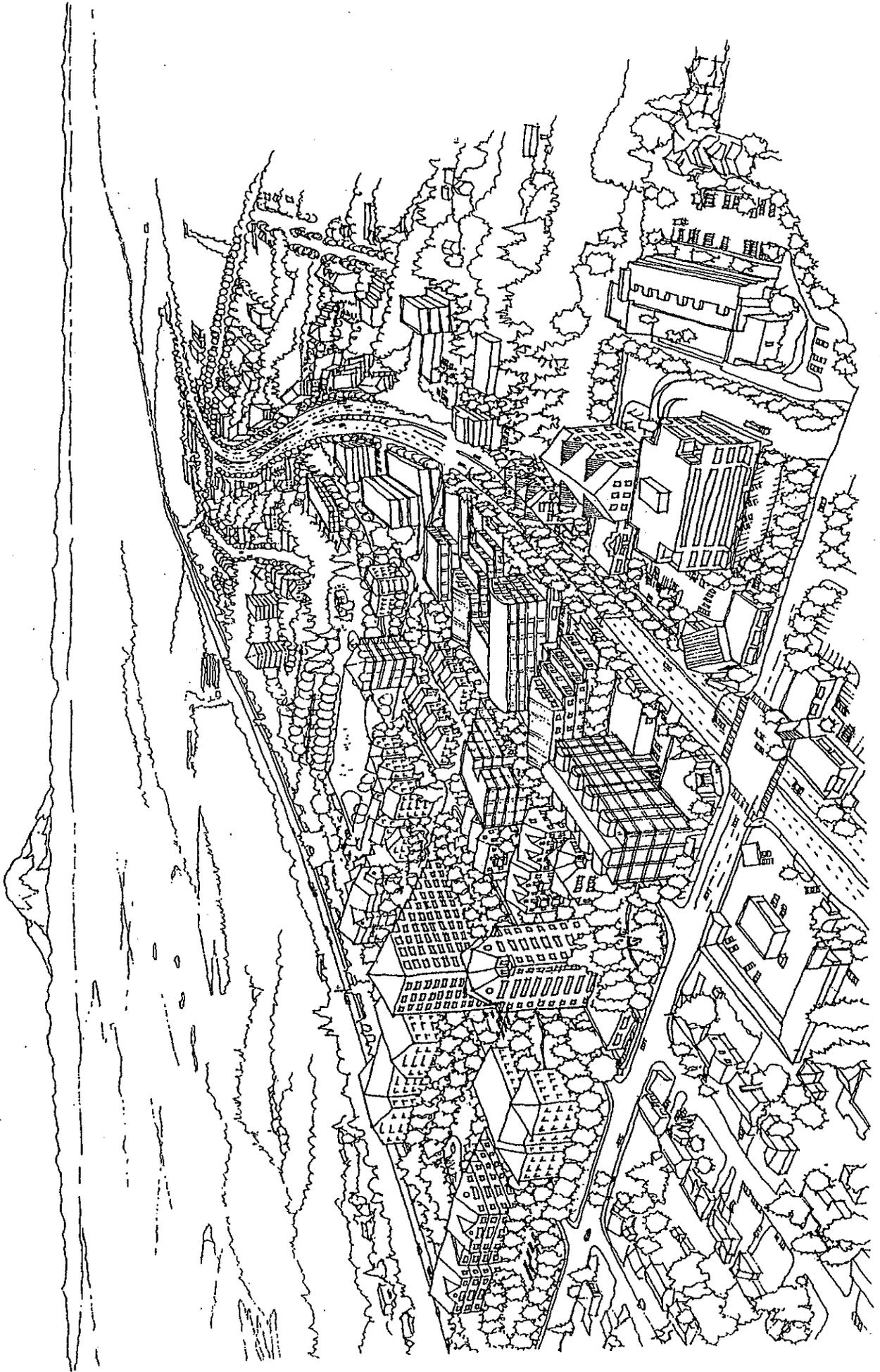


Figure 1-1
Aerial View of How Pacific Ridge Could Appear Following Redevelopment

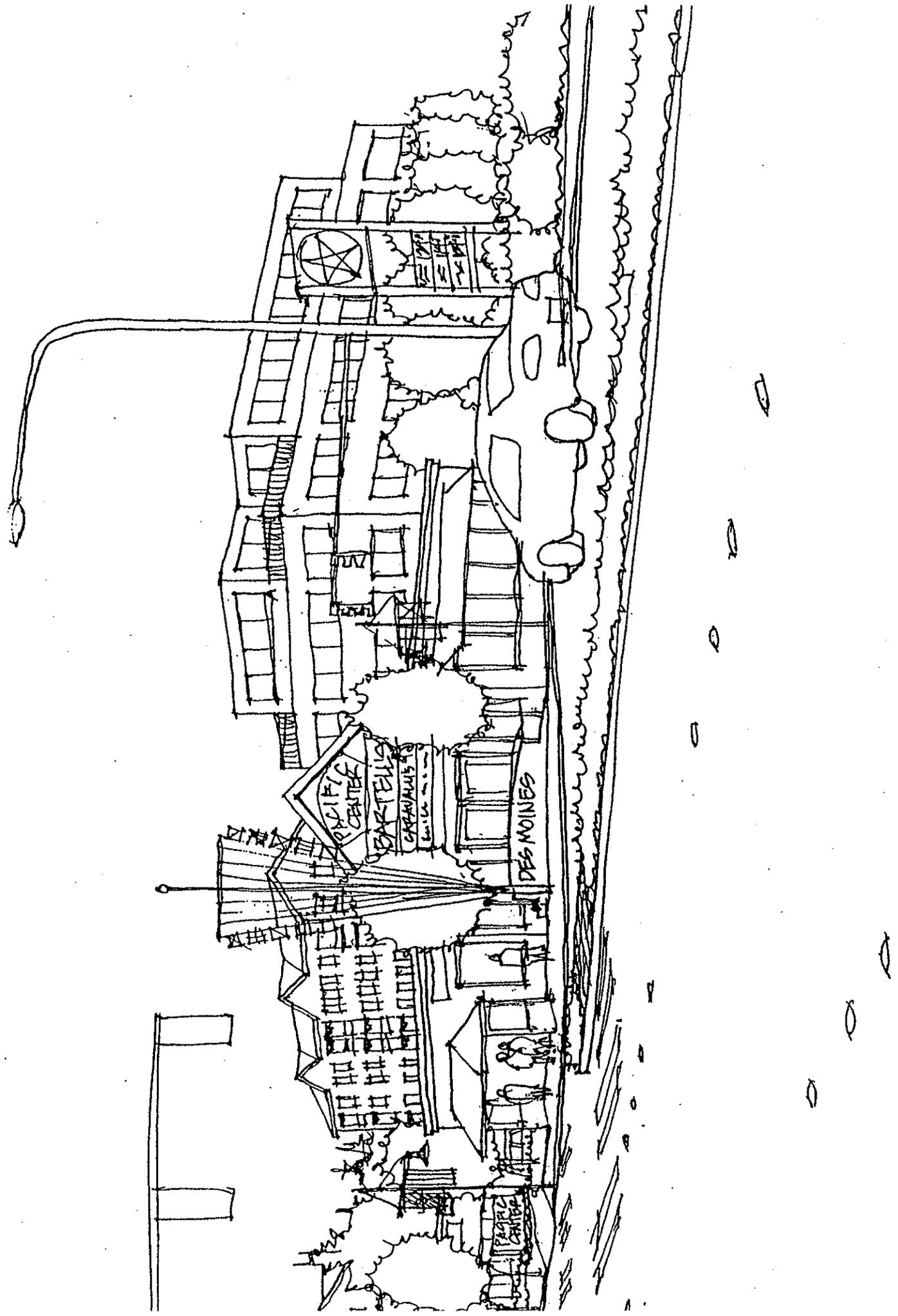


Figure 1-2
Street-Level View of How Pacific Highway South Could Appear Following the

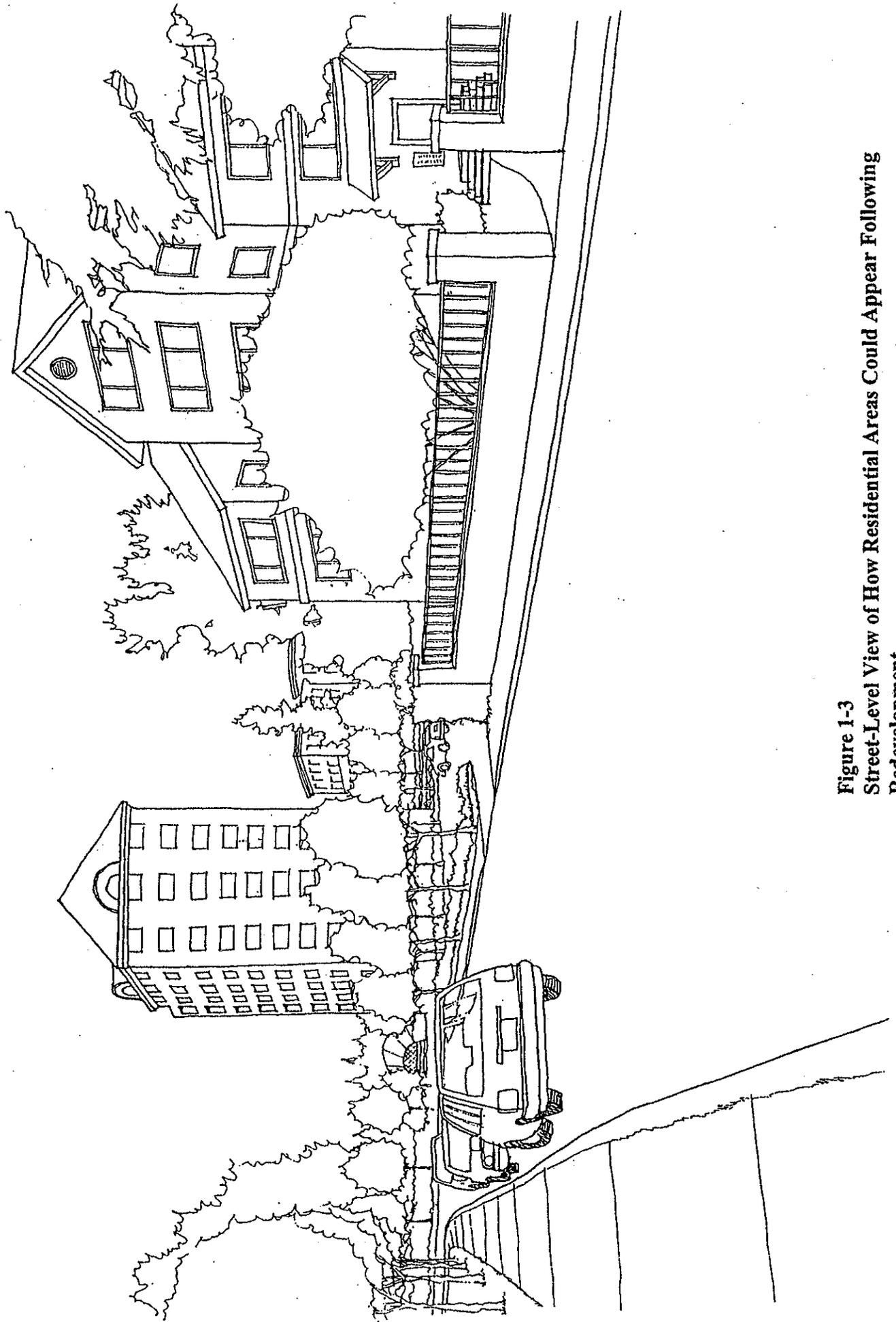


Figure 1-3
Street-Level View of How Residential Areas Could Appear Following
Redevelopment

development strategies that could be initiated by Des Moines. This NIP assumes that ultimately, 8,000 persons will find employment within Pacific Ridge. This level of business activity is likely to be 10-20 years in the future.

Urban Design Analysis

Consultants trained in architecture and urban planning studied existing conditions in the Pacific Ridge area. Physical and geographic constraints and opportunities were identified and mapped. Urban design workshops were conducted with City staff to refine the urban design features to be included in a revitalized Pacific Ridge. As mentioned below, preliminary findings regarding urban design and community character were presented at the February 7, 2000 open house meeting. Urban design goals for Pacific Ridge include formation of a pedestrian-friendly urban environment containing attractive, inviting, and safe buildings, open spaces, and transportation corridors. New construction will, through the use of design elements and quality building materials, project an image of community pride, stability, and personal safety. Three maps used during the urban design analysis are provided on the following pages.

Planning Process

Various aspects of the Pacific Ridge Neighborhood Improvement Plan (NIP) have been discussed during numerous public meetings since early 1998. Also, numerous public announcements inviting public input have been published/distributed as this planning study has evolved. This section summarizes the planning process to date.

From the outset, the City of Des Moines has intended to examine the strengths, weaknesses, opportunities, and constraints of Pacific Ridge in a comprehensive and integrated manner. Land use, transportation, community character, environmental stewardship, crime prevention, infrastructure, and economic feasibility are integral issues that deserve simultaneous consideration, especially when the future vision differs dramatically from the status quo. The GMA encourages integration of land use plans, environmental analysis, capital facility planning, and fiscal realities. Furthermore, the typical first step in land use planning, preparing general land use policies, often delays identification and discussion of "hard" issues that surface during discussion of zoning requirements or capital financing plans. Des Moines' innovative approach earned the award of \$75,000 in Growth Management Act Grant funds from the Washington State Department of Community, Trade, and Economic Development. The NIP was partially funded by those grant monies.

The process used for Pacific Ridge involved early identification of the study area, and development of a vision statement. Illustrations were prepared to depict how Pacific Ridge may look if the vision were realized. From there, draft zoning regulations and land use policies were prepared concurrently to provide more information about the potential density/intensity of land use. The NIP expanded further on this initial work by: 1) assessing development opportunities and constraints; 2) forecasting market feasibility; 3) developing detailed design guidelines; 4) analysis of environmental impacts; 5) evaluation of infrastructure impacts and issues; 6) preparation of a capital financing plan. During development of the NIP, continuous re-assessment of issues was done in order to produce land use policies, strategies and implementation measures that collectively converge upon realization of the Pacific Ridge vision.

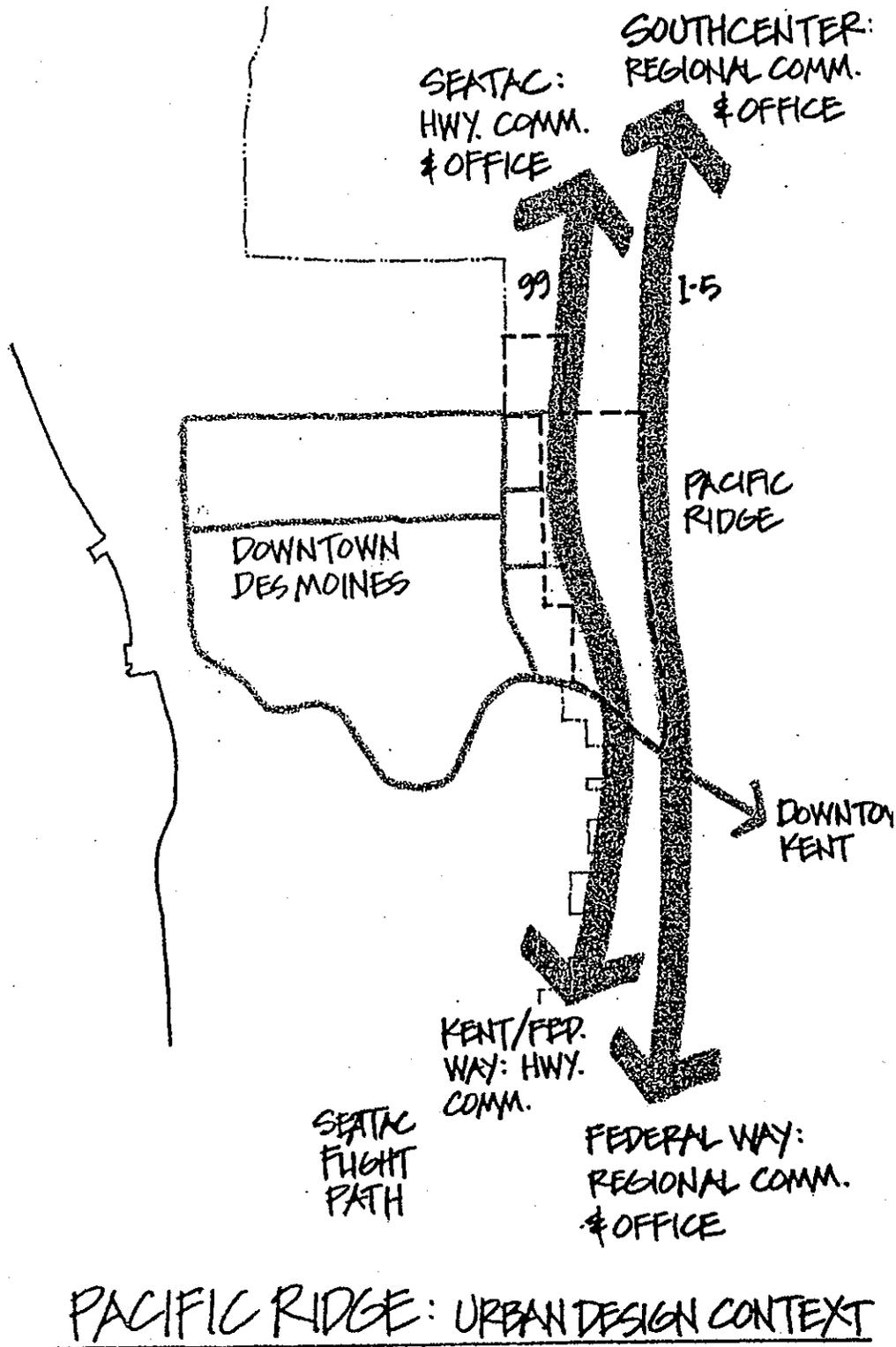


Figure 1-4
Urban Design Context

Pacific Ridge

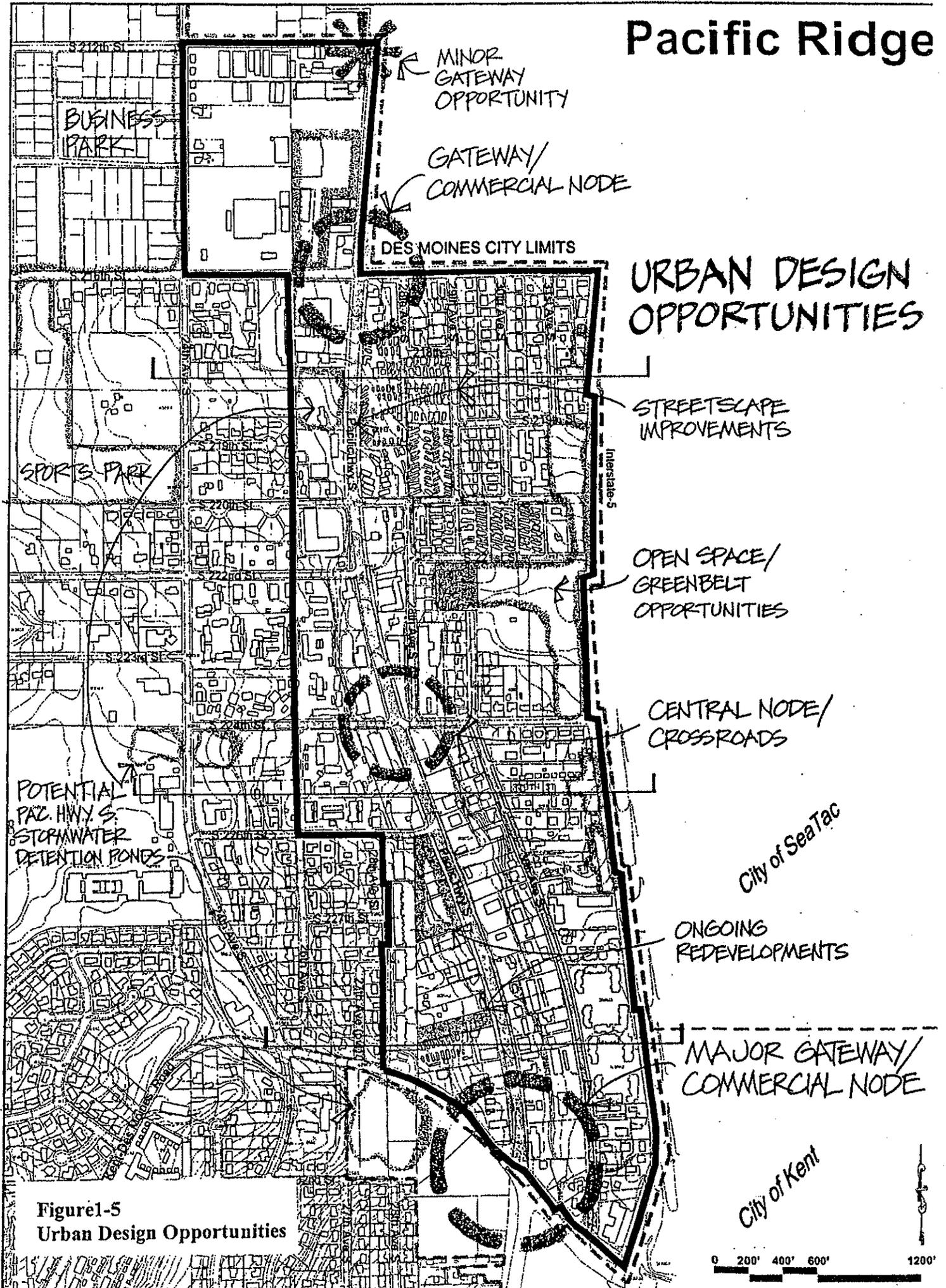


Figure 1-5
Urban Design Opportunities

Pacific Ridge

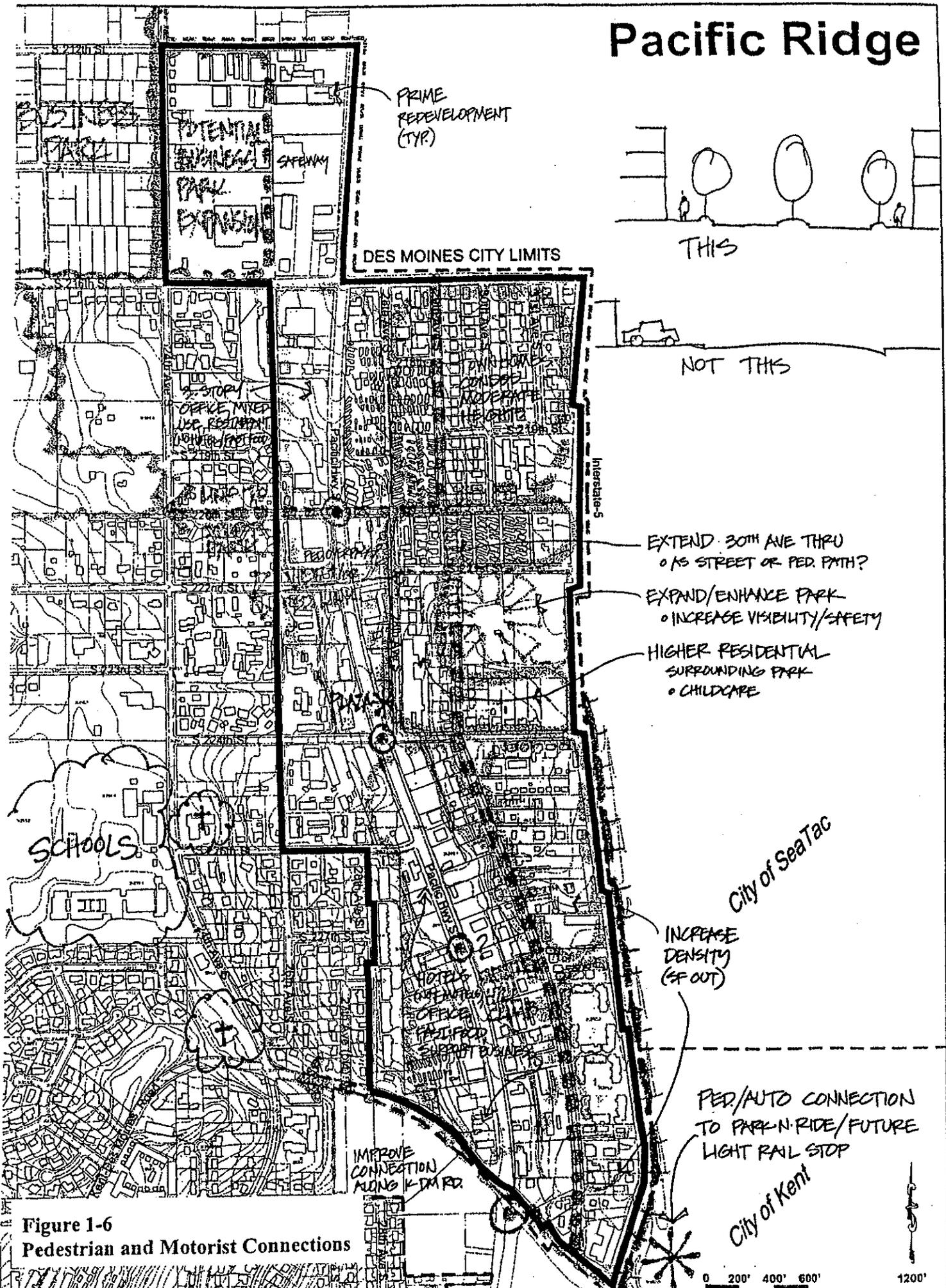


Figure 1-6
Pedestrian and Motorist Connections

Pacific Ridge

Neighborhood Improvement Plan
Illustrative Site Plan

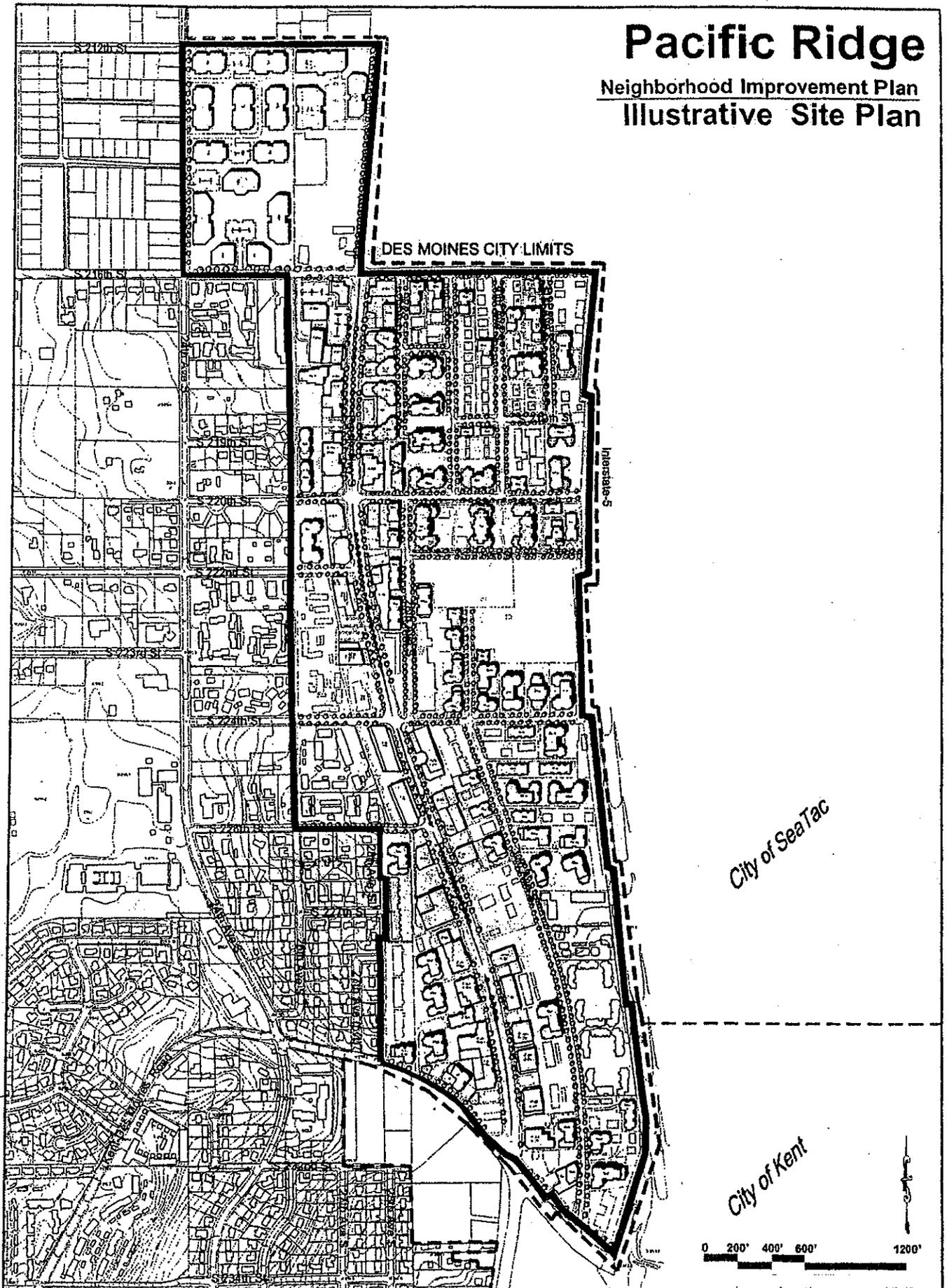


Figure 1-7
Plan View of How Pacific Ridge Could Appear Following Redevelopment

During April 1999 through March 2000, a moratorium on new construction in Pacific Ridge was in effect. The moratorium provided for individual review of new development proposals by the City Council. Two projects completed that interim conditional use permit (ICUP) process: 1) a new five-story hotel (Ramada Inn); and 2) renovation and expansion of an existing grocery store (Safeway). The ICUP process included mailed public notice to surrounding property owners of public hearings before the City Council. These two ICUP requests helped to identify salient land use issues and community concerns related to the Pacific Ridge vision.

Public Meetings and Hearings

Through the use of several public notices and announcements (see below), the City has invited public participation and involvement during the planning process. Table 1-1 summarizes the public meetings and discussions held to date on Pacific Ridge issues. All of these meetings are open to the public, and all Council meetings are televised on the City's public access cable television channel. The City of Des Moines internet home page offers: 1) City Council meeting agendas; 2) a bulletin board for Building and Zoning issues; and 3) continuous announcement of the Pacific Ridge planning project.

A particularly noteworthy meeting was the February 7, 2000 community open house. Public announcement of the open house was mailed to all owners of property within Pacific Ridge. At that meeting, the preliminary urban design analysis and the Pacific Ridge vision were presented to the 40+ persons in attendance. Feedback from participants was overwhelmingly positive. A concern was expressed regarding potential impairment of views.

Table 1-1. Summary of Discussions During Open Public Meetings¹

Meeting Date	Description of Discussion
3/12/98	Discussion regarding geographic boundary, draft vision statement, framework concepts & proposed schedule.
April, July, August 1998	Topic of discussion by Planning Agency.
6/13/98	Topic at Council Retreat - Criminal activity, proposed land use & economic development goals.
9/3/98	Briefing to determine if Council is comfortable with Planning Agency direction & review of Goal Statement.
9/24/98	Slide presentation illustrating various building heights & design elements.
11/12/98	Discussion of definition of "urban village" & review of draft Goal Statement.
11/19/98	Discussion regarding building height, setbacks & permitted uses.
2/4/99	Development regulations/permitted uses.
4/1/99	Passage of Ordinance 1232 establishing a Moratorium & Interim Zoning.
5/22 & 23/99	City Council retreat: Proposed schedule & redevelopment goals.
5/27/99	Public hearing - Resolution No. 868 Moratorium on new construction.
8/5/99	Briefing on work program.
9/2/99	Land use and building inventory distributed; update on meetings with landowners/developers & market study.
9/9/99	Public hearing on Interim Conditional Use Permit (Ramada Inn).

¹ City Council meetings unless otherwise indicated.

9/23/99	Council deliberation on Interim Conditional Use Permit (Ramada Inn).
10/7/99	Council deliberation on Interim Conditional Use Permit (Ramada Inn).
12/8/99	Review of draft zoning regulations.
12/9/99	Review of contracts for CTED grant and consultant services.
1/6/00	Review of PR boundary and role of Planning Agency.
1/12/00	Administration: Scoping meeting for EIS.
1/24/00	Planning Agency: Update on status of project.
1/27/00	Review of draft zoning regulations.
2/3/00	PR-R permitted uses, minimum building height, and signs.
2/7/00	Planning Agency: Community open house.
2/22/00	Planning Agency: Review of permitted land uses.
2/24/00	Public hearing on Interim Conditional Use Permit (Safeway). Briefing on Neighborhood Improvement Plan.
3/9/00	Council deliberation on Interim Conditional Use Permit (Safeway). Review of hypothetical build-out threshold.
3/16/00	Review of permitted uses. Introduction of design guidelines.
3/21/00	Review of design guidelines.
3/23/00	Review of block-by-block build-out analysis.
3/30/00	Council deliberation on continued ICUP process with interim controls.
4/20/00	Review of draft Pacific Ridge Element.
5/18/00	Review of transportation and capital facility issues.
Planned Meetings (subject to change)	
5/25/00	Public hearing on interim land use controls.
6/1/00	Neighborhood Improvement Plan -- general discussion.
6/8/00	Review of transportation and capital facility issues.
6/19/00	Planning Agency: Public hearing - Neighborhood Improvement Plan.
6/20/00	SEPA Responsible Official: Public meeting regarding draft environment impact statement.
6/29/00	Public hearing -- Neighborhood Improvement Plan.
7/6/00	Council deliberation on Neighborhood Improvement Plan.
7/13/00	Council deliberation on Neighborhood Improvement Plan.

Public Notification

Considerable public notification was undertaken in order to promote public awareness and involvement. Public announcement of the planning study was made in numerous publications, as summarized below. Each announcement solicited public involvement and provided the name and telephone number of City staff. Legally required public notices were mailed to other agencies potentially interested in changes to the Pacific Ridge area. For example, notices were mailed to surrounding jurisdictions, special purpose districts, county and state agencies, and tribes. Formal public notices are published in the Seattle Times. Community Development file TX99-061 contains more information regarding public notice endeavors. Table 2-2 summarizes public notice efforts to date. Written public comment regarding land use planning for Pacific Ridge is provided in Appendix C.

Table 2-2 Summary of Public Announcement/Notification

Date	Mailed To All Property Owners & Tenants Within 300 feet
5/22/00	Public notification of issuance of DEIS and public hearings.
Date	Mailed to all property owners within Pacific Ridge
12/16/99	Determination of significance (DS), call for comments on scope of EIS
1/18/00	Invitation to 2/7/00 Planning Agency community workshop
Date	Mailed To All Postal Recipients Within Zip Code 98198
April 1998	Des Moines <i>City Currents</i> (page 3).
June 1998	Des Moines <i>City Currents</i> (page 3).
Summer 1998	Des Moines Park and Recreation Brochure (page 3).
Fall 1998	Des Moines Park and Recreation Brochure (page 3).
October 1998	Des Moines <i>City Currents</i> (page 2).
December 1998	Des Moines <i>City Currents</i> (page 2).
Winter/Spring 1999	Des Moines Park and Recreation Brochure (page 3).
October 1999	Des Moines <i>City Currents</i> (page 1).
December 1999	Des Moines <i>City Currents</i> (page 2).
Winter/Spring 2000	Des Moines Park and Recreation Brochure (page 7).
April 2000	Des Moines <i>City Currents</i> (page 3).
Date	Mailed to all postal recipients within Carrier Route 95 (818 recipients)
6/13/99	City-sponsored neighborhood meeting held at Midway Park.
Date	Mailed to all businesses within Des Moines
Spring 1998	Greater D.M. Chamber of Commerce <i>Ship's Log</i> (page 2)
Date	Posted on City of Des Moines Internet Website
Continuously since April 1998	Description of Pacific Ridge project, request for comments.
Date	Mailed to subscribers, distributed at various locations
May 1998	Des Moines <i>Senior Center Newsletter</i> (page 5).
12/22/99	D.M. Chamber of Commerce article, <i>Des Moines News</i> (page 16).
Date	Mailed to Marina Tenants
September 1998	Des Moines Marina <i>Water Log</i> (page 2).
Date	Mailed to property owners and tenants within 300' of development site
8/13/99	ICUP for Ramada Inn
1/29/00	ICUP for Safeway expansion

CREATING A REVITALIZED NEIGHBORHOOD

A Combination of Strategies

This NIP utilizes numerous techniques to plan for redevelopment in a manner that is truly comprehensive. The land use policies and regulations were developed and refined as the environmental analysis was conducted. Zoning requirements are consistent with and implement the general land use policies; the design guidelines further reinforce the goals and policies and provide greater assurance that new construction will exude the Pacific Ridge vision. The environmental analysis contained in the NIP goes beyond the scope typically seen for non-project, programmatic environmental impact statements. This detailed review will be useful when development proposals occur, and should streamline the permitting process. The capital facilities analysis identifies needed infrastructure improvements and establishes strategies and schedules for those improvements. Two outcomes of this approach are: 1) to provide as much certainty as reasonably possible to prospective developers; and 2) to minimize permit review requirements and timeframes.

Zoning Changes

Draft Ordinance No. 99-015, which is provided in Chapter 6, contains new zoning regulations for Pacific Ridge. Three new land use zones are proposed, PR-R (multifamily residential), PR-C1 (commercial south of South 216th Street), and PR-C2 (commercial north of South 216th Street). Maximum building height requirements allow taller buildings here than are allowed elsewhere in Des Moines. Structured parking is encouraged, as is locating new commercial buildings close to the public sidewalk. Because of the detailed environmental review conducted here, the draft zoning regulations provide for a streamlined SEPA (State Environmental Policy Act) appeal process. Public comment periods for SEPA decisions would remain unchanged.

Streetscape Improvements

Roadway improvements are critical to vehicular and pedestrian safety, and influence whether streets are attractive and inviting. The following pages contain recommendations regarding street and sidewalk widths, lighting, landscaping, and "street furniture".

Design Review

Draft Ordinance 00-098, provided in Chapter 6, provides the Pacific Ridge Design Guidelines and refinements to Des Moines' existing design review rules. Effective design review can occur only with design guidelines that thoroughly and articulately communicate the community's design preferences. On the other hand, design guidelines that are overly prescriptive can restrict creativity and produce a homogeneous, uninteresting physical environment. The Pacific Ridge Design Guidelines will help developers submit development plans that are consistent with the Pacific Ridge vision, and will facilitate swift, objective project review by staff.

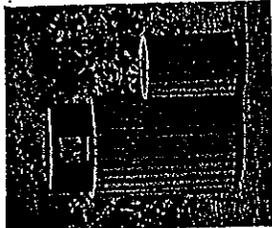
MAKING PACIFIC RIDGE A REALITY

This NIP, with all its contents, is a major step toward revitalizing Pacific Ridge. The new policies and regulations are intended to be clear, concise, and internally consistent. Des Moines is hopeful that prospective developers will appreciate the swift permitting process made possible by the NIP.

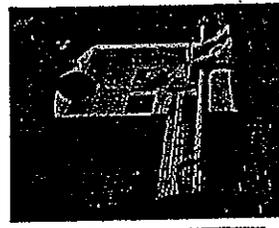
The NIP relies upon market forces to transform Pacific Ridge into a new and different community. Change may be slow at first, but ultimately Pacific Ridge will become an example of collaborative and innovative land management and development. In turn, all of Des Moines will benefit from revitalization of Pacific Ridge.

STREET STANDARDS FOR PACIFIC HIGHWAY SOUTH

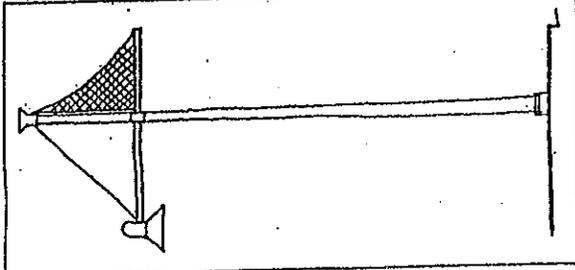
STREET TREES	
Spacing:	See Highway Design Report
STREET LIGHTS	
Spacing	See Highway Design Report
Fixture Design	K208 The Moderne
Supplier	King Luminaires - 200 Series
Material	Aluminum
Color	Marine Teal Blue
Fixture Design	Jameson Series 357
Supplier	Whitley 300 Series
Material	Fiberglass
Mounting	Direct Burial
Arm Design	Model RA38
Color	Marine Teal Blue
Height	15' Tall
BENCHES	
Spacing	See Highway Design Report
Bench Design	Gretchen's Bench
Description	Backed Bench w/ Armrests
Dimensions	6' long
Supplier	Landscape Forms
Materials	Recycled Plastic Slats w/ Steel Frame and Armrests
Color	Polyslate Grey
TRASH RECEPTACLES	
Spacing	Same as Bench Spacing
Receptacle Design	Gretchen's Receptacle
Description	Side Opening
Dimensions	22" Diameter, 42" High
Supplier	Landscape Forms
Materials	Recycled Plastic
Color	Polyslate Grey



Trash Receptacle



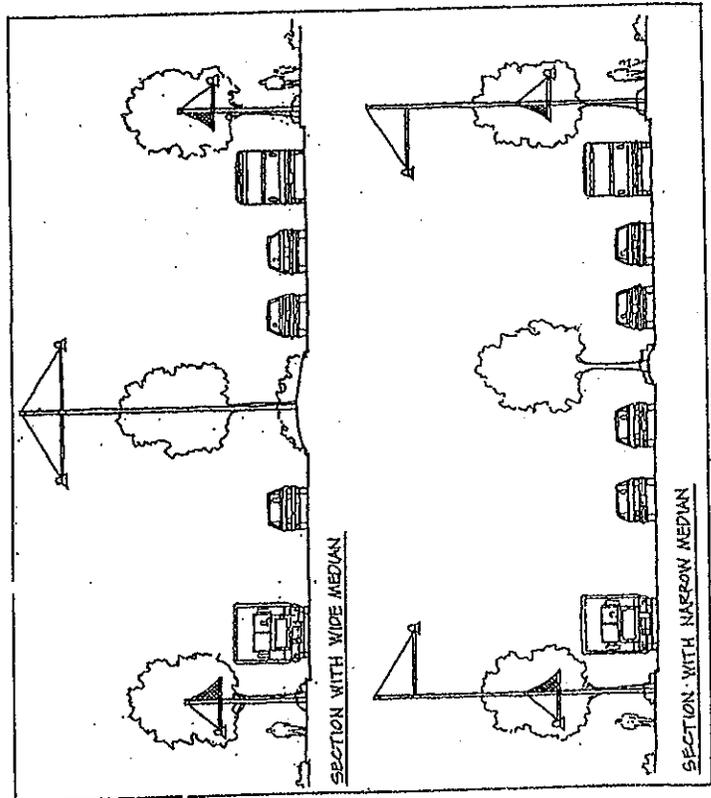
Bench



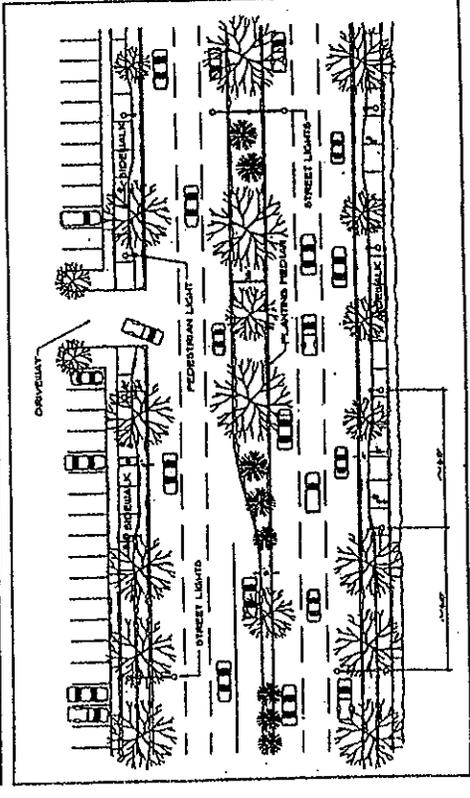
Pacific Highway South Pedestrian Light Standard

Pacific Highway South
 The Design Guidelines for Pacific Highway South were established as part of the Pacific Highway South Redevelopment Project Design Report completed in 1998. A complimentary set of street trees, street light fixtures, benches and trash receptacles were selected to unify and characterize this main arterial, as well as the surrounding Pacific Ridge neighborhood. All of the streetscape furniture is fabricated with durable, low-maintenance materials. The street light pendants, arms and poles will be colored a custom Marine Teal Blue, while the benches and trash receptacles are a light grey. Opposite the light fixture and sharing the same pole mount, the Des Moines signature sail element will create an appearance distinctive to Pacific Highway South. The street trees along the median are primarily Incense Cedar, with primarily Flowering Pear trees bordering the highway in the sidewalk planting strips. Different tree species, heights and types will be interspersed along both the median and the sidewalk. The urban design component of the highway revitalization program has been included in the total estimated costs and will be publicly financed.

Spacing:
 The roadway lighting standards will be installed every 200 to 240 feet. They will be placed in the center median where it is wider than 7 feet and in the planting strip where the median narrows at the intersections. The pedestrian lighting standards will be located every 60 to 80 feet along the planting strip. The benches and trash receptacles will be coordinated with the bus shelters and located midway between them.



SECTION WITH WIDE MEDIAN



SECTION WITH NARROW MEDIAN

Figure 1-8 Pacific Highway South Streetscape

Pacific Ridge Neighborhood Improvement Pacific Ridge 1

STREET STANDARDS FOR COLLECTOR & RESIDENTIAL STREETS

STREET TREES

Spacing	Every 30'
Unit Price	\$200

STREET LIGHTS

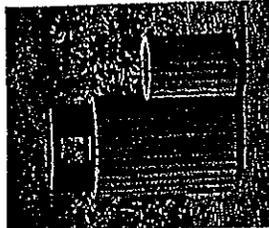
Spacing	At Each Corner / Every 120'
Fixture Design	K208 The Moderne
Supplier	King Luminaire - 200 Series
Material	Aluminum
Color	Marine Teal Blue
Fork Design	Janestown Series 357
Supplier	Whitney
Material	Fiberglass
Mounting	Direct Burial
Model	RA38
Arm Design	Marine Teal Blue
Color	15" to light fixture
Height	15' to light fixture
Unit Price	\$7,836

BENCHES

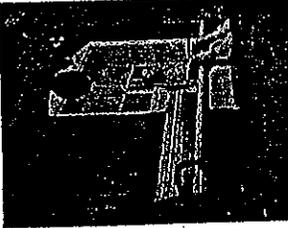
(COLLECTOR STREETS ONLY)	
Spacing	Block Corners Every 600' or E 2 Blocks, whichever is shorter
Bench Design	Gretchen's Bench
Description	Banded Bench w/ Armrests
Dimensions	6' long
Supplier	Landscape Forms
Materials	Recycled Plastic Slats w/ Steel Frame and Armrests
Color	Polywhite Grey
Unit Price	\$925

TRASH RECEPTACLES

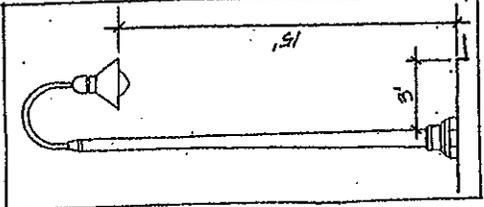
(COLLECTOR STREETS ONLY)	
Spacing	Same as Bench Spacing
Receptacle Design	Gretchen's Receptacle
Description	Side Opening
Dimensions	27" Diameter, 42" High
Supplier	Landscape Forms
Materials	Recycled Plastic
Color	Polywhite Grey
Unit Price	\$620



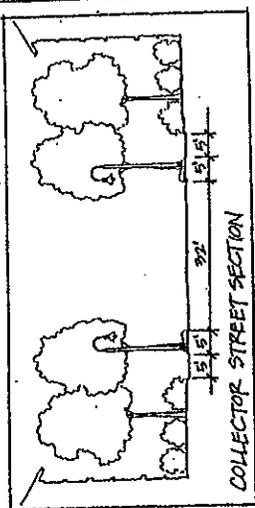
Trash Receptacle



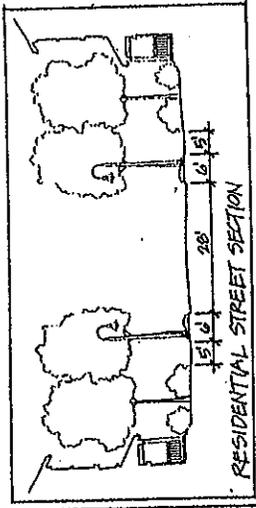
Bench



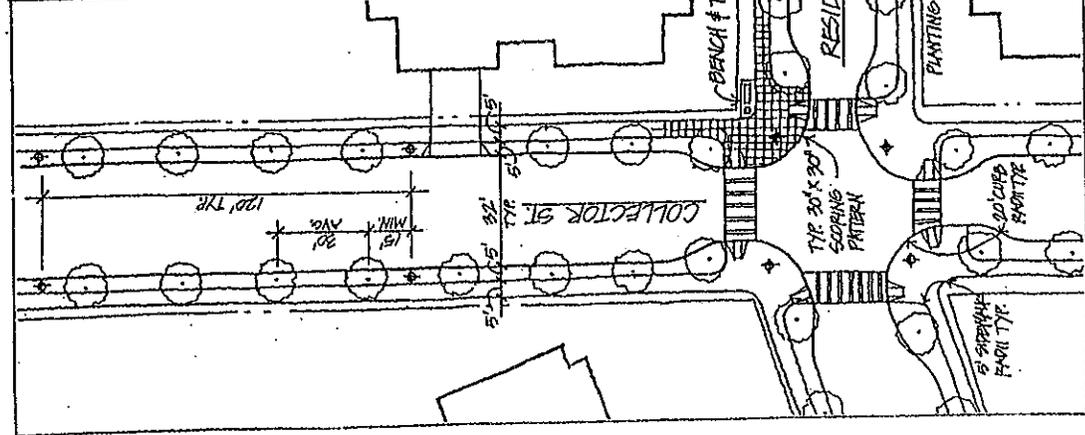
Residential and Collector Street Light Standard



COLLECTOR STREET SECTION



RESIDENTIAL STREET SECTION



Residential and Collector Streets
 Using the streetscape standards set forth for Pacific Highway South, the Residential and Collector streets will continue a similar streetscape pattern as that established along the highway. The same light fixture is used with a different mounting design and spacing. The Collector streets - S 216th St, S 224 St, west of 30th, Kent Des Moines Rd., 24th Ave. S, and 30th Ave. S south of 224th - will include street trees, street lights, benches and trash receptacles. The Residential streetscapes shall be limited to the street trees and light fixtures.

Spacing:

Both Collector and Residential streets will have light standards installed every 120 feet each side, with the layout beginning at each corner. For the shorter block faces, at least three light standards will be included. Collector streets will include benches and trash receptacles spaced every 600 feet, or every two blocks, whichever is shorter. The street trees will be planted along the sidewalk planting strip every 30 feet on average.

Figure 1-9 Residential and Collector Streets St

CHAPTER TWO—MARKET INFLUENCES AND ANALYSIS

This chapter provides a summary of demographic and fiscal trends that will affect implementation of the Pacific Ridge Neighborhood Improvement Plan. These trends are important indicators of the current and projected real estate economy in South King County and the larger Central Puget Sound Region.

Based on the identified trends, the chapter concludes by assessing the most significant economic disincentives to redevelopment in Pacific Ridge. These disincentives are the primary economic challenges that must be overcome to implement the Pacific Ridge Neighborhood Improvement Plan.

The identified trends and disincentives have been carefully considered in formulating land use, economic development, housing, transportation, and capital facility policies for the Pacific Ridge Study Area. The resulting policies that address the identified trends and disincentives are summarized in Chapter 1: *The Pacific Ridge Vision*.

DEMOGRAPHIC TRENDS

The following discussion concerns trends in employment and population growth and the development of office space and housing to accommodate that growth.

Employment Growth

Factors favoring employment growth in Des Moines include proximity to the freeway (for both transportation and visibility of businesses) and the airport and lower land costs in comparison to the Seattle and Bellevue CBDs. A disadvantage is lack of a track record in office and retail development. Des Moines' only significant office construction was in 1982: the 11,000 square foot Marina Plaza and the 16,000 square foot P&L Building.

Most new office space goes to established markets. During the 1990s the Seattle CBD and the Eastside accounted for 69.5% of all office construction in King, Snohomish and Pierce counties. Out of 25,003,627 square feet of rentable office space added in the region only 1,967,602 (7.9%) was in south King County. Table 2-1 shows how this 7.9% was distributed among the cities in south King County.

Table 2-1
Shares of South King County Office Space Added during 1990s¹

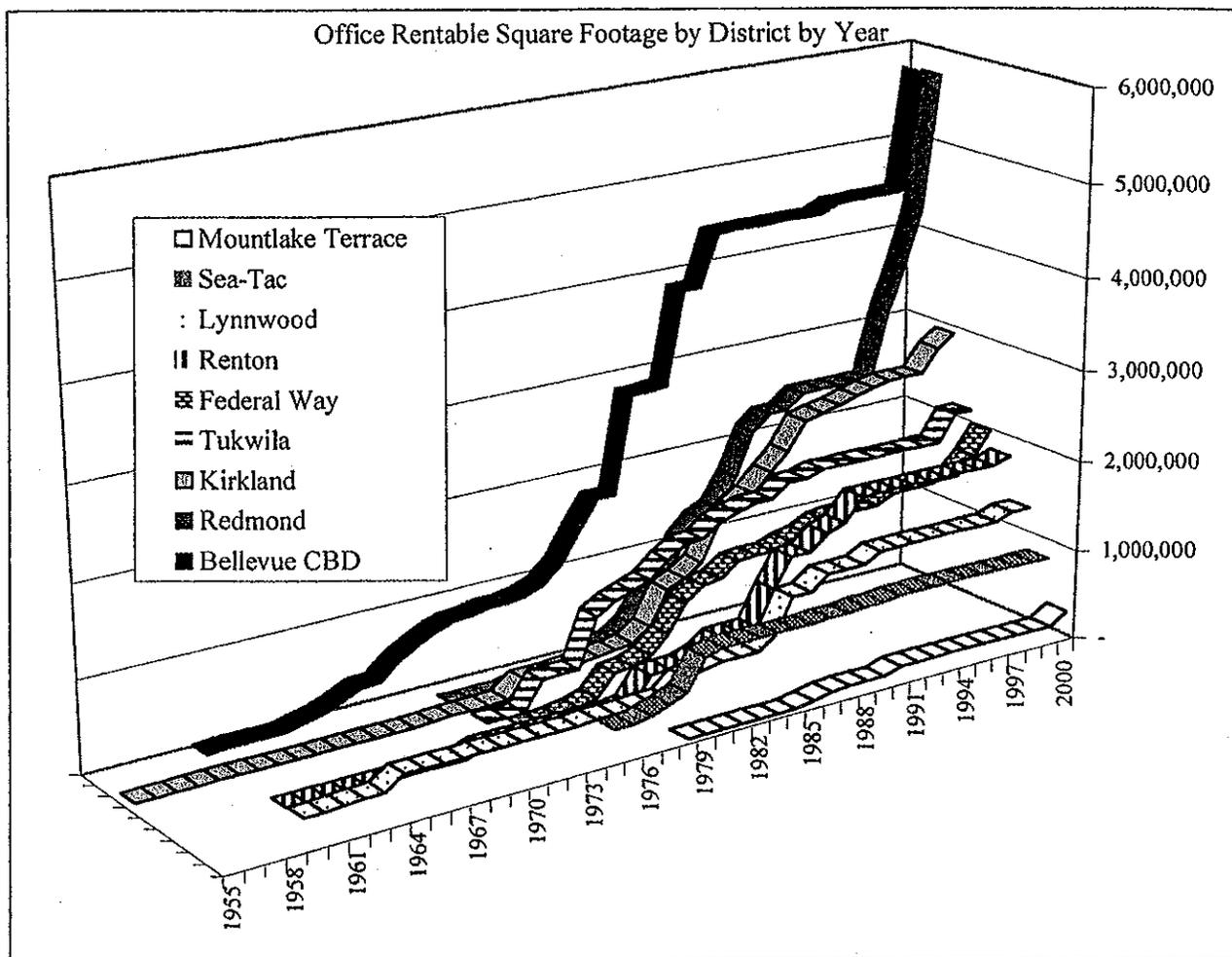
City	Square Feet	Percent
Auburn	93,603	4.8%
Federal Way	682,874	34.7%
Kent	212,880	10.8%
Renton	370,498	18.8%
SeaTac	27,747	1.4%
Tukwila	580,800	29.5%
South King County Total	1,968,402	100.0%

Another challenge for office growth in the Pacific Ridge Study Area will be the need to assemble parcels for larger scale developments. Many parcels in the Study Area are already developed and are under diverse ownership (discussed in detail in a later section). While the Pacific Ridge Study Area could be developed as a commercial center, the process will likely begin slowly and take a number of years to reach significant scale.

With all of the challenges confronting office development, even the largest of the office submarkets take many years to become established. Figure 2-1 below shows the history of office growth in the Bellevue CBD and other selected office districts in the region. The graph shows that office development begins slowly in new markets and typically takes twenty years or more to reach 1 million square feet of space. Accordingly, we might expect a new commercial center in Des Moines to grow at an average rate of about 50,000 square feet per year, with a slow start and higher growth toward the end of the period. Some additional commercial space would be needed to accommodate supporting retail, though probably less than the office space. Such a growth rate in commercial space would correspond to employment growth averaging about 200 to 300 workers per year in the Pacific Ridge study area. The City's 1995 Comprehensive Plan forecasted an increase of 2,500 workers over a twenty-year period, for an average growth of 125 per year. Actual employment growth in Des Moines has been as high as 304 per year (1997 to 1998). With a well-promoted effort to develop a commercial center in Pacific Ridge, growth in the range of 200 to 300 workers per year, on average, is reasonable and achievable.

¹ Sources: CB Richard Ellis, Commercial Space Online, Trotter Research Group.

Figure 2-1
Selected King County Office District Growth Trends



Population Growth

The City's 1995 Comprehensive Plan estimated that population would grow from 24,663 in 1995 to 29,742 over twenty years, an increase of 5,079 persons.² With the city's population currently estimated at 27,160, growth to 29,742 in 2015 would mean a total of 2,582 persons added or an average of 161 per year. This would involve a compound annual growth rate of only 0.57%, which is much lower than King County's overall population growth rate of 1.19% during the 1990s.

Furthermore, it is apparent that King County's population growth has been suppressed by a shortage of housing within the county. That is to say, King County's employment growth is generating more housing demand than the county can accommodate, so the added workers are having to find housing in Snohomish, Pierce and even more distant counties. Applying ratios of population to employment in the three local counties, we estimate that each year employment

² Greater Des Moines Comprehensive Plan, page 2-9.

growth in King County generates an average population increase of 30,587 persons, only 18,855 of whom are housed within King County. The other 11,732 must find housing outside of the county. At roughly 2 to 3 persons per housing unit, this amounts to an annual shortage of somewhere in the range of 3,900 to 5,900 housing units.

Such a shortage has existed for many decades and can be expected to continue. As Interstate-5 becomes increasingly congested and the commute from distant homes more challenging, the desire to find housing closer to place of work will increase. These factors tend to support continued high demand for housing in King County, especially along commuting routes. We conclude that new housing in Des Moines that meets consumer needs will likely find a strongly favorable market. Unfortunately, perhaps, most of the demand is for single family detached housing rather than the higher density housing planned for Pacific Ridge. We conclude that population growth in the City of Des Moines will be limited not by the regional market but by the availability of suitable housing.

The foregoing analysis indicates that residential development in the Pacific Ridge Study Area will likely encounter a more favorable market than will commercial development.

FISCAL TRENDS

In this section we examine two important factors, police activity and assessed valuation, that affect the City of Des Moines budget, the former on the cost side and the latter on the revenue side.

Police Activity

A major concern of the City of Des Moines is a reportedly high crime rate in the Pacific Ridge neighborhood. The cost of policing is one of the largest items in the City's budget, and Pacific Ridge accounts for a disproportionate share of the serious crime in the city. It is expected that upgrading the quality of the housing and commercial properties in that area would reduce the need for police calls. In so far as the proposed planning and zoning changes would result in significant population growth, however, there might actually be an increase in the number of police calls, though the incidents giving rise to them might be of a different nature. Table 2-2 shows recent police activity trends in the city of Des Moines.

**Table 2-2
City of Des Moines Police Activity Trends³**

	1995	1996	1997	1998	1999	Pacific Ridge NIP ⁴
Des Moines:						
Population	21,450	23,020	27,030	27,200	27,160	11,080
Police Calls	18,811	19,038	21,378		20,587	8,399
Case Reports	3,515	3,532	4,158			
Jail Bookings	680	619	794			
Per Capita:						
Police Calls	0.877	0.827	0.791		0.758	0.758
Case Reports	0.164	0.153	0.154			
Jail Bookings	0.032	0.027	0.029			

Pacific Ridge, with about 10% of the city's population, has about 29% of all police case incidents and a much higher share of Class 1 felonies. The 1999 population of Pacific Ridge is estimated at 2,604. Under the planned rezone, it is expected that a resident population of about 11,080 could be accommodated in Pacific Ridge over the next twenty years. The effect would be a net population increase in Pacific Ridge of approximately 8,476 persons when compared to the existing population of the Pacific Ridge Study Area. This would correspond with a total population for the city of 35,636 in twenty years. This amounts to an overall population increase of approximately 31%. The number of police calls, case reports and jail bookings can be expected to increase by a similar percentage. This growth in police activity would be offset somewhat by per capita reductions within the Pacific Ridge area that would result from changes in the types of residents.

Assessed Values

One of the underlying factors that affects the net fiscal impact of various planning and development alternatives is the assessed value of property. Tables 2-3 and 2-4 analyze assessed values of privately owned Pacific Ridge properties from 1996 to 1999 by current zoning designation. Please note that this analysis does not consider the 14 publicly owned properties within the Pacific Ridge Study Area.

³ Sources: City of Des Moines annual budget summaries, Washington State OFM population estimates, Trottier Research Group.

⁴ Pacific Ridge NIP Population reflects the total Pacific Ridge population resulting from the proposed increased residential densities and does not include growth in the remainder of the city.

Table 2-3
Changes in Pacific Ridge Land Assessed Value⁵
1996-1999

Current Zoning Designation	Number of Tax Parcels	1996 Assessed Value	1999 Assessed Value	Annual Growth Rate
BP/RS-9600	7	\$1,164,200	\$1,562,700	10.2%
CG	8	\$3,022,400	\$3,638,600	6.4%
HC	77	\$13,344,000	\$14,428,900	2.6%
RM-1800	168	\$10,979,000	\$8,982,700	(6.5%)
RM-900	14	\$2,787,700	\$3,353,900	6.4%
RM-900B	2	\$483,400	\$489,800	0.4%
Total	276	\$31,780,700	\$32,456,600	0.7%

As can be seen from the above table, overall land values in the aggregate increased for all zoning designations except RM-1800, which has the largest number of parcels in the Pacific Ridge Study Area. Changes in the assessed value of a property may be due to any combination of factors, including the following:

- Market based appreciation or depreciation;
- Improvement or disimprovement; and/or,
- Changes in uses permitted on the property.

Table 2-4 analyzes individual Pacific Ridge tax parcels for increases or decrease in assessed land values for the period from 1996 to 1999.

Table 2-4
Pacific Ridge Parcels with Increased or Decreased Land Assessed Values⁶
1996-1999

Current Zoning Designation	Higher Land Assessed Value	Lower Land Assessed Value	Total
BP/RS-9600	6	1	7
CG	7	1	8
HC	71	7	78
RM-1800	107	72	179
RM-900	13	7	17
RM-900B	2	0	2
Total	206	85	291
Percentage	71%	29%	100%

Table 2-4 indicates that 71% of parcels in the study area have had some increase in assessed value of land from 1996 to 1999, while 29% have experienced a decline. The overall rate of

⁵ Source: City of Des Moines.

⁶ Source: City of Des Moines.

increase in assessed value of land (as opposed to improvements) is only 0.7% per year. This indicates that under existing conditions land value is not changing rapidly in the study area as a whole. This is not surprising since significant increases in the value of land are normally a result of up-zoning or converting raw land into buildable lots, neither of which have occurred recently in Pacific Ridge.

The assessed value of improvements is much more volatile, since it is affected by new construction, remodeling and demolitions. The trend in assessed value associated with land is probably a better indicator of market-based appreciation. This preliminary analysis indicates that such appreciation has not likely had a large net fiscal impact on the city of Des Moines in recent years. This implies that most fiscal impacts arising from property value changes in the future will be the result of zoning changes and the resulting new development. From this, it can be concluded that without such up-zoning, land value appreciation in the study area will not make a major contribution to fiscal improvement over the twenty-year planning period.

Residents and property owners in Pacific Ridge may be concerned about the effect up-zoning will have on property taxes. While there will likely be an increase over the planning period, it is not likely to be either large or immediate. This is due to the fact that up-zoning only affects the value of the land, not the improvements. Consequently, if the existing improvements are no longer the highest and best use of the land, they may constitute a liability in that they must be removed before the highest and best use of the land can be realized.

Table 2-5 shows the 1999 assessed values of land as a percentage of total assessed value for improved (non-vacant) parcels in Pacific Ridge by zoning designation.

**Table 2-5
Land Value as a Percent of Total Value of Improved Pacific Ridge Parcels⁷**

Current Zoning Designation	Land Value Percentage of Total Assessed Value
BP/RS-9600	60.8%
CG	55.3%
HC	58.8%
RM-1800	28.5%
RM-900	29.0%
RM-900B	21.7%
Total	37.6%

Among the three residential (RM) zones the average percentage ranges from 21.7% to 29% of total property value 29.0, while in commercial zones the range is from 55.3% to 60.8%. Within each zone the range of percentages is of course much wider; however, only averages by zoning designation is being considered in this analysis. In any case, the portion of total property value that would be affected by up-zoning averages 37.6% among all non-vacant parcels.

⁷ Source: City of Des Moines.

The value of improvements tends to decline (depreciate) over time in any case, and once a property has been up-zoned and the improvements are, in effect, rendered obsolete, we might expect depreciation to occur more rapidly. Furthermore, it should be kept in mind that reassessments are not triggered immediately by a rezone but are done periodically based on actual sales of comparable properties over the prior two years. In sum, rezoning affects only part of the value of a property and the effect does not occur immediately as a result of the rezone alone.

Fiscal Impact Model

A fiscal impact model was developed to estimate changes in property tax revenues, taxes and fees from new construction, development fee revenues and so forth. Please refer to Chapter 1: *The Pacific Ridge Vision* for a discussion of the results of the fiscal impact model.

DISINCENTIVES TO REDEVELOPMENT

The foregoing discussion pointed out some challenges or disincentives developers will face in attempting to develop higher density commercial and residential projects in Pacific Ridge. These include Pacific Ridge's lack of a track record in developing office space and high density residential projects and the challenges associated with assembling parcels that are under diverse ownership. These and other disincentives, none of which are unique to Pacific Ridge, are discussed in the following sections.

Infrastructure Costs

The additional infrastructure capacity required to serve higher density land uses will be entirely developer financed. This will increase property development costs and reduce the economic advantage of the relatively inexpensive land. If developers want amenities or incentives, they will have to construct them at their own cost. Developers will be required to both bootstrap the area to a basic level of amenity and then provide further enhancements. This will reduce the economic incentive to redevelop Pacific Ridge and exacerbate the risk aversion of developers.

However, it should be noted that the Pacific Ridge Study Area is generally well served by existing infrastructure, so these costs should not be beyond those typically internalized by new construction. Additionally, the planned improvements to the Pacific Highway (SR99) corridor represent a significant infrastructure investment by the City of Des Moines and the Washington State Department of Transportation (WSDOT). These improvements will provide an increased level of urban design amenity to the Pacific Ridge Study Area.

Diverse Ownership of Parcels

Out of 290 parcels in the study area, 14 are publicly owned. The remaining 276 parcels are owned by 231 different taxpayers of record, for an average of 1.19 parcels per taxpayer. There is one taxpayer with 6 parcels, one with 4 parcels and four taxpayers with 3 parcels each. Another 27 taxpayers have two parcels each, and the remaining 198 taxpayers have only one parcel each. Furthermore, not all of the parcels under common ownership are adjacent to one another, and

one of the multi-parcel property assemblages is owned by Puget Sound Energy and is not likely to be available for redevelopment.

The existing diverse ownership of parcels in Pacific Ridge will make it difficult to assemble large sites, such as an entire block. Larger sites would have lower per unit infrastructure costs, which would reduce redevelopment costs, provide greater design flexibility, and allow them to come to market at a lower price point. Smaller sites will have higher per unit infrastructure costs, which may price them out of the market and reduce design flexibility, which may effectively preclude redevelopment.

Market Factors

The proposed redevelopment may not be consistent with the current demands of the South King County real estate market, which can be summarized as follows:

- Residential: New development is dominated by the single family detached market. Multi-family development is predominately ground oriented, with maximum height on the order of three stories and densities of twenty dwelling units per acre. Higher densities, like those proposed in Pacific Ridge, are rarely realized because of surface parking lots and at-grade storm water detention facilities, which are less costly.
- Office: New master-planned development is dominated by campus-style development with a maximum height of two (2) stories. In-fill development is predominately one (1) story. Concrete, tilt-up construction dominates, with varying architectural styles, surface parking lots and at-grade storm water detention facilities. An important note is that high tech and service sector uses exhibit strong demand for suburban, campus-style, lower scale development.
- Retail: South King County continues to be dominated by one story big-box development. Many older retailers have initiated façade renovations, but the development pattern of surface parking lots and above-ground storm water detention facilities remains constant.

Development Challenges

Pacific Ridge in its current condition lacks supporting and compatible uses. The redevelopment "pioneers" will have a difficult time marketing the new residential or commercial space. While the Pacific Ridge Study Area offers excellent highway access, there will initially be no amenities or services to support new residential uses in the area relative to established areas. Low initial absorption rates could result in a prolonged wait-and-see attitude for redevelopment.

As evidenced by the low population growth rates and limited appreciation in assessed property valuations, Pacific Ridge is currently perceived as an undesirable location for development. The proposed implementation strategies may not be effective in altering this perception. Additional incentives may be required to overcome the risk aversion of developers to produce the intended development product. Therefore, if the level of redevelopment activity or the resulting development products do not meet the goals of the City of Des Moines, it is recommended that

further exploration of redevelopment incentives and economic development initiatives be pursued as a subsequent phase of the Pacific Ridge Neighborhood Improvement Plan.

Marketing Challenges

High rise office and residential buildings in King County are largely confined to downtown Seattle and downtown Bellevue at present, with some exceptions inspired by proximity to such economic engines as the University of Washington and the medical district. It is important to keep in mind that the clientele that occupy high-rise buildings are primarily attracted to those locations, and only secondarily to those buildings.

While high rise projects could be built in Pacific Ridge, the location currently lacks the close proximity to a major economic center that makes high rise cost effective to the user. It will likely be some time before the necessary critical mass of supporting and complementary economic activities and amenities can be established in Pacific Ridge to support higher density projects. Without the implementation of significant incentives the market will likely support a more moderate density of development that is in keeping with the distance between Pacific Ridge and the major economic centers in the region. It is recommended that further exploration of possible incentives and economic development options be carried out in the next phase.

CONCLUSION

Developers will be aware of the challenges associated with Pacific Ridge, and their natural risk aversion will likely prevent them from embarking on major speculative projects there in the near term. Nobody wants to be the first in developing large-scale speculative space in a new location.

To overcome this risk aversion, the City could take a *laissez-faire* approach. This approach would entail waiting for market conditions to improve gradually, resulting in slow redevelopment in Pacific Ridge that begins with lower densities that are eventually replaced with higher densities.

However, the costs to the City of slow redevelopment may be greater than those associated with more rapid redevelopment. Cases in point include the disproportionate shares of criminal justice costs currently associated with Pacific Ridge as well as the net fiscal benefits associated with increases in property value, especially for commercial properties.

Therefore, in order to realize redevelopment sooner rather than later, a more pro-active approach is recommended to implement the Pacific Ridge Neighborhood Improvement Plan. Specific policies and strategies should be adopted that will result in higher residential land use densities, higher levels of commercial development and use, and increased levels of economic development.

CHAPTER THREE—CAPITAL FACILITIES ANALYSIS

INTRODUCTION

This Capital Facilities Analysis (CFA) for the Pacific Ridge Redevelopment Plan evaluates the impacts of the proposed rezone relative to the Level Of Service Standards established by the Greater Des Moines Comprehensive Plan. Where applicable, the capital improvements necessary to accommodate the impacts are identified along with the anticipated funding sources.

GOAL

The Greater Des Moines Comprehensive Plan states the following overall goal for Capital Facilities, Utilities and Public Services:

To ensure adequate public facilities appropriate for the delivery of public services and utilities to accommodate the demand associated with current and future land uses. Such services and utilities should be provided in a manner that maximizes public safety and minimizes adverse environmental impacts.

POLICIES

The provision of capital facilities for the proposed rezone for the Pacific Ridge Redevelopment must be consistent with the adopted policies of the Comprehensive Plan. Applicable policies, as paraphrased below, include:

- Require that the plans of the agencies that provide services to the city be consistent with the Comprehensive Plan. (Policy 5-03-01)
- Des Moines should generally participate in the development of, and rely upon, plans prepared by each agency undertaking facility and capital improvement planning. (5-03-03)
- Des Moines should not allow land development to exceed the capacity of essential facilities/utilities (water, fire protection, sanitary and storm sewer). Such facilities should be available at the time of development. (5-03-04)
- The level-of-service (LOS) guidelines outlined in the Comprehensive Plan should be used to determine adequacy and concurrency. (5-03-06)

GROWTH MANAGEMENT ACT REQUIREMENTS

The Capital Facilities Element is a mandatory component of the Comprehensive Plan. As required by the Growth Management Act, the Capital Facilities Plan must include:

- An inventory of existing public facilities;
- An identification of the public facilities that will be required during the 6 years following the adoption of the plan;
- The proposed location and cost of the facilities;
- A 6- year plan to finance the capital facilities that is financially feasible and identifies the expected sources of revenue; and
- A requirement to modify the land use element, reduce the level of service, or reduce costs if costs exceed revenue in order to balance development with affordable facilities.

The Capital Facilities needed to serve the study area should be integrated into the Capital Improvement Plan (CIP) of the City of Des Moines as well as in the plans of the other agencies that provide urban services to the Pacific Ridge area (sanitary sewer, water, garbage pickup, etc.). Following the approval of the Neighborhood Improvement Plan, and in conformance with Strategy 5-04-02 of the Greater Des Moines Comprehensive Plan, the providers of public services and private utilities should amend their capital facility plans consistent with the change in land use and zoning.

CONCURRENCY

One of the goals of the Growth Management Act is that capital facilities be provided concurrent with the new development so that sufficient capacity is available for handling the increased population. The principle of concurrency requires that facilities to serve a development must be in place at the time of the development or that there is a financial commitment to provide the services in a timely manner. These public facilities must have sufficient capacity to serve the development while maintaining the established level of service for the existing customer base.

The Growth Management Act requires concurrency for transportation and that these facilities must be in place within 6 years. For all other facilities, the requirement is that they be adequate. The City of Des Moines concurrency requirements is implemented through Comprehensive Plan Policy 5-03-06 which states that the LOS guidelines in the Plan should be used to determine adequacy and concurrency requirements.

POPULATION BASIS

The evaluation of capital facility needs for the Pacific Ridge Redevelopment proposal is based on the incremental increase in population over the projection under current zoning

Table 3-1. Population Basis

	Current (2000)	20-Year (2020)			6-Year Increment
		Alt. 1 Baseline	Alt. 2 Proposed Rezone	Net Increase With Rezone	
Dwelling Units	1,217	1,365	5,540	4,175	
Population (@ 2/DU)		2,730	11,080	8,350	2,505
Employment	1,048	1,935	8,870	6,935	

LEVEL OF SERVICE STANDARDS AND CAPITAL FACILITY REQUIREMENTS

The following tables summarize the anticipated capital facility requirements necessary to serve the proposed redevelopment within the Pacific Ridge Area using the LOS guidelines established in the Public Facilities and Utilities Implementation Strategies of the Greater Des Moines Comprehensive Plan.

Table 3-2. Capital Facility Requirements

Capital Facility	City of Des Moines Level of Service Standard	Capital Requirements	Funding Sources, if necessary
Administrative Facilities	The City has not established an LOS standard for administrative facilities.	The provision of facilities for administration is guided by the six-year capital improvement program, the annual budget and the goals and policies set by the City Council. With the recent construction of a new Police Service Center and the conversion of the old police building to administrative offices the City has sufficient administrative facilities for the six-year planning horizon	Tax revenues

Capital Facility	City of Des Moines Level of Service Standard	Capital Requirements	Funding Sources, if necessary
Law Enforcement	<p>“Coordinate land use planning, development review, and police protection facility planning to ensure that: a) adequate police protection can be provided and b) project designs discourage criminal activity.” (5-04-13(7))</p> <p>The 1995 Comprehensive Plan identified current staffing levels at one commissioned officer per 718 persons (1:718). The current target staffing ratio is 1 officer per 780 population.</p>	<p>Based on the current targets and the projected population increase as a result of the rezone, approximately 3.2 additional commissioned officers would be required over the six-year timeframe and 10.7 officers over the 20-year planning horizon. The actual need, however, may be reduced due to expected lower crime rates and service calls in the redeveloped neighborhood.</p>	<p>Increased tax revenues; City of Des Moines annual budget</p>
Library	<p>Receive library services from the King County Library System. Plan 2000 level of service goals: 0.39 square feet per capita 2.42 volumes per capita.</p>	<p>The rezone would increase needs by 980 sq. ft. and 6,060 volumes over the six year planning horizon.</p>	<p>Library bonds, foundations, grants</p>

Capital Facility	City of Des Moines Level of Service Standard	Capital Requirements	Funding Sources, if necessary
Parks and Recreation	<p>The City has established Level of Service (LOS) standards for parks and open space: 8.5 acres per 1,000 population combined recreational space. Guidelines for distribution and quantity of park lands: mini-parks within 1/4 mile of all residences, 1/2 to 1 acre in size (1 to 3 acres/1000 population). Neighborhood parks within 1/2 mile of all residences and businesses, 2 to 5 acres in size (2.5 acres/ 1000 population) Community parks within 3 to 5 miles of all residences, more than 15 acres in size (3.5 acres/1000 population); and sports fields 4 to 6 acres/1000 user population (may be located within neighborhood or community parks). Trails and pathways 0.6 miles per 1000 population.</p>	<p>The six year population projection would require the addition of 21 acres of park land to meet the LOS standard; 10 of these acres would be developed for recreational uses. Up to 2.5 acres would be for mini-parks or play areas within other parks, 6.25 acres would be neighborhood parks, 8.75 acres would be community parks and 3.5 acres would be open space and/or trails. Park development projects are identified in the 1997 Park and Recreation Master Plan and in the 2000-2005 Capital Improvement Plan.</p>	<p>Developer investment including dedication of land, construction or renovation of park facilities, fee in lieu, or other public funding mechanism.</p>

Capital Facility	City of Des Moines Level of Service Standard	Capital Requirements	Funding Sources, if necessary
Streets	<p>LOS D - Residential LOS E - Commercial</p> <p>Frontage improvements required per city standards</p>	<p>For off-site impacts, the proposed redevelopment would create only a marginal increase in traffic in streets already programmed for improvements in the City's 6-year TIP, except for 24th Avenue South. (Refer to Table 3-1 below)</p> <p>Improvements to several arterials and collectors within the Pacific Ridge sub-area would be required (See Table 3-1). Direct traffic impacts and needed frontage improvements would be determined on a project specific basis at the time of development.</p>	<p>Developer frontage improvements, Transportation Impact Assessments, Local Improvement District, Transportation Benefit District</p>
Streetscape Improvements	<p>The Sub-Area Plan establishes specific requirements for frontage improvements within the study area.</p>	<p>Frontage improvements would be required for each development proposal. The cost of the improvements will vary depending on project location, existing improvements and site-specific conditions.</p> <p>Proportionate share contributions towards proposed intersection improvements will be collected on a project specific basis.</p>	<p>Developer contributions, Local Improvement Districts</p>

Capital Facility	City of Des Moines Level of Service Standard	Capital Requirements	Funding Sources, if necessary
Water	Require that new development have adequate water supply for consumption and fire flow. Advocate the upgrading of existing lines, supply sources, and storage facilities as necessary in areas where fire flow is inadequate (5-04-13(13)).	<p>Highline Water District has stated it has capacity and capital facilities in the general vicinity to serve the increased demands and fire flow demands from the rezone.</p> <p>Replacement, upgrading, or extension of individual water lines to serve a specific development may be necessary depending on the specific development requirements and the location of the nearest distribution main. Costs will vary from project to project.</p>	Developer extensions, Utility connection fees, general facility charges, Utility rates.
Sanitary Sewer	Require all new developments to have sanitary sewer (5-04-13(10)). Level of service is established by Midway Sewer District.	<p>Existing interceptor sewers may be inadequate to handle the increased flows from the redevelopment. New pump station and interceptor sewer likely to be required. (See Table 3-1.)</p> <p>Local collection system improvements or extensions may be required for individual developments depending on the location of the nearest main.</p>	Developer extensions, Connection fees, local facility charges, Local Improvement Districts

Capital Facility	City of Des Moines Level of Service Standard	Capital Requirements	Funding Sources, if necessary
Solid Waste	Require that collection service for garbage, recyclable materials, and yard waste be available to all properties within the city. Include level-of-service standards in contract/franchise/license agreements. (5-04-13(1))	Contract with service provider will be subject to renewal in October, 2000. Adequate service capacity will be incorporated into the revised contract to serve anticipated growth in Pacific Ridge.	Garbage rates
Stormwater	Require adequate onsite stormwater detention as needed in a manner consistent with the Des Moines Stormwater Management Program and the King County Surface Water Manual.	Stormwater controls will be identified on a project-specific basis for each new development.	Developer costs for site specific facilities and retrofits; stormwater utility fees.
Schools	The Highline School District which serves the Sub-Area has not established a Level of Service (LOS) Standard.	The current trend for enrollment for the next two to three year period is for a modest decline. The District does not anticipate the need for new schools buildings to accommodate growth within the Sub-Area. The District may in the long-term (20 year) horizon replace facilities at their current locations as warranted.	Increased property taxes, Impact fees, SEPA contributions.

Capital Facility	City of Des Moines Level of Service Standard	Capital Requirements	Funding Sources, if necessary
Fire Protection And Emergency Services	"Coordinate land use planning, development review, and fire protection facility planning to ensure that: a) adequate fire protection and emergency service can be provided; and b) project designs minimize the potential for fire hazard" (policy 5-04-13(3))	Capital facility needs are included in the King Co. Fire District No. 26 capital improvement program.	Fire District and King County EMS property tax levies

The following table further identifies specific off-site transportation and sanitary sewer projects that have been identified as necessary to address level of service deficiencies that are projected to result from the Pacific Ridge redevelopment proposal.

Table 3-3. Capital Facility Projects, Costs and funding Sources (6 Year)

Capital Facilities Project Description	Year	Total Cost	Funding Sources
TRANSPORTATION			
24 th Avenue South from S 208 th Street to S 216 th Street Widen from 3 to 5 lanes	2006	\$0.75-\$0.85 Million	Developer mitigation assessments, Local Improvement District
Traffic Signal at S 216 th Street and 30 th Avenue S	2006	\$250,000	Developer mitigation assessments
Arterial/Collector improvements within the Pacific Ridge area (1.25 mi.) - 30 th Street through-connection - S 220 th Street - S 224 th Street	2006	\$2.5 Million	50 percent developer mitigation assessments, 50 percent frontage improvements
WASTEWATER			
New regional lift station and interceptor sewer	2006	\$2.1-\$2.5 Million	General Facility Charge, LID, connection fees

Note: Actual year of improvement shall be determined concurrent with final jurisdictional review and adoption of the Neighborhood Improvement Plan.

CHAPTER FOUR

The following documents comprise the implementation measures for the Pacific Ridge Neighborhood Improvement Plan.

ZONING REGULATIONS, ZONING MAP, COMPREHENSIVE PLAN AMENDMENTS.....	4-1-1
DESIGN GUIDELINES.....	4-2-1
TRANSPORTATION IMPACT ASSESSMENT.....	4-3-1

ZONING REGULATIONS

EXCERPT FROM THE DES MOINES MUNICIPAL CODE (DMMC)

Current as of September 19, 2000

See DMMC for additional provisions that may apply

**Chapter 18.31
PACIFIC RIDGE ZONE**

Sections

- 18.31.010 Purpose.
- 18.31.020 Subareas within Pacific Ridge zone.
- 18.31.030 PR-R – Permitted uses.
- 18.31.040 PR-C1 – Permitted uses.
- 18.31.050 PR-C1 – Uses allowed in conjunction with a permitted use.
- 18.31.060 PR-C2 – Permitted uses.
- 18.31.070 PR-C2 – Uses allowed in conjunction with a permitted use.
- 18.31.080 Environmental performance standards and general limitations.
- 18.31.090 Dimensional standards.
- 18.31.100 General site design requirements.
- 18.31.110 General building design requirements.

18.31.010 Purpose.

The principal objective and purpose of this zone and its application is to implement the Greater Des Moines Comprehensive Plan, Pacific Ridge Neighborhood Improvement Plan, and other adopted policies for the commercial and residential areas of Pacific Ridge.

Furthermore, it is the objective and purpose of this zone to provide development regulations that will promote redevelopment of Pacific Ridge properties in order to create attractive, safe, and desirable areas to work and reside. Redevelopment of Pacific Ridge is appropriate because this area has excellent access to transportation facilities, view opportunities, and higher-density development which can help Des Moines meet or exceed population and employment growth targets specified by the countywide planning policies for King County. Also,

redevelopment of Pacific Ridge properties is appropriate because many of the existing structures and land uses have resulted in social problems such as: high crime rates (especially major felony crimes); declining property values; unsafe and undesirable housing conditions; insufficient building and property maintenance; absentee property ownership/management; violation of zoning, construction, and health codes; transient residency; and marginal businesses.

A related consideration is to make it possible to efficiently and economically plan for, design, finance, and provide public services, capital facilities, and utilities for the populations and activities within this zone. For all of the above reasons, the purpose of this chapter is to promote public health, safety, and welfare through redevelopment of Pacific Ridge properties.

18.31.020 Subareas within Pacific Ridge zone.

(1) Except as provided below, properties within the Pacific Ridge zone are located within one of three subareas as illustrated by the zoning map designated by DMMC 18.80.010. The three subareas, hereafter referred to as zones, have unique land use and development regulations, and some general regulations apply to each zone. The three Pacific Ridge zones are as follows:

- (a) PR-R, Pacific Ridge Residential.
- (b) PR-C1, Pacific Ridge Commercial 1.
- (c) PR-C2, Pacific Ridge Commercial 2.

(2) Other zones may be applied to existing and planned public facilities, parks, utilities, and similar land uses.

(3) For application of the general provisions of this title, PR-R is a

multifamily residential zone while PR-C1 and PR-C2 are commercial zones.

18.31.030 PR-R – Permitted uses.

Only those uses listed below, and uses similar in nature as determined by the community development director, are permitted in the PR-R zone. Uses are more fully described in the “North American Industrial Classification System”. Listed uses may be otherwise conditioned in this code. The numbers in parentheses following each of the following listed uses refer to North American Industrial Classification System (NAICS) code numbers:

- (1) Multifamily dwellings (no NAICS code);
- (2) Religious organizations (813110);
- (3) Nursing care facilities (623110) and community care facilities for the elderly (62333);
- (4) Public utility facilities and appurtenances necessary for the distribution of utility services to final customers within the immediate area;
- (5) Mixed use (no NAICS code), subject to the limitations below and the limitations provided in DMMC 18.31.090, Environmental performance standards and general limitations:
 - (a) Total nonresidential floor area shall not exceed 900 square feet per building;
 - (b) Permitted nonresidential uses shall be limited to the following:
 - (i) Retail trade (44-45), limited to the following:
 - (A) Food and beverage stores (445);
 - (B) Health and personal care stores (446);
 - (ii) Real estate and rental and leasing (53), limited to the following:
 - (A) Offices of real estate agents and brokers (5312);
 - (B) Real estate property managers (53131);

(C) Offices of real estate appraisers (53132);

(D) Other activities related to real estate (53139); and

(E) Video tape and disc rental (53223);

(iii) Health care and social assistance (62), limited to the following:

(A) Ambulatory health care services (621) except blood and organ banks (621991); and

(B) Child care facilities (6244);

(iv) Food services and drinking places (722), limited to the following:

(A) Full service restaurants (7221); and

(B) Limited-service eating places (7222);

(v) Other services (81), limited to the following:

(A) Footwear and leather goods repair (811430);

(B) Personal care services (8121);

(C) Drycleaning and laundry services (8123); and

(D) Photofinishing (81292);

(vi) Public administration (92), limited to police protection (92212);

(6) Botanical gardens (712130);

(7) Public parks (no NAICS code);

(8) The following buildings, structures and uses are allowed when accessory to a use otherwise permitted by this chapter:

(a) Ancillary and incidental indoor storage and maintenance facilities related to onsite buildings and uses;

(b) Telecommunication facilities as allowed by Title 20 DMMC;

(c) Recreation facilities for use by residents of the property;

(d) Child and adult day care as regulated and licensed by the Washington State Department of Social and Health Services, or its successor agency;

(e) Home occupation, subject to the following limitations:

(i) The occupation shall be conducted entirely within the dwelling;

(ii) The occupation shall not require structural features that are not customary or incidental in a dwelling;

(iii) No signs identifying or advertising the home occupation, or other exterior evidence of the home occupation is allowed;

(iv) A business license as provided by Title 5 DMMC is granted by the city for the home occupation;

(v) In authorizing a home occupation, the city manager may impose conditions of approval as necessary to ensure the activity is compatible with the surrounding uses;

(vi) In the event the city manager determines that the home occupation has resulted in adverse land use impacts, the city manager is authorized to impose additional conditions of approval as necessary; and

(viii) In the event the nature or extent of the home occupation changes so that the adverse land use impacts cannot be satisfactorily mitigated, the city manager may revoke all approvals and licenses related to the home occupation.

18.31.040 PR-C1 -- Permitted uses.

Only those uses listed below, and uses similar in nature as determined by the community development director, are permitted in the PR-C1 zone. Uses are more fully described in the "North American Industrial Classification System". Listed uses may be otherwise conditioned in this code. The numbers in parentheses following each of the following listed uses refer to North American Industrial Classification System (NAICS) code numbers:

(1) Retail trade (44-45), except the following:

(a) Automobile dealers (4411);

(b) Other motor vehicle dealers (4412);

(c) Tire dealers (44132);

(d) Manufactured (mobile) home dealers (45393);

(e) Heating oil dealers (454311); and

(f) Other fuel dealers (454319);

(2) A maximum of one gasoline station (447) is permitted within the PR-C1 zone. Buildings containing only a gasoline station are not subject to the minimum building height provisions contained in this chapter;

(3) Limousine service (485320) when primarily contained within an enclosed structure;

(4) Postal service (491);

(5) Couriers and messengers (492);

(6) Information establishments (51), except telecommunication (5133), which is regulated by Title 20 DMMC;

(7) Finance and insurance (52);

(8) Real estate and rental and leasing (53), except the following:

(a) Lessors of miniwarehouses and self-storage units (53113);

(b) Automotive equipment rental and leasing (5321); and

(c) Commercial and industrial machinery and equipment rental and leasing (5324);

(9) Professional, scientific, and technical services (54), except off-premises signs (billboards) which are regulated by chapter 18.42 DMMC;

(10) Management of companies and enterprises (55);

(11) Administrative and support services (56), except the following:

(a) Repossession services (561491);

(b) Services to buildings and dwellings (5617); and

(c) Waste management and remediation services (562);

(12) Educational services (61);

(13) Health care and social assistance (62), subject to the following limitations:

(a) The following uses are prohibited:

- (i) Outpatient mental health and substance abuse centers (62142);
- (ii) Hospitals (622);
- (iii) Residential mental retardation, mental health, and substance abuse facilities (6232);

(b) Permitted nursing and residential care facilities (623) and community care facilities for the elderly (6233) are allowed only within the residential portion of a mixed-use building;

(14) Arts, entertainment, and recreation (71) subject to the following limitations:

(a) The following uses are prohibited:

- (i) Spectator sports (7112);
- (ii) Amusement, gambling, and recreation industries;

(b) Adult entertainment facilities and adult motion picture theaters (no NAICS code) are prohibited within 500 feet of the property lines of churches, common schools, day care centers, public facilities, or other adult entertainment facility or adult motion picture theater;

(15) Accommodation and food services (72), limited to the following:

(a) Hotels (72111), subject to the following:

(i) Casino hotels and motels are prohibited; and

(ii) Hotels and resort hotels are further allowed as follows:

(A) Hotels and resort hotels shall contain a minimum of 125 guest rooms; and

(B) Hotels and resort hotels shall contain meeting room facilities; and

(C) A maximum of six hotel and/or resort hotel developments shall be allowed within the PR-C1 zone; and

(D) A maximum of 1,500 guestrooms shall be allowed within the PR-C1 zone;

(b) Food services and drinking places (722), subject to the following provisions:

(i) Fast food restaurants (722211) are allowed only in conjunction with a permitted use;

(ii) Mobile food services (72233) are regulated by chapter 5.57 DMMC;

(iii) Drive-through facilities are prohibited;

(iv) Buildings containing only a full-service restaurant (72211) are not subject to the minimum building height provisions contained in this chapter;

(16) Other services (81), subject to the following limitations:

(a) The following uses are prohibited:

(i) Automotive transmission repair (811113);

(ii) Carwashes (811192), except automotive detail shops;

(iii) Other automotive repair and maintenance (811198);

(iv) Death care services (8122);

(v) Industrial launderers (812332); and

(vi) Commercial parking lots and garages (812930);

(b) A maximum of one development providing enclosed building area for automobile body, paint, interior, and/or glass repair (81112) shall be allowed in the PR-C1 zone;

(c) A maximum of three of any of the following automotive repair and maintenance uses shall be allowed in the PR-C1 zone:

(i) General automotive repair (811111);

(ii) Automotive exhaust system repair (811112);

(iii) Automotive oil change and lubrication shops (811191);

(d) Pet boarding (812910) is allowed only in conjunction with a permitted use;

(17) Public administration (92), except the following:

(a) Correctional institutions (92214); and

(b) Parole offices and probation officers (92215);

(18) Mixed use (no NAICS code) when dwellings are located above the second story of the building;

(19) Public parks (No NAICS code); and

(20) Public utility facilities and appurtenances necessary for the distribution of utility services to final customers within the immediate area.

18.31.050 PR-C1 – Uses allowed in conjunction with a permitted use.

The uses listed below, and uses similar in nature as determined by the community development director, are only allowed in the PR-C1 zone when located within the same building as a permitted use. Uses are more fully described in the “North American Industrial Classification System”. Listed uses may be otherwise conditioned in this code. The numbers in parentheses following each of the following listed uses refer to North American Industrial Classification System (NAICS) code numbers:

- (1) Fast food restaurants (722211);
- (2) Pet boarding (812910).

18.31.060 PR-C2 – Permitted uses.

Only those uses listed below, and uses similar in nature as determined by the community development director, are permitted in the PR-C2 zone. Uses identified in this section are more fully described in the “North American Industrial Classification System”. Listed uses may be otherwise conditioned in this code. The numbers in parentheses following each of the following listed uses refer to North American Industrial Classification System (NAICS) code numbers:

(1) Except for the uses listed below, uses permitted in the PR-C1 zone are permitted in the PR-C2 zone:

(a) Hospitals (622);

(b) Nursing and residential care facilities (623);

(c) Community housing services (62422);

(d) Hotels and motels (72111);

(e) Mixed use (no NAICS code);

(f) Adult entertainment facilities and adult motion picture theaters (no NAICS code);

(2) Tire dealers (44132);

(3) Gasoline stations (447);

(4) Automotive repair and maintenance (8111).

18.31.070 PR-C2 – Uses allowed in conjunction with a permitted use.

The uses listed below, and uses similar in nature as determined by the community development director, are only allowed in the PR-C2 zone when located within the same building as a permitted use. Uses are more fully described in the “North American Industrial Classification System”. Listed uses may be otherwise conditioned in this code. The numbers in parentheses following each of the following listed uses refer to North American Industrial Classification System (NAICS) code numbers:

(1) Fast food restaurants (722211);

(2) Pet boarding (812910);

(3) Light manufacturing, processing, and assembly of goods sold onsite at retail (no NAICS code).

18.31.080 Environmental performance standards and general limitations.

Every use permitted within the PR zone shall conform to the following general limitations and standards:

(1) Provisions applicable to all PR zones:

(a) Accessory uses are permitted that are customarily appurtenant or incidental to the principally permitted uses.

(b) Landscaping and screening are required in accordance with chapter 18.41 DMMC.

(c) Off-street parking and loading areas are required in accordance with chapter 18.44 DMMC.

(d) Mixed-use development shall conform to the following limitations and standards:

(i) Within a mixed-use building, nonresidential building area shall be located at or near street level, and shall be visible from the public right-of-way;

(ii) Within the PR-C1 zone, structures containing only residential uses are allowed on corner and through lots when a commercial or mixed-use structure is located along the Pacific Highway South frontage; and

(iii) Onsite multifamily recreation area is required for developments with four or more dwelling units as provided by chapter 18.45 DMMC, except the minimum area of common recreation space per dwelling unit shall be 50 square feet.

(e) Capital Facilities, Utilities, and Public Services.

(i) All capital facilities, utilities, and public services must be adequate to support the proposed land use or structure, including but not limited to drainage; street and walkway systems, both on-site and off-site; sewer and water systems; fire protection; police service; electrical power; and telecommunications. Improvements to capital facilities, utilities, and public services shall conform to adopted plans, policies, and regulations.

(ii) All development shall be required to install or pay for a proportional share of any new facilities or utilities required to serve the development. Mechanisms such as latecomer's agreements and impact fees may be used to equitably distribute the cost of required improvements.

(iii) Except for high-voltage (i.e., 115 kV) transmission circuitry, all preexisting and newly installed utilities on

site and within the abutting rights-of-way shall be placed underground.

(f) Nuisances.

(i) As provided by chapter 9.64 DMMC, no use, activity, or equipment shall be permitted that creates a nuisance or is offensive, objectionable, or hazardous by reason of creation of odors, noise, sound, light or glare, steam, vibrations, dust, dirt, smoke, or other pollutants, fumes or gases (toxic or nontoxic), radiation, explosion or fire hazard, or by reason of the generation, disposal, or storage of hazardous or dangerous wastes or materials in a manner(s) inconsistent with Title 70 RCW as presently constituted or as may be subsequently amended.

(ii) In addition to the uses, activities and equipment deemed a nuisance under the provisions of the previous paragraph, the following are declared to be nuisances in all PR zones: all houses, housing units, other buildings, premises or places of resort where controlled substances identified in Article II of chapter 69.50 RCW and not authorized by that chapter, are manufactured, delivered, or possessed, or where any such substance not obtained in a manner authorized by chapter 69.50 RCW is consumed by ingestion, inhalation, injection, or any other means.

(iii) Any person, firm or corporation found by a court of competent jurisdiction to be keeping or maintaining a nuisance as provided in this chapter shall be liable for all costs and expenses of abating the same, when the nuisance is abated by any officer of the city, and the costs and expenses shall be taxed as part of the cost of said prosecution against the party liable, to be recovered as other costs are recovered. In addition to other powers given in the Des Moines Municipal Code and other applicable law to collect such costs and expenses, the city may bring suit for the same in any court of competent jurisdiction against the person, firm or corporation allowing, creating, enabling, keeping,

maintaining or otherwise failing to correct the nuisance so abated.

(g) Hazardous Substances.

(i) No use permitted in this chapter, with the exception of public utility and service facilities, shall store any hazardous substance, except that for the purposes of this chapter the following substances shall be exempt:

(A) Heating oil stored in an underground tank sufficiently contained so as to preclude soil and ground water contamination;

(B) Gasoline stored in an approved Underwriters Laboratory container;

(C) Prepackaged retail quantities of fertilizers, pesticides, and auto and home care products only for home use.

(ii) Failure to comply with any of the requirements of this section shall be deemed a violation and shall result in enforcement by civil penalty as set forth in DMMC 18.72.060 and/or civil violation enforcement penalties or abatement procedures as established in chapter 1.28 DMMC. Any person or business who fails to comply with the provisions of this chapter, or allows a violation to continue after receiving written notice of violation from the community development director, shall be deemed to be causing or permitting a public nuisance and shall be liable in an action for abatement filed by the city in superior court.

(h) In reviewing a proposed permitted use, the community development director may include minimal conditions of approval as may be reasonably needed to ensure that the use is consistent with the purpose of the PR zone, and to minimize the likelihood of adverse impacts.

(2) Provisions Applicable to the PR-R Zone.

(a) Parking and loading areas within the PR-R zone are further allowed as follows:

(i) For land uses with more than 20 required off-street parking spaces, a minimum of 70 percent of the total off-street spaces provided shall be located within a parking garage structure.

(ii) Parking spaces not within a parking garage structure shall be subject to maximum lot coverage limitations.

(b) Multifamily recreation area is required in accordance with chapter 18.45 DMMC, except that the minimum area of common recreation space per dwelling unit shall be 50 square feet.

(c) New construction shall conform to applicable Federal Aviation Administration regulations, including Part 77, Federal Aviation Regulations, Objects Affecting Navigable Airspace, as presently constituted or as may be subsequently amended.

(3) Provisions Applicable to the PR-C1 Zone.

(a) Off-street parking not within a parking garage structure shall occupy not more than 35 percent of the building site.

(4) Provisions Applicable to the PR-C1 and PR-C2 Zones.

(a) All uses shall be primarily contained within an enclosed structure except the following:

(i) Outdoor seating and dining;

(ii) Signs;

(iii) Loading areas;

(iv) Motor vehicle fuel pumps;

(v) Retail nursery and garden centers (44422) in the PR-C2 zone;

(vi) Minor and incidental outdoor display area for merchandise sold on site as approved through the design review process;

(vii) Play/recreation areas; and

(viii) Miscellaneous storage when limited to 10 percent of the site area and when perimeter landscaping and fencing is provided as approved through the design review process.

(b) Automobile repair, automobile service stations, and similar uses shall conform to the following limitations and standards:

(i) Automobile repair and the installation of automobile parts and accessories shall be primarily contained within an enclosed structure;

(ii) Unless specifically authorized by the community development director, views into automobile service bays from Pacific Highway South shall be diminished by building orientation, screening, or other means;

(iii) Unless specifically authorized by the public works director, vehicular access shall be limited to one driveway per street frontage;

(iv) Motor vehicle fuel pump islands shall be set back a minimum of 15 feet from property lines;

(v) A six-foot high, 100 percent sight-obscuring fence shall be provided along property lines that abut residential properties as designated by the Greater Des Moines Comprehensive Plan; and

(vi) Vehicle storage shall be limited to those vehicles contracted for repair or service.

(c) Social service facilities shall conform to the following limitations and standards:

(i) Outdoor play/recreation areas for children shall be set back a minimum of five feet from property lines; and

(ii) Unless specifically authorized by the community development director, passenger loading and unloading areas shall be provided on site.

18.31.090 Dimensional standards.

(1) Lot Area. Every lot shall have a minimum area of 7,500 square feet.

(2) Lot Width. Every lot shall have a minimum width of 75 feet.

(3) Front Yard.

(a) In the PR-R, every lot shall have a front yard of not less than 15 feet.

(b) In PR-C1 and PR-C2, no front yard is required.

(4) Side Yard.

(a) In PR-R, every lot shall have a side yard on each side of the lot. The side yards shall have a width of not less than 10 feet.

(b) In the PR-C1 and PR-C2 zones, no side yard is required.

(5) Rear Yard. Every lot shall have a rear yard of not less than 15 feet.

(6) Lot Coverage.

(a) PR-R: All main and accessory buildings and structures, except outdoor private swimming pools, shall not cover more than 70 percent of the area of the lot.

(b) PR-C1 and PR-C2: No maximum lot coverage.

(7) Measurement of Building Height.

(a) PR-R: Building height shall be measured from average finish grade.

(b) PR-C1: Building height shall be measured from mean sidewalk grade of Pacific Highway South.

(c) PR-C2: Building height shall be measured from mean sidewalk grade as follows:

(i) Building height for properties abutting Pacific Highway South is measured from Pacific Highway South.

(ii) Building height for properties abutting 24th Avenue South is measured from 24th Avenue South.

(iii) Building height for properties that do not abut Pacific Highway South or 24th Avenue South is measured from South 216th Street.

(8) Minimum Building Height.

(a) Except for buildings containing only a full-service restaurant or a gasoline service station, and other instances specifically authorized by the community development director in writing, no building shall be less than the height specified below:

(i) PR-R: 35 feet.

(ii) PR-C1: 35 feet.

(iii) PR-C2: No minimum building height.

(b) For the purposes of this subsection, minimum building height shall not include decorative towers or appurtenances, roof slopes out of character with the building's architecture, or other contrivances provided solely for achievement of the required minimum building height. In calculating minimum building height, the community development director shall include regular architectural features enclosing functional, occupiable building areas.

(9) Maximum Building Height. Buildings and structures may be built to the height specified:

(a) PR-R: 35 feet. Buildings may be built to a height of 120 feet with approval of a condominium height bonus as provided by this chapter.

(b) PR-C1:

(i) Except as provided by subsection (9)(b)(ii) below, 55 feet.

(ii) In that portion of the PR-C1 zone bounded by Pacific Highway South, 30th Avenue South, South 224th Street, and Kent-Des Moines Road: 85 feet.

(c) PR-C2: 55 feet.

(10) Building Height Limitation Adjacent to Single-Family. When an abutting property is designated single-family residential by the Greater Des Moines Comprehensive Plan, building height shall be limited as follows:

(a) Within 20 feet of the abutting single-family residential property, maximum building height shall be 35 feet.

(b) Within 40 feet of the abutting single-family residential property, maximum building height shall be 45 feet.

(c) During the design review and environmental review, the community development director may impose other conditions of approval in order to mitigate potential height, bulk, and scale impacts upon adjacent single-family residents not

sufficiently mitigated by existing regulations.

(11) Condominium Building Height Bonus. In the PR-R zone, the community development director may authorize buildings 36 to 120 feet in height when a condominium declaration which satisfies chapter 64.34 RCW is recorded for all dwellings within the building.

(12) Placement of Buildings.

(a) Where a building site abuts the public right-of-way of Pacific Highway South, at least one of the main buildings on the site shall be placed as follows:

(i) Except as provided below, the building shall abut, or be in close proximity to, the public right-of-way of Pacific Highway South.

(ii) Through the permit review process, the community development director may determine it is in the public interest to allow the proposed building to be set back from the right-of-way. In considering a request for setback, the director shall consider matters such as adopted land use policies, vehicular and pedestrian circulation, sight distances, landscaping, existing site improvements, adjacent site improvements, easements or other encumbrances, and public benefit features such as plazas and public artwork.

(b) The distance between a building containing dwelling units and any other building shall be not less than 10 feet.

(c) On the rear third of an interior lot, accessory buildings not containing dwellings may be built to the side lot lines and the rear lot line; provided, not less than 10 feet of the rear lot line shall be free and clear of buildings.

(d) On the rear third of a corner lot:

(i) Accessory buildings not containing dwellings may be built to the interior side lot line and the rear lot line.

(ii) Where a setback from the street is required for the adjoining lot, no building shall be erected closer than 10 feet to the street side lot line.

(e) On the rear third of a reverse corner lot:

(i) Accessory buildings not containing dwellings may be built to the interior side lot line.

(ii) Where a setback from the street is required for the adjoining lot, no building shall be erected closer than 10 feet to the street side lot line.

(iii) No building shall be erected closer than five feet to the rear lot line.

18.31.100 General site design requirements.

(1) Design Guidelines. Design guidelines shall be adopted for new construction within Pacific Ridge. All development proposals shall demonstrate substantial compliance, as determined by the community development director, with the adopted Pacific Ridge design guidelines. The guidelines shall provide objectives and techniques for ensuring that new construction provides lasting benefit to the community; minimizes incompatibility among land uses; and promotes crime prevention. Design guidelines shall address site design issues including, but not limited to, the following:

- (a) Placement and orientation of buildings and building entrances;
- (b) Vehicular access, parking, and circulation;
- (c) Pedestrian orientation and access;
- (d) Orientation to transit;
- (e) Placement and screening of service and loading areas;
- (f) Landscaping;
- (g) Freestanding signage;
- (h) Screening of parking and other site features;
- (i) Placement and design of open space;
- (j) Crime prevention; and
- (k) Exterior lighting.

18.31.110 General building design requirements.

(1) Design Guidelines. Design guidelines shall be adopted for new construction within Pacific Ridge. All development proposals shall demonstrate substantial compliance, as determined by the community development director, with the adopted Pacific Ridge design guidelines. The guidelines shall provide objectives and techniques for ensuring that new construction provides lasting benefit to the community; minimizes incompatibility among land uses; and promotes crime prevention. Design guidelines shall address building design issues including, but not limited to, the following:

- (a) Building height, bulk, and scale;
- (b) Building modulation and fenestration;
- (c) Building silhouette and roof design;
- (d) Placement and orientation of building entrances, common areas, activity areas, balconies, and other features;
- (e) Exterior building materials;
- (f) Window and door detailing;
- (g) Continuity/variety in building design;
- (h) Orientation to transit;
- (i) Wall signage;
- (j) Crime prevention;
- (k) Awnings, covered walkways, and other weather protection; and

(1) Placement and screening of mechanical equipment.

(2) Minimum floor-to-ceiling height for dwellings. Dwellings shall have a minimum floor-to-ceiling height of eight feet, six inches.

(3) The width of the building above the third-level floor shall not exceed 80 percent of the width of the building at street level.

(4) Within the PR-C1 and PR-C2 zones, structural encroachments into the right-of-way, such as cornices, signs, eaves, sills, awnings, bay windows, balconies, facade treatment, marquees, etc., shall

conform to the provisions set forth by Title 12 DMMC, the Uniform Building Code, and the following provisions:

(a) Structural encroachments into the right-of-way shall be capable of being removed without impact upon the structural integrity of the primary building;

(b) Structural encroachments into the right-of-way shall not result in additional building floor area than would otherwise be allowed;

(c) Except for awnings, signs, and marquees, the maximum horizontal encroachment into the right-of-way shall be two feet;

(d) The maximum horizontal encroachment in the right-of-way by signs shall be four feet;

(e) The maximum horizontal encroachment in the right-of-way by awnings and marquees shall be six feet;

(f) The minimum horizontal distance between the structural encroachment and the curbline shall be two feet;

(g) Except for awnings over the public sidewalk which may be continuous, the maximum length of each balcony, bay window, or similar feature that encroaches the right-of-way shall be 12 feet;

(h) Structural encroachments into the right-of-way shall maintain adequate distance away from utility, transportation, or other facilities as determined by the community development director in consultation with the public works director;

(i) The applicant shall demonstrate proof of public liability insurance and consent to a public place indemnity agreement;

(j) Owners of structural encroachments into the right-of-way must clear the public right-of-way when ordered to do so by city authorities for reasons of public health or safety; and

(k) In reviewing a proposed structural encroachment into the public right-of-way, the community development

director may include conditions as may be reasonably needed to ensure that the structure is consistent with the purpose of the PR zone, and to minimize the likelihood of adverse impacts. The community development director shall deny the request if it is determined that adverse impacts cannot be mitigated satisfactorily.

**Chapter 18.58
DESIGN REVIEW***

Sections

<u>18.58.010</u>	Design review authority.
<u>18.58.020</u>	Intent and purpose.
<u>18.58.030</u>	Definitions.
<u>18.58.040</u>	Delegation of design review authority, consultants, expedited matters.
<u>18.58.050</u>	Procedure.
<u>18.58.060</u>	Authority.
<u>18.58.070</u>	Repealed.
<u>18.58.080</u>	Application – Procedure – Decision.
<u>18.58.090</u>	Criteria.
<u>18.58.100</u>	Appeals.
<u>18.58.110</u>	Enforcement – Violation – Penalty.
<u>18.58.120</u>	Repealed.

*Code reviser's note: This chapter was recodified from chapter 2.32 DMMC by Ord. 1174 § 98.

18.58.010 Design review authority.

The community development department of the city is granted design review authority and shall have the powers, duties, and functions as provided in this chapter. It is the intent of this chapter that the community development department be granted such authority as had previously resided in the design review commission and that the expression "community development department of the city of Des Moines" replaces the expressions "design review commission" or "commission" wherever used in this chapter. [Ord. 1174 § 98, 1996; Ord. 1135 § 2(8)(part), 1995; Ord. 581 § 1, 1983; Ord. 474 § 3, 1979. Formerly 2.32.010.]

18.58.020 Intent and purpose.

These regulations are adopted for the following purposes:

- (1) To promote the public health, safety, and general welfare of the citizens of the city;
- (2) To recognize that land use regulations aimed at the orderliness of community growth, the protection and enhancement of property values, the minimization of discordant and unsightly surroundings, the avoidance of inappropriateness and poor quality of design and other environmental and aesthetic objectives provide not only for the health, safety, and general welfare of the citizens, but also for their comfort and prosperity and the beauty and balance of the community, and as such, are the proper and necessary concerns of local government;

- (3) To protect, preserve, and enhance the social, cultural, economic, environmental, aesthetic, and natural values that have established the desirable quality and unique character of Des Moines;
- (4) To promote and enhance construction and maintenance practices that will tend to promote visual quality throughout Des Moines;
- (5) To recognize environmental and aesthetic design as an integral part of the planning process. [Ord. 1174 § 98, 1996; Ord. 1135 § 2(8)(part), 1995; Ord. 474 § 1, 1979. Formerly 2.32.020.]

18.58.030 Definitions.

- (1) Use of Words and Phrases. As used in this chapter, unless the context or subject matter clearly requires otherwise, the words or phrases defined in this section shall have the indicated meanings.
- (2) "Architectural feature" means the exterior architectural treatment and general arrangement of the portions of an improvement and site that are open to external view, including, but not limited to, the kind, color, and texture of building materials, types of windows and doors, attached or detached signs, landscaping, screens, parking lots, exterior lighting, walkways, and other fixtures appurtenant to such portions.
- (3) "Capital improvement" means an improvement visible to the public, done by the city upon property owned by or under control of the city.
- (4) "Improvement" means a building, structure, or other improvement to real property. It shall include, but not be limited to, street improvements, street furniture, park developments, private and public schools, commercial and business developments, public utility and governmental buildings and structures, religious institutions, hotels, motels, apartment houses and other multiple-family dwellings, certain single-family dwelling units, hospitals, rest homes and other similar developments, and commercial and non-commercial recreational areas. It shall not include underground wires, pipes, or other similar underground utility installations.
- (5) "Regulated improvements" means an improvement upon any property within the city, other than one single-family dwelling unit, structure, or building, and uses accessory thereto; except multiple building permit applications by the same applicant or one standing in privity to the applicant for the construction of a series of single-family dwellings in the same subdivision or short subdivision are considered regulated improvements.
- (6) "Street furniture" means improvements located in streets or rights-of-way and parking lots or other similar open spaces on a site, including, but not limited to, light standards, utility poles, newspaper stands, bus shelters, planters, traffic signs, traffic signals, benches, guard rails, rockeries, retaining walls, mailboxes, litter containers, and fire hydrants. [Ord. 1174 § 98, 1996; Ord. 1135 § 2(8)(part), 1995; Ord. 993 § 2, 1992; Ord. 493, 1980; Ord. 474 § 2, 1979. Formerly 2.32.030.]

18.58.040 Delegation of design review authority, consultants, expedited matters.

The city manager shall have responsibility for all design review decisions, but may delegate such authority to subordinates who are qualified in the fields of planning, engineering, building, landscaping, and the like. The city manager is further authorized to employ consultants if, in his discretion, the scope, size, or nature of the project requires services beyond the capabilities of city staff. In the event such consultants are employed, the building permit fee may be increased to include the cost of consulting services. In the event the city manager finds that the application presents special problems relative to planning or zoning, he may decline to take action and refer the application to the city council as an expedited matter. [Ord. 1174 § 98, 1996; Ord. 1135 § 2(8)(part), 1995; Ord. 581 § 2, 1983; Ord. 474 § 4, 1979. Formerly 2.32.040.]

18.58.050 Procedure.

The city manager may adopt by executive order procedural rules for the efficient implementation of this chapter. The community development department shall complete its review and make its decision and/or recommendations within 40 days after the final plans and elevations have been submitted, and failure to do so shall be considered approval. Decisions shall be based on the criteria found in DMMC 18.58.090. [Ord. 1174 § 98, 1996; Ord. 1135 § 2(8)(part), 1995; Ord. 581 § 3, 1983; Ord. 474 § 5, 1979. Formerly 2.32.050.]

18.58.060 Authority.

(1) No building permit shall be issued by the city for any regulated improvement except upon prior approval of the community development department and no significant changes, as defined in Section 301 of the Uniform Building Code, shall be made in or to an architectural feature of any regulated improvement without the prior approval of the community development department. Deviation from a plan approved by the community development department shall be permitted only after the filing and approval of an amended plan.

(2) The community development department may require a bond to the city in an amount reasonable to secure the installation of landscaping, screens, exterior lighting, walkways, and other similar site improvements.

(3) Repealed by Ord. 581.

(4) Repealed by Ord. 581.

(5) Repealed by Ord. 581. [Ord. 1174 § 98, 1996; Ord. 1135 § 2(8)(part), 1995; Ord. 581 § 5, 1983; Ord. 474 § 6, 1979. Formerly 2.32.060.]

18.58.070 Additional functions.

Repealed by Ord. 581. [Ord. 1174 § 98, 1996; Ord. 474 § 7, 1979. Formerly 2.32.070.]

18.58.080 Application – Procedure – Decision.

An applicant seeking design commission approval shall submit to the city manager a site plan, exterior elevations, and such other data as will assist the design commission in evaluating the proposed improvement. Preliminary drawings may be submitted for review and a preliminary advisory opinion by the design commission. No formal design commission action shall be taken except on final plans and elevations. Final plans and elevations shall be drawn to scale and shall indicate the nature and extent of the work proposed and shall show in detail that they conform with the provisions of this chapter and other applicable laws and regulations. The city manager shall refer all applications to the design commission at its next regular meeting. The design commission may approve, approve with conditions, or disapprove an application. In no instance shall the design commission's action conflict with the zoning, subdivision, building, or other applicable city ordinances not mentioned in this chapter or with state or federal requirements. All formal decisions of the design commission shall be reduced to writing and shall include findings of fact and a statement of reasons influencing the decision. [Ord. 1174 § 98, 1996; Ord. 1135 § 2(8)(part), 1995; Ord. 474 § 8, 1979. Formerly 2.32.080.]

18.58.090 Criteria.

Decisions of the design commission shall be based on the following criteria:

(1) Relationship to Building Site.

(a) The site should be planned to accomplish the desirable transition with the streetscape, provide for adequate planting, and to facilitate pedestrian movement.

(b) Parking and service areas shall be located, designed, and screened from public view.

(c) The height and scale of each building should be compatible with its site and adjoining buildings.

(2) Relationship of Building and Site to Adjoining Area.

(a) Buildings and structures should be made compatible with adjacent buildings of conflicting architectural styles by such means as screens, site breaks, and materials.

(b) Harmony in texture, lines, and masses should be encouraged.

(c) Attractive landscape transition to adjoining properties should be provided.

(3) Landscape and Site Treatment.

(a) Where existing topographic patterns contribute to beauty and utility of a development, they should be preserved and developed.

(b) Grades of walks, parking spaces, terraces, other paved areas, and large expanse of walls should provide an inviting and stable appearance.

(c) Landscape treatment should enhance architectural features, strengthen vistas and important axes, and provide shade.

(d) In locations where plants will be susceptible to injury by pedestrian or motor traffic, they should be protected by appropriate curbs, tree guards, or other devices.

(e) Where building sites limit planting, the placement of trees or shrubs in parkways or paved areas is encouraged.

(f) Screening of service yards and other places which tend to be unsightly, should be accomplished by use of walls, fencing, planting, or combinations of these. Screening should be effective in winter and summer.

(g) In areas where general planting will not prosper other materials such as fences, walls, and pavings of wood, brick, stone, gravel, etc. should be used.

(h) Exterior lighting, when used, should enhance the building design and the adjoining landscape. Lighting standards and fixtures should be of a design and size compatible with the building and adjacent areas. Lighting should be shielded and restrained in design. Excessive brightness and brilliant colors should be avoided.

(4) Building Design.

(a) Architectural style to be encouraged is contemporary northwest nautical. Evaluation of a project shall be based on quality of its design and relationship to the natural setting of its surroundings.

(b) Building components, such as windows, doors, eaves, and parapets, should have good proportions and relationship to each other.

(c) Colors should be harmonious, with bright or brilliant colors used only for accent.

(d) Design attention should be given to mechanical equipment or other utility hardware on roofs, grounds, or buildings to screen them from view.

(e) Exterior lighting, when used, shall be part of the architectural concept. Fixtures, standards, and all exposed accessories should be harmonious with the building design.

(f) Monotony of design in single or multiple building projects should be avoided. Variety of detail, form, and siting should be used to provide visual interest. In multiple building projects, variable siting of individual buildings may be used to prevent a monotonous appearance.

(5) Signs.

- (a) Signs shall conform to the ordinances of the city relative to signs.
- (b) Signs should be part of the architectural concept. Size, materials, color, lettering, location, number, and arrangements should be harmonious with the building design.
- (c) The number and size of signs should be minimized to avoid visual clutter.
- (d) Colors shall be used harmoniously and with restraint. Excessive brightness and brilliant colors shall be avoided. Lighting should be harmonious with the design. If external spot or flood lighting is used, it should be arranged so that light source is shielded from view.

(6) Miscellaneous Structures and Street Furniture.

- (a) Miscellaneous structures and street furniture located on private property, public ways, and other public property should be designed to be part of the architectural concept of the design and landscape. Materials should be compatible with buildings. Scale should be appropriate. Colors should be in harmony with buildings and surroundings. Proportions should be to scale.
- (b) Lighting in connection with miscellaneous structures and street furniture should meet the criteria applicable to site, landscape, buildings, and signs. [Ord. 1174 § 98, 1996; Ord. 1135 § 2(8)(part), 1995; Ord. 474 § 9, 1979. Formerly 2.32.090.]

18.58.100 Appeals.

A person or persons aggrieved by an action of the community development department under this chapter may file an appeal with the hearing examiner within 10 days of the department decision in accordance with the hearing examiner code. The filing of an appeal shall suspend the issuance of a building permit until final action is taken on the appeal. [Ord. 1174 § 98, 1996; Ord. 1135 § 2(8)(part), 1995; Ord. 770 § 33, 1988; Ord. 581 § 4, 1983; Ord. 474 § 10, 1979. Formerly 2.32.100.]

18.58.110 Enforcement – Violation – Penalty.

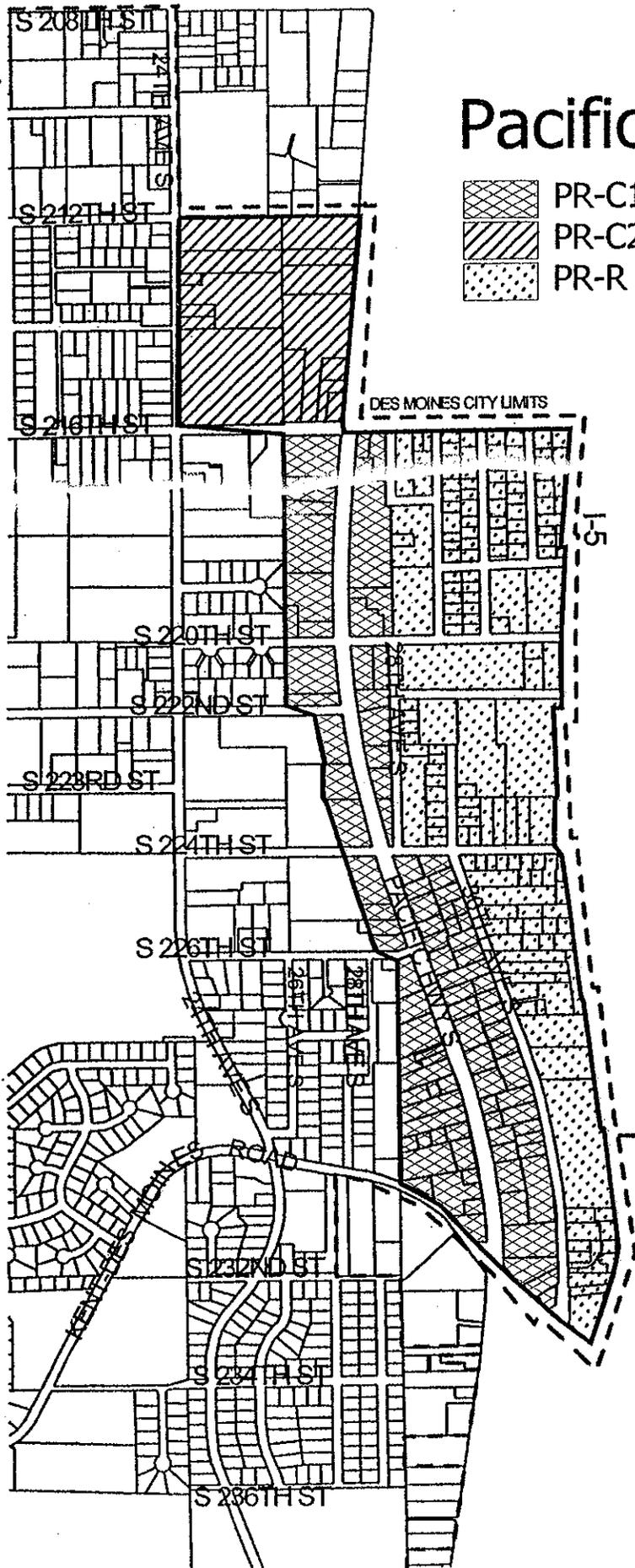
- (1) No person shall violate or fail to comply with a provision of this chapter.
- (2) A violation of or failure to comply with this section is a class 1 civil infraction.
- (3) The building official shall enforce the provisions of this chapter. The building inspector shall inspect or cause to be inspected every building subject to the provisions of this chapter, and if the building inspector finds that construction is not in compliance with the plans and specifications approved by the design commission, the building inspector shall give notice in writing to the person responsible for the construction, setting forth the deficiencies that are to be corrected and the time within which such construction shall be completed. Failure to comply with the notice within the time specified is a violation of this chapter.
- (4) In addition to such remedies, the city is authorized to file a suit in county superior court for the cessation of a construction within the city not in compliance with this chapter. [Ord. 1174 § 98, 1996; Ord. 1135 § 2(8)(part), 1995; Ord. 1009 § 29, 1993; Ord. 474 § 11, 1979. Formerly 2.32.110.]

18.58.120 Summary administrative approval – When allowed.

Repealed by Ord. 581. [Ord. 1174 § 98, 1996; Ord. 530 § 1, 1984. Formerly 2.32.120.]

Pacific Ridge

-  PR-C1
-  PR-C2
-  PR-R



City of SeaTac

City of Kent



No Scale

March 2000

COMPREHENSIVE PLAN AMENDMENTS

CHAPTER 11: PACIFIC RIDGE ELEMENT

11-01 GOALS - VISION STATEMENT

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 FINDINGS

11-02-01 The Pacific Ridge area is located along Pacific Highway South and between 24th Avenue South to the west, Interstate 5 to the east, South 212th 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 are planned for 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 Greater Des Moines Comprehensive Plan Strategies 1-04-01 and 2-04-01 call for the preparation of a land use plan for the Pacific Highway South neighborhood of Des Moines. Other policies/strategies within the Greater Des Moines Comprehensive Plan (GDMCP) that relate to the Pacific Ridge include:

2-03-08 Enhance and improve the economic health of existing business districts and recognize each district's special attributes.

(1) Promote new development and redevelopment within the Downtown Business District to reflect and enhance its ties to the waterfront, pedestrian orientation, and role in serving local shopping and service requirements.

(2) Allow the Pacific Highway Business District to develop with a broad range of uses, serving a local and regional clientele and reflecting the district's automobile orientation.

2-04-11 Encourage improvement of the Downtown and Pacific Highway Business Districts by working with the business community and other representative organizations to achieve the goals of the Greater Des Moines Comprehensive Plan.

2-04-19 Amend the zoning code to promote higher quality construction and site planning for multifamily developments east of Pacific Highway South. Consider regulations that allow increased building height and encourage land aggregation, underground parking and landscaping.

11-02-04 Many Pacific Ridge properties are not improved to the extent presently allowed by the GDMCP and the Zoning Code. Many properties are improved with older buildings and are likely to be redeveloped in the near future.

11-02-05 Presently, Pacific Ridge is burdened by high rates of criminal activity that jeopardize personal and property safety, constrain property values, and consume considerably more public safety services than any other area of Des Moines.

11-02-06 Land use regulations (zoning) historically applied to the Pacific Ridge area (H-C, G-C, RM-1,800, and RM-900) are not consistent with and do not implement this Element of the Greater Des Moines Comprehensive Plan (GDMCP).

11-02-07 In 1997, the King County Growth Management Planning Council (GMPC) increased Des Moines' household growth target from 1,437-2,155 to 1,833-2,551 households during the 20-year period of 1992-2012. Analysis by the Des Moines Community Development Department indicates that without redevelopment of Pacific Ridge as planned, considerably more growth will have to be accommodated in other areas of Des Moines than is presently provided by the GDMCP.

11-02-08 Much of Pacific Ridge is within the 65 L_{dn} contour for aircraft noise. The Federal Aviation Administration (FAA) has determined that mobile homes are incompatible land uses within the 65 L_{dn} (and greater) contour since mobile homes cannot be noise insulated. The Pine Terrace Trailer Village (101 spaces), Puget View Mobile Home Estates (51 spaces), and the Sound Vista Mobile Home Park (157 spaces) are within the 65 L_{dn} contour. The Part 150 Noise Compatibility Study for SeaTac International Airport (draft) recommends conversion of these parks to noise-compatible land uses, and recommends that Port of Seattle/FAA funds be offered to assist in the closing or relocation of the mobile home parks.

11-03 POLICIES

11-03-01 Prepare and utilize a Neighborhood Improvement Plan (NIP) for Pacific Ridge that includes: a) land use designations and policies; b) design guidelines; c) environmental analysis; and d) capital improvement/financing plan.

11-03-02 Adopt new land use regulations that are consistent with and implement the GDMCP and the Pacific Ridge NIP.

11-03-03 Plan for build-out conditions during the 20-year planning horizon of up to 8,800 jobs, and up to 8,000 residents. Allow buildings to be built to 55-120 feet in height as specified by the Neighborhood Improvement Plan (NIP) and development regulations for Pacific Ridge.

11-03-04 For commercial properties south of South 216th 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 216th Street that do not front upon Pacific Highway South. Do not allow residential uses north of South 216th Street.

11-03-05 Increase maximum building height to enhance land value, promote redevelopment, expand view opportunities, and to accommodate household growth targets specified by the Countywide Planning Policies for King County.

11-03-06 Encourage land uses that promote long-term residency and activity during both daytime and nighttime hours, such as mixed-use buildings and condominium dwellings.

11-03-07 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.

11-03-08 Encourage new construction to mitigate adverse impacts relating to displacement of affordable housing. Encourage homeownership, and affordable homeownership, within Pacific Ridge.

11-03-09 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.

11-03-10 Promote redevelopment of Pacific Ridge properties to attract new or expanded businesses and commercial development to Pacific Ridge.

11-03-11 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.

11-03-12 Expand recreational opportunities in or near Pacific Ridge.

11-03-13 Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and mass transit. Ensure that the light rail corridor is located along Interstate 5 rather than along Pacific Highway South. Coordinate City-sponsored transportation improvements via the Comprehensive Transportation Plan and the Capital Improvement Program.

11-03-14 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.

11-03-15 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.

11-03-16 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.

11-03-17 Require that new construction contain and exhibit high-quality design elements and building materials as outlined by the Pacific Ridge Design Guidelines.

11-03-18 Enhance personal and property safety through development regulation, including use of crime prevention through environmental design (CPTED) guidelines or regulations.

11-03-19 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.

11-03-20 Encourage new development to include public benefit features such as plazas and courtyards with outdoor seating, hill-climbs, overhead weather protection, public art, etc.

11-03-21 Adopt minimum building height regulations for some or all properties within Pacific Ridge.

11-04 **STRATEGIES**

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

11-04-02 Adopt a new land use zone, Pacific Ridge (PR) with three sub-zones: Pacific Ridge Residential (PR-R); Pacific Ridge Commercial 1 (PR-C1) and Pacific Ridge Commercial 2 (PR-C2). Amend the Zoning Map in order to zone all Pacific Ridge properties in a manner consistent with the Preferred Land Use Map for Pacific Ridge (Figure 2-7).

11-04-03 Require that the upper floors of buildings be terraced.

11-04-04 Adopt minimum building height requirements for properties zoned PR-C1 and PR-R.

11-04-05 In commercial areas, require that buildings to be located near the public sidewalk, with off-street parking located to the side, rear, or within the building.

11-04-06 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.

11-04-07 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. Allow the existing automobile towing facility at 21841 Pacific Highway South to expand, subject to a conditional use permit, if the proposal incorporates mitigation measures including without limitation those designed to offset potential adverse impacts involving aesthetics, noise, light and glare, air quality, water quality, and soil contamination.

11-04-08 Do not allow motels. Adopt minimum size requirements for hotels. Allow a limited number of hotels.

11-04-09 Encourage or require that new development include mitigation measures relating to displacement of affordable housing. Encourage new residential development to offer owner-occupied dwellings.

11-04-10 Consider enactment of impact fee programs for transportation, education, and park/recreation.

11-04-11 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).

11-04-12 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.

11-04-13 Designate the west margin of Interstate 5 as the light rail corridor through Pacific Ridge. Plan for a light rail transit stop at or near Kent-Des Moines Road.

11-04-14 Ensure that street trees are planted throughout the Pacific Ridge.

11-04-15 Provide a revocable use permit process that allows:

(1) Temporary and limited commercial activity on the public sidewalk where a minimum of six feet of unobstructed sidewalk width can be maintained; and

(2) Certain removable building features such as bay windows and awnings to extend into the public right-of-way.

11-04-16 Adopt design guidelines and a design review process to ensure that new construction includes desirable design elements and materials.

11-04-17 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 Sports Park complex.

11-04-18 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: a) enlarging Midway Park; b) improving the Sports Park complex adjacent to Pacific Ridge; and c) improving pedestrian connections between these facilities.

11-04-19 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.

11-04-20 Coordinate with other agencies/organizations to: a) attract new businesses in Pacific Ridge; b) promote development and redevelopment opportunities in Pacific Ridge; and c) encourage new construction that is consistent with this Element.

DESIGN GUIDELINES

PACIFIC RIDGE DESIGN GUIDELINES

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DESIGN GUIDELINES

The redevelopment of the Pacific Ridge Neighborhood offers a unique opportunity to recast a challenged neighborhood into a cohesive, healthy and vital part of the community. This transition will be highly dependent on the quality of the development that occurs within the area. Although proposed zoning regulations (such as use, bulk and dimensional limitations) will provide increased opportunities and incentives for redevelopment, individual projects can be uneven in their execution and could (in the worst case) create disincentives for further redevelopment. Design guidelines are a powerful and predictable tool that can be used to both ensure a higher quality built environment and significantly reduce the risk of inappropriate development.

1. ABOUT THE DESIGN GUIDELINES

The design guidelines for the Pacific Ridge Neighborhood have been prepared in a manner that allows for creative design while guarding against development which is incompatible with the City's vision for Pacific Ridge. The guidelines identify various considerations that should be addressed in the ongoing evolution of the neighborhood. The guidelines serve three purposes:

1. Provide community members with an overall conceptual approach that will enable the actions of independent development to be in concert with, and add to, the diversity and richness of the neighborhood and Des Moines in general;
2. Provide prospective developers and designers with a checklist of issues that must be addressed in their development proposals; and
3. Provide the City of Des Moines with a method of evaluating public and private development or redevelopment within Pacific Ridge on a consistent, expeditious basis.

2. ORGANIZATION AND APPROACH

The design guidelines are organized into three parts:

1. The first part of the guidelines contains broad, overarching urban design *objectives* for the neighborhood. These objectives establish the overall purpose, intent and urban design concepts that are central to the redevelopment effort and illustrate the desired outcome for Pacific Ridge.
2. The second part is the *guideline* itself, in bold letters. The guidelines are concise statements indicating one or more ways to achieve the objectives.
3. The third part of the guidelines elaborates on the guideline and addresses the specific *techniques* that can be used at the site and building scale to achieve the overall neighborhood design objectives. The techniques are accompanied by an illustration that provides a good example of how to successfully implement the techniques in order to achieve the desired design objective.

OBJECTIVES

1. NEIGHBORHOOD IDENTITY AND DEFINING CHARACTERISTICS

- To support and implement the vision for Pacific Ridge as expressed by the Des Moines City Council.
- To reinforce and further the goals contained in the land use policies and regulations for Pacific Ridge.
- To accommodate higher density residential development in a manner that enhances the quality of life of Pacific Ridge residents through superior planning, design and construction.
- To foster a healthy built environment that contributes to a lasting, positive image of the community for residents of Pacific Ridge and Des Moines in general.
- To acknowledge and support the integrity of the Pacific Ridge neighborhood by creating a complimentary architectural environment, vibrant pedestrian-friendly residential and commercial streetscapes, and a system of pedestrian ways and open space elements that connect to other neighborhoods and districts within the community.

2. QUALITY BUILT ENVIRONMENT

- To create through the application of these guidelines a harmonious, high-quality, built environment using design approaches, techniques and elements unique to Pacific Ridge as well as successful design approaches used in other communities.
- To ensure that projects are constructed of durable high-quality materials that enhance the built environment and minimize the need for maintenance.
- To ensure that public spaces (street rights-of-way, parks, plazas, etc.) are constructed of durable high-quality materials that enhance the built environment and minimize the need for maintenance.

3. PEDESTRIAN ENVIRONMENT

- To acknowledge that while automobile traffic is a dominant element in Pacific Ridge, good pedestrian connections will a defining element in building a strong neighborhood and are integral to its vitality.
- To ensure that (re)development in the Pacific Ridge Neighborhood contributes to the establishment of the pedestrian network through the provision of sidewalks, street furniture and lighting, signage and landscaping which supports the streetscape.*

4. NEIGHBORHOOD INTEGRATION AND SEPARATION

- To acknowledge the mix of uses within the neighborhood and provide appropriate transitions between commercial uses fronting Pacific Highway South and adjacent residential areas.
- To maximize the use of existing topography as a means of separating the commercial uses found along Pacific Highway S from adjacent residential areas.
- To avoid the creation of “left over” or undefined spaces between commercial uses and surrounding residential development.

5. PUBLIC HEALTH, SAFETY AND WELFARE

- To promote public health and safety through the application of quality design features including Crime Prevention Through Environmental Design (CPTED).

GUIDELINES

1. SITE DESIGN

A Site Design Concept

Intent

- To encourage development that displays a clear and unifying site organization and composition of buildings and landscape features.
- To upgrade the overall visual appearance of the Pacific Ridge area.
- To support site design that promotes ease of use, comfort and safety for employees, visitors and residents.
- To stabilize and improve property values.
- To reduce and discourage crime.

Guidelines

1. **Site design elements shall be organized to provide an orderly and easily understood arrangement of building, landscaping, and circulation elements that support the functions of the site.**

Site design planning is the arrangement of landscaping, open spaces, buildings, circulation elements, and other features to support the goals of the development. Each of these elements is interrelated. A well-conceived site design concept and effective site plan should address the following:

- a) Demonstrate how the elements of the site relate to the street front;
- b) Provide for compatibility with adjacent sites;
- c) Provide protection for natural features;
- d) Respond to climatic factors such as prevalent wind patterns, and sun and shade;
- e) Enhance street corners, which are the most prominent and visible part of a site (see Guideline 1.C.1. for additional guidance);
- f) Promote safety;
- g) Incorporate service areas in a non-obtrusive manner;
- h) Incorporate stormwater facilities in a non-obtrusive manner;
- i) Provide convenient pedestrian and vehicle circulation connecting on-site activities with adjacent pedestrian routes and streets.
- j) Consider the viewsheds of surrounding properties.

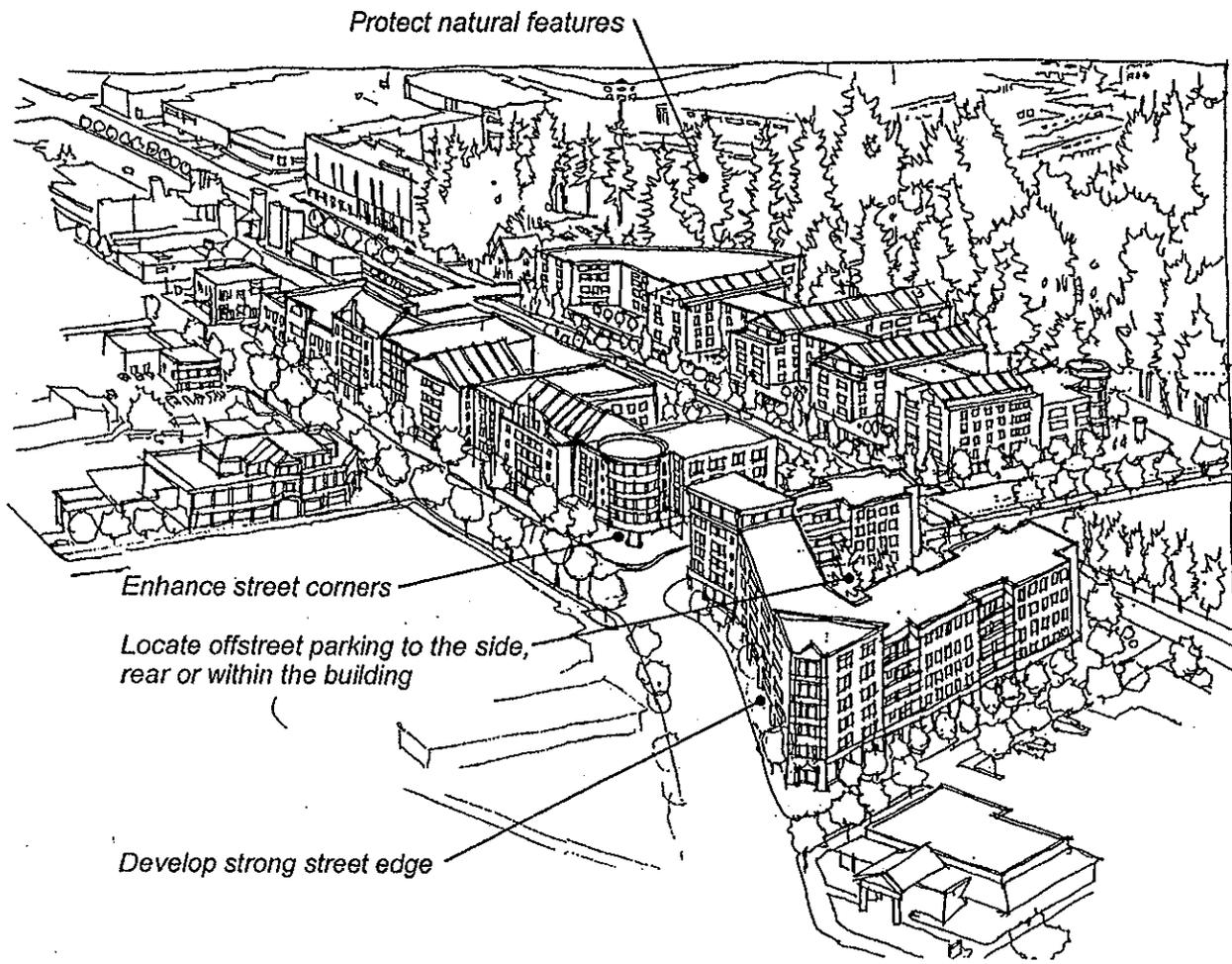


Figure 1.A.1: Example of a commercial/mixed-use site design

B. Relationship to Street

Intent

- To create an active, safe pedestrian environment.
- To upgrade the visual appearance of the Pacific Ridge area.
- To unify the streetscape by providing a consistent 'edge' to the street.
- To ensure that building access is visible and accessible to pedestrians and drivers from the sidewalk and street.
- To ensure that building entrances are a prominent element of the streetscape.

Guidelines

1. **Site design elements shall be organized to create a distinct street edge, and minimize parking between structures and street.**

The primary purpose of this guideline is to ensure that private development creates a more pedestrian friendly environment.

Public sidewalks and planting strips. Public sidewalks are required along all street frontages. Specifically:

- a) *Pacific Highway S:* Highway redevelopment will include sidewalks of between 6 and 8 feet, with 4 to 6 feet wide planting strips between the sidewalk and the street. Adjacent storefronts shall provide additional sidewalk width to provide a minimum total of 12 feet.

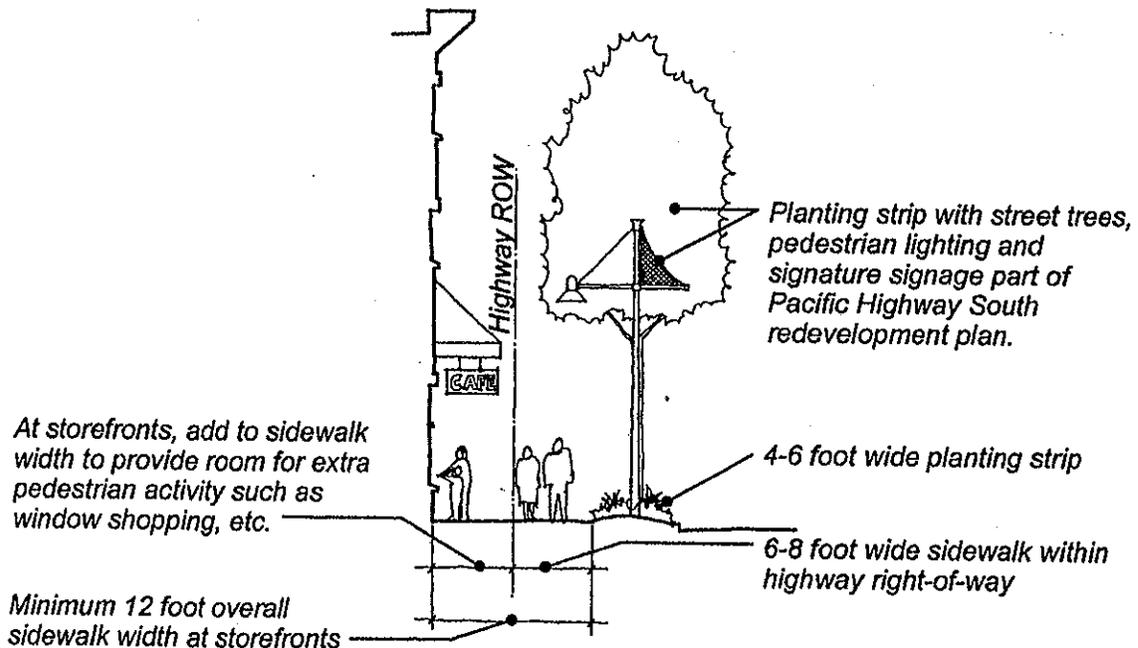


Figure 1.B.1.a: Section through sidewalk on Pacific Highway South

- b) *All other Pacific Ridge streets:* Provide sidewalks as required by Des Moines Street Standards, plus a 4 foot wide planting strip with street trees and pedestrian lighting. Transition sidewalks and planting strips to align with existing sidewalk and planting strips.

Where sidewalks do not exist, private property owners will be required to install them in conjunction with new development. In most cases, sufficient width exists to construct the sidewalk within the public right-of-way; however, if there is not sufficient right-of-way, then private property owners will be required to construct a sidewalk that meets width standards and dedicate the area to the City.

There may be some situations where the traffic lane adjacent to the sidewalk or proposed sidewalk is substandard in width. In this case, private property owners must both provide for the standard lane width and the standard sidewalk width.

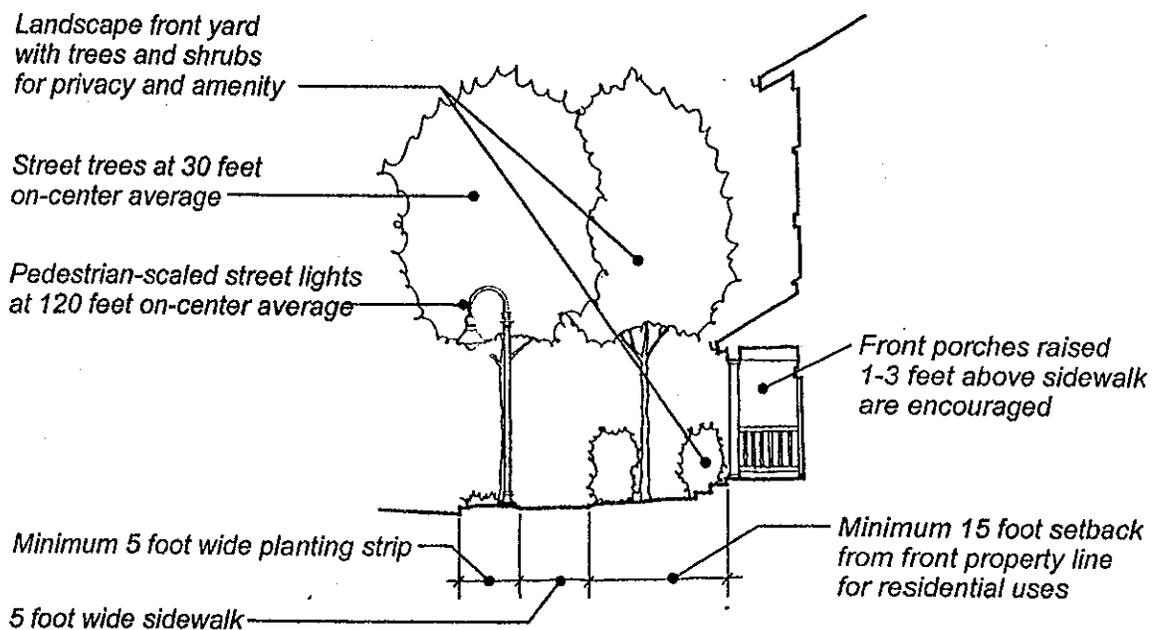


Figure 1.B.1.b: Residential street sidewalk and planting strip

Building setbacks. New commercial or mixed-use development projects shall locate buildings adjacent to or close to the public sidewalk along the primary fronting street. Acceptable uses between the public sidewalk and new building include landscaping, walkways, or “pedestrian-oriented space” (see *Definitions*).

New residential buildings shall be setback at least 15 feet from the front property line to provide a sense of privacy and to increase landscaping opportunities.

Parking areas. Parking within or below building structures is strongly encouraged. Surface parking areas shall be placed to the side or in back of the building, or a combination of the side and back. Two or more small parking areas are preferable to one large parking area, particularly if one parking area is adjacent to the public street.

2. For commercial structures, at least one building entry must be oriented to the development's primary street.

The front facade and at least one major entry of developments shall face the primary public street. Primary entries of buildings located on Pacific Highway S that are located on a secondary facade are also allowed, provided that the entry is visible from the highway.

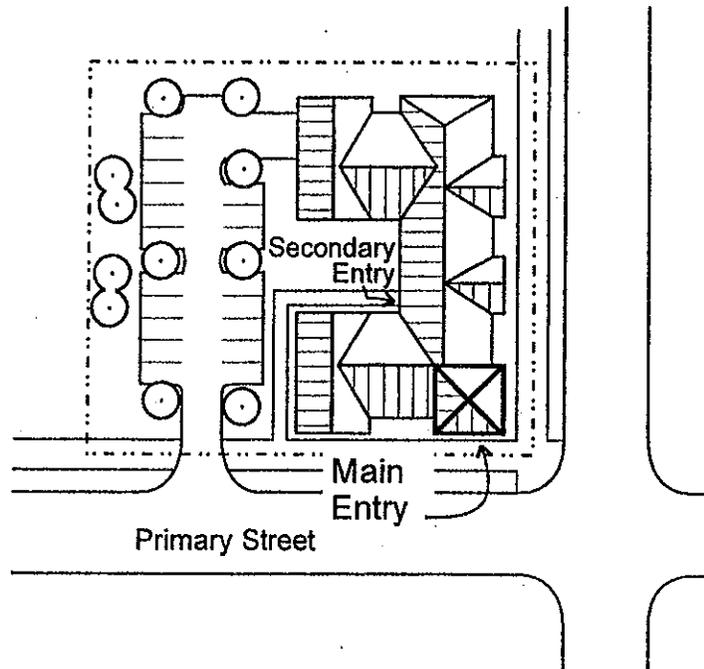


Figure 1.B.2: Site plan showing relationship of building, parking and entries to the street

C. Street Corners

Intent

- To increase the prominence of buildings on street corners.
- To add visual interest to the streetscape.
- To improve access to buildings located on corner lots.

Guidelines

- 1. The importance of street corners shall be emphasized through building location and architectural features, pedestrian access provisions, special site features and/or landscape features.**

New buildings on Pacific Highway S shall be located within 20 feet of the back side of the public sidewalk or right-of-way at the street corner. New buildings in all other corner locations within are encouraged within 20 feet of the back side of the public sidewalk or right-of-way at the street corner. Where buildings are located within this area, "pedestrian-oriented space" (*see Definition*) or landscaping should be provided between the building and sidewalk.

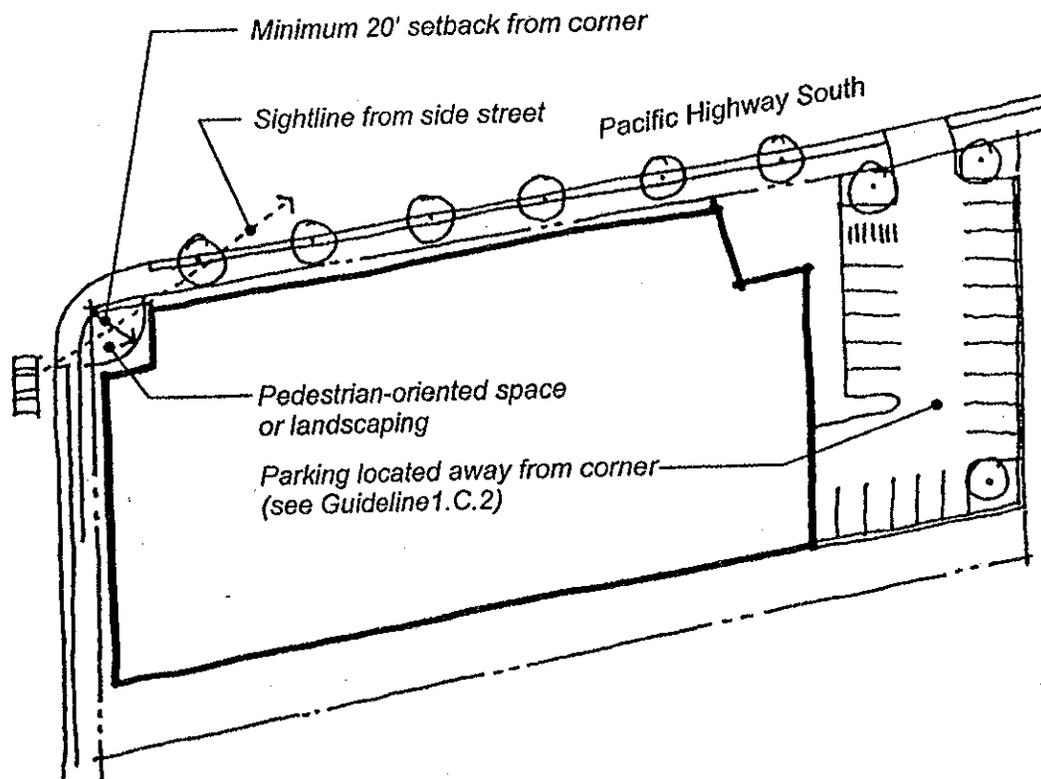


Figure 1.C.1a: Site plan of small corner commercial development



Figure 1.C.1b: Example of a successful architectural and site planning corner treatment

2. Parking lots and automobile access points shall be located away from street corners.

To maintain strong definition of corners, street fronts and street corridors, parking lots and driveways shall be located away from street corners.

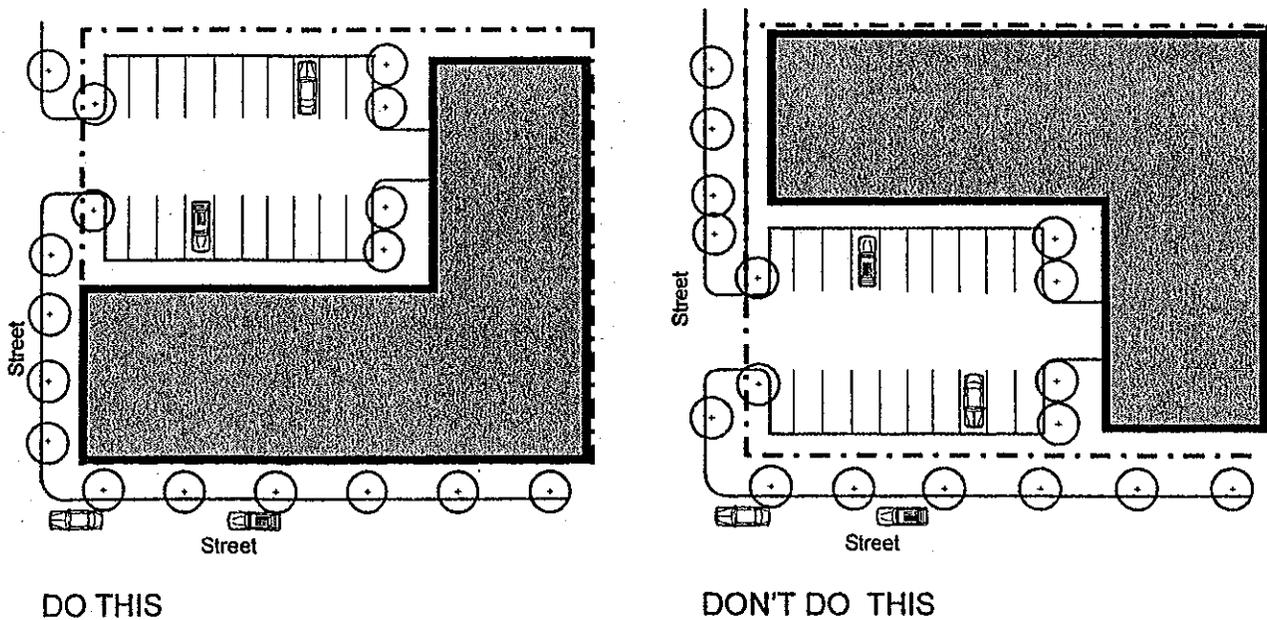


Figure 1.C.2: Locate parking and driveways away from street corners

D. Continuity with Adjacent Sites

Intent

- To develop a visually consistent building line along Pacific Highway S.
- To promote physical connections between sites.
- To promote appropriate transitions between developments and uses.

Guidelines

1. Visual and functional continuity between the proposed development and adjacent and neighboring properties shall be maintained through setbacks, building massing, circulation and landscaping, and changes in land use.

Building Setbacks: Building setbacks shall be established consistent with neighboring structures where feasible. Continuity along the ‘edge’ created by structures reinforces the spatial qualities of the street, reinforces the street edge, and ensures that all structures have equal visibility from the street. However, where older, non-conforming, neighboring structures are placed away from the street with parking in front, new buildings are required to develop a new development context by orienting development towards the street (particularly on Pacific Highway S).

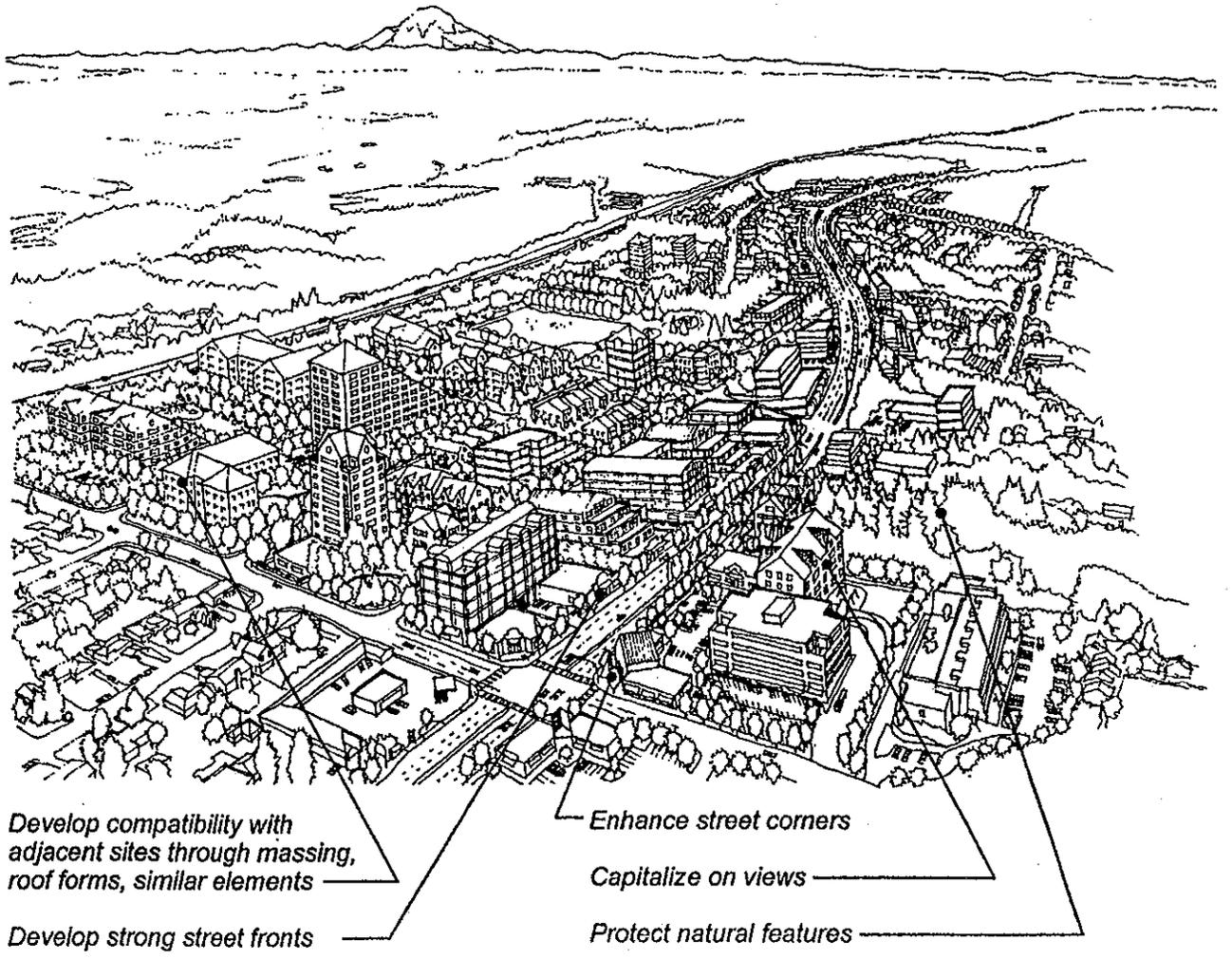
Massing of Structures: The mass and bulk of the proposed buildings shall be in scale to existing structures developed under these guidelines and the design direction provided by the Pacific Ridge Zoning Code and Design Guidelines.

Special attention shall be given to the massing and design of the back-side of structures along the Pacific Highway S corridor – particularly when visible from adjacent residential properties.

Location of Pedestrian/Vehicular Circulation Elements: Provide connections to existing and planned sidewalks in the surrounding area. Ensure that on-site vehicular circulation is compatible with street circulation and pedestrian walkways. Take advantage of opportunities for combined driveways and parking (see Guideline 1.E.1., “Shared Facilities”).

Landscaping: Take advantage of opportunities for combining site landscaping with landscaping on adjacent lots to create unified landscape areas that reinforce continuity throughout Pacific Ridge. Utilize landscaping to buffer commercial activity along the Pacific Highway S corridor from residential uses fronting on adjacent streets. See Guideline 3.A.2. for guidance.

Land Use: For properties fronting on Pacific Highway S, consider existing land uses on adjacent properties that front on other streets. Where properties front on Pacific Highway S and adjacent parallel streets, residential uses are encouraged on those portions of the property fronting the parallel street to provide an appropriate transition between commercial and residential uses. Where commercial properties back onto residential properties, provide design measures such as landscaping buffers or terracing to improve the transition between uses.



Develop compatibility with adjacent sites through massing, roof forms, similar elements

Develop strong street fronts

Enhance street corners

Capitalize on views

Protect natural features

Figure 1.D.1: Example of how effective site planning can create a unified yet varied neighborhood design

E. Shared Facilities

Intent

- To promote coordinated development and/or joint development between adjacent properties.
- To promote efficient use of resources that may be shared, such as parking and driveways.

Guidelines

- 1. Joint development of sites where there is potential for common building walls, shared driveways, landscaping, or other shared facilities shall be incorporated into the site's development.**

Applicants shall take advantage of opportunities for joint development with adjacent sites where the efficiency or appearance of a development would be improved as a result. Opportunities may include shared driveways, shared parking, party wall structures, or combined landscape areas. Benefits may include a more efficient use of land, greater development density, and the ability to provide additional amenities.

As an incentive, side yard setbacks and side yard landscaping for that portion of the site used for shared facilities will be waived when adjacent owners jointly develop party wall structures, common driveways, and/or shared parking, provided that:

- a) The waiver is approved as part of overall design review approval; and
- b) Documentation governing the future of the shared use is provided to the satisfaction of the City.

(See Figure 1.F.2.)

F. Vehicular Circulation

Intent

- To provide safe, convenient vehicular access to properties while minimizing compromises to the pedestrian environment.
- To promote efficient use and higher utilization of land area.
- To eliminate duplicative facilities.
- To minimize the impact of vehicle ingress/egress on traffic flow.
- To reduce the impact of curb cuts on pedestrian walkways.

Guidelines

1. Conflicts between vehicular and pedestrian traffic shall be minimized.

Incorporate the following methods to clearly distinguish between vehicle and pedestrian circulation areas:

- a) Locate vehicle driveways on the perimeter of the site, thereby limiting pedestrian crossings within the site.
- b) Where pedestrian and motorist paths must cross, provide adequate sight distance.
- c) Use raised walkways, bollards, wheel stops, and/or landscaping to physically separate vehicles and pedestrians.
- d) Install contrasting paving materials or colors to distinguish between pedestrian and vehicle circulation areas, especially at crosswalks and driveways. Unless otherwise authorized by the Community Development Director, the paving material should be Davis Colors' "Spanish Gold" colored concrete with a 2' x 2' score pattern.
- e) Provide additional lighting at pedestrian crossings and where security is a concern.
- f) Ensure that landscaping where vehicle and pedestrian movements intersect does not block pedestrians' and drivers' views.
- g) Separate service vehicle access and loading zones from pedestrian areas where possible.
- h) Use on-site directional signs to clearly mark vehicular routes.
- i) Provide a minimum 10 foot wide landscaped buffer between any parking area and a public street ROW.

2. **The amount of space devoted to vehicular circulation shall be minimized by limiting access driveways; ensuring that internal site circulation is efficient; and/or taking advantage of opportunities for shared driveways.**

Vehicular circulation within sites and between sites can be improved through careful site planning (see Guideline 1.A.1., "Site Design Concept"), and planning for shared facilities (see Guideline 1.E.1., "Shared Facilities"). This in turn will increase utilization of land, ensure that parallel access roads are not provided when they are not necessary, reduce the number of pedestrian/vehicular conflicts, and improve traffic flow.

Incorporate the following methods to minimize the amount of space devoted to vehicular circulation where possible:

- a) Minimize the number of access points to the site by:
- Using shared driveways and/or shared parking facilities with neighboring properties, &
 - Sharing access drives and circulation routes between customers, employees and service traffic, where possible.

Properties shall be limited to one entry/exit per 300 linear feet of street frontage unless otherwise authorized by the Public Works Director.

- b) Ensure that parking layout is efficient, and that compact stalls are provided where possible.
- c) Limit access drive and parking aisle widths where possible.
- d) Provide pedestrian connections between properties, thereby minimizing the number of vehicle trips required.

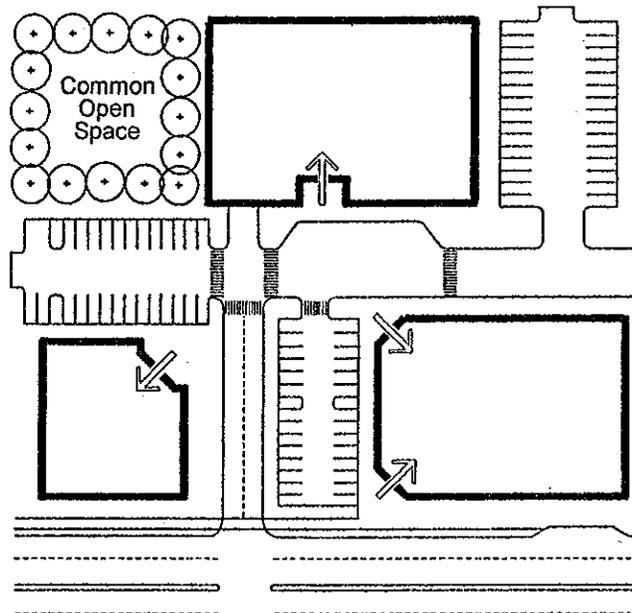


Figure 1.F.2: Example of a site design with efficient vehicular circulation, good pedestrian connections, and shared parking facilities

G. Parking

Intent

- To minimize the visual impact of large paved areas.
- To increase site utilization by reducing the amount of land area devoted to automobile parking.
- To increase the attractiveness of Pacific Highway S for pedestrians.

Guidelines

1. **The amount of space devoted to parking shall be minimized by taking advantage of shared parking and/or methods for reducing parking demand, where possible.**

Incorporate the following methods to reduce the amount of space devoted to parking where possible:

- a) Take advantage of opportunities for shared parking with neighboring properties.
- b) Ensure that parking layout is efficient, that compact stalls are provided where possible, and that aisle widths are not excessive in width. Where compact stalls are provided, such stalls should be evenly distributed among the off-street parking area.
- c) Provide two or more small parking areas rather than one large parking area, particularly if one parking area occurs between the building and the street.
- d) Provide pedestrian connections between properties, thereby minimizing parking demand for customers.
- e) Provide pedestrian connections to transit, where possible, to reduce parking demand for employees and customers.
- f) Provide bike racks in convenient and safe locations, with weather and security protection where possible.

Note: Refer to Chapter 18.44 DMMC for parking standards.

2. **The visual presence of parking lots adjacent to public streets shall be minimized.**

Separate parking areas adjacent to public rights-of-way from the sidewalk by a low screen wall 24 to 36 inches high, a continuous hedge (24 to 36 inches high at plant maturity), or other screening element approved by the City. The screen walls must be constructed of permanent materials compatible with the materials of the proposed building. Plant materials, layout, and installation, including irrigation, shall be as approved by the City.

Provide trees spaced not more than 30 feet on center. (See also Des Moines Municipal Code 18.41.290-360.) The required height stated in these guidelines is lower for visibility and security.

H. Pedestrian Connections

Intent

- To improve the pedestrian environment, making it easier, safer and more comfortable to walk between building entries.
- To improve the pedestrian environment, making it easier, safer and more comfortable to walk from the street to building entries.
- To provide a safe, continuous pedestrian network throughout the Pacific Ridge area.
- To reduce the number of vehicle trips required for customers.
- To make businesses more accessible and convenient for residents.
- To provide safe routes for pedestrians and disabled persons to transit facilities.
- To improve surveillance of transit areas from neighboring businesses.
- To accommodate customers and residents of the area who use transit.

Guidelines

1. **Paved pedestrian walkways that connect all buildings and entries of buildings within a site shall be provided.**

Walkway widths should be sized to accommodate anticipated use. Six-foot sidewalks accommodate two pedestrians and should be the minimum width for most walkways. Additional width is encouraged.

Provide grade separation or otherwise distinctively marked pedestrian walkways and crossings from parking areas and across driveways to building entrances, where possible. See Guideline 1.F.1. in "Vehicular Circulation" for guidance.

Note: Refer to Chapter 51-30 WAC governing Barrier Free Facilities for standards and requirements for the disabled.

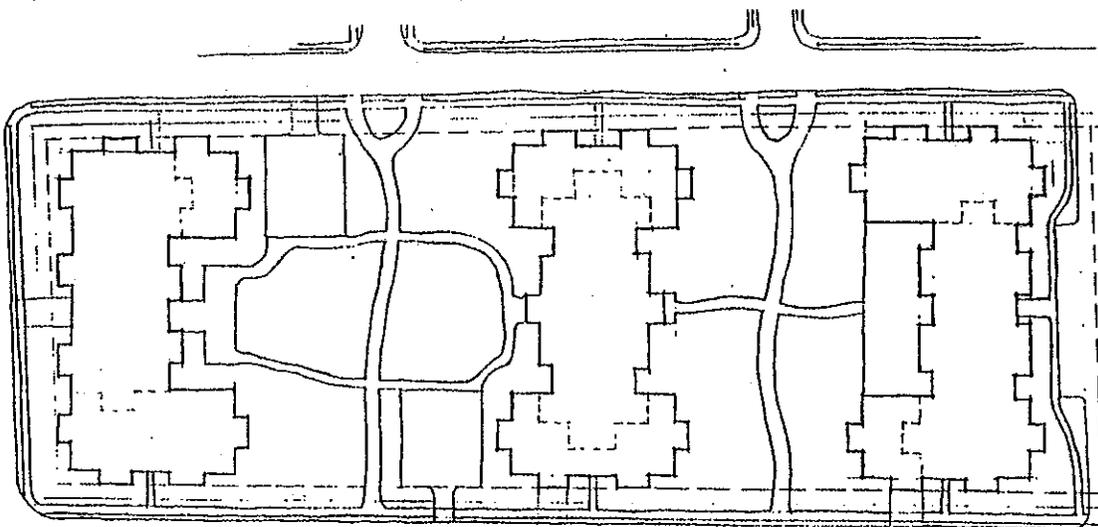


Figure 1.H.1: This larger residential site plan shows exemplary pedestrian connections, not only between the buildings on and site, but also linking to and extending adjacent streets.

2. Paved pedestrian walkways from the public sidewalk(s) to the main entry of developments shall be provided.

Provide pedestrian walkways from public streets to building entries. Six-foot sidewalks accommodate two pedestrians and should be the minimum width for these walkways. Walkways that extend through parking areas and across driveways should be designed in accordance with Guideline 1.F.1. in "Vehicular Circulation."

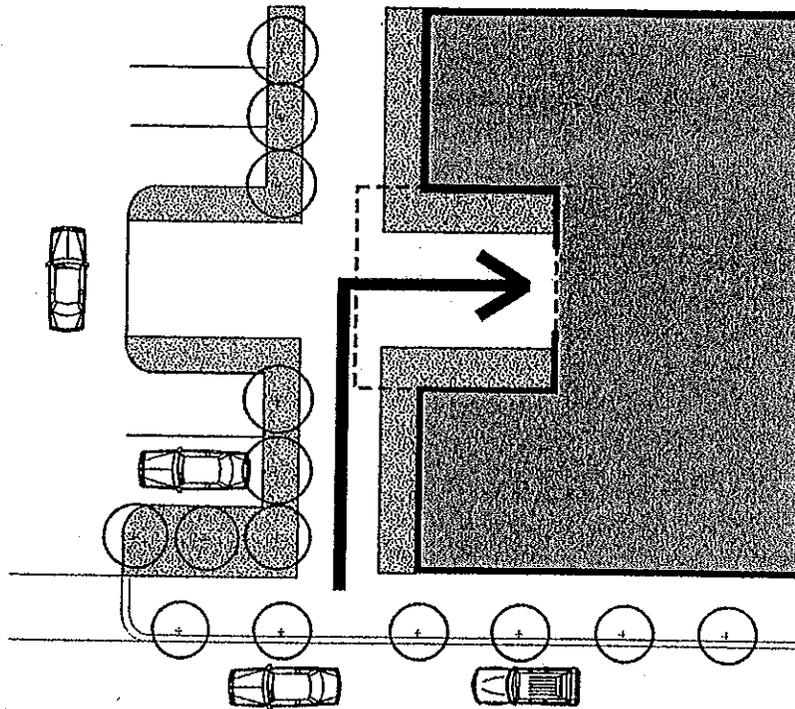


Figure 1.H.2: Pedestrian connection to a residential building entry

3. Where feasible and desirable, pedestrian connections from the site to adjacent properties or other off-site destinations shall be provided.

Provide connecting pedestrian links between the site and adjacent properties, when advantageous and appropriate for adjacent uses. Specifically, provide the following pedestrian connections to improve links between residential areas and services along the Pacific Highway South corridor, if feasible:

- a) Between 30th Avenue S and Pacific Highway S south of S 224th Street; and
- b) Between 28th Avenue S and Pacific Highway S at S 221st Street.

Take into consideration the following when designing pedestrian connections:

- a) Nearby destinations such as commercial centers, schools and public buildings, parks, transit stops, and residential complexes.
- b) Existing and planned public facilities, such as signalized intersections.
- c) Building entrances of nearby commercial developments and residential complexes.
- d) Sidewalks, vehicular drives, parking areas and other circulation elements within neighboring sites.
- e) Safety considerations, such as sight-lines around building corners and visibility from nearby streets.
- f) Refer to Guidelines 1.F.1 in "Vehicular Circulation" and 1.K.2 and 1.K.3 in "Site Design for Safety" for additional guidance.

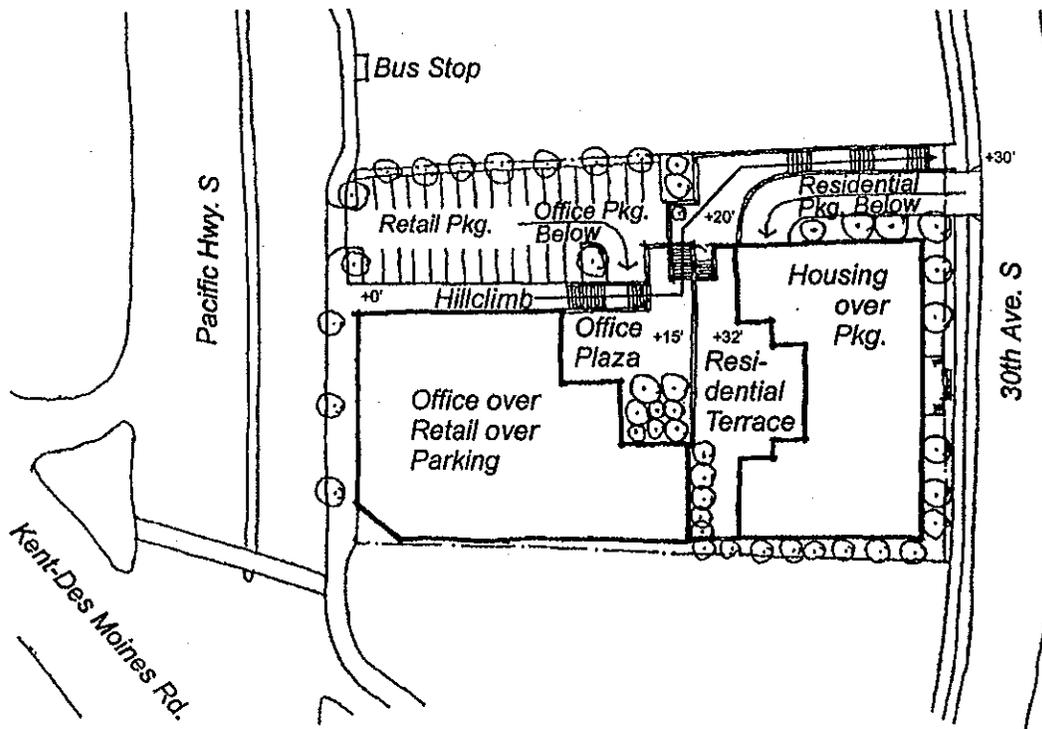


Figure 1.H.3: Site concept with hillclimb between Pacific Highway S and 30th Avenue S

4. **Pedestrian movement shall be supported between properties and from private property to public rights-of-way by providing facilities that traverse natural or man-made barriers, where appropriate.**

Incorporate the following in site design where connections between sites are desirable:

- a) Provide gates in fences to facilitate movement between sites.
- b) Provide steps, ramps, or a combination of the two where grades prohibit easy and/or safe movement.

5. **Direct pedestrian walkways from businesses in commercial areas to transit stops shall be provided. Additional transit amenities should be provided, where appropriate and feasible.**

Provide access from adjoining and nearby residential and commercial properties to transit facilities where feasible, and where it meets the needs of the project applicant.

Where security problems exist, consider the following:

- a) Through-site access may be separated from the rest of the site with a fence; and/or
- b) Access may be controlled after business hours and during evenings if necessary for security reasons. Signs should be posted to indicate when hours of access are limited.

As an incentive, improvements for transit riders will be considered in partial fulfillment of landscape requirements, in conjunction with overall design review approval. Transit riders typically need:

- a) Extra space for waiting areas;
- b) Walkways from transit stops to building entrances; and/or
- c) Pedestrian amenities, such as seating, weather protection and trash receptacles.

I. Pedestrian Amenities

Intent

- To encourage and support a high level of pedestrian activity in the Pacific Ridge area.
- To create and support a pleasant, comfortable, convenient environment for the pedestrian, cyclist and disabled throughout the Pacific Ridge area.
- To provide a variety of pedestrian-friendly areas that are attractive to employees and shoppers and residents.
- To improve the visual appearance of the Pacific Ridge area.

Guidelines

- 1. Pedestrian amenities shall be incorporated into site design for commercial and mixed-use developments to increase the utility of the site and enhance the overall pedestrian environment in the Pacific Ridge area.**

Pedestrian amenities increase the utility of a site and enhance the overall pedestrian environment. This in turn increases the attraction of commercial areas for shoppers, and improves access for those not arriving by car, including walkers, cyclists and transit users. They may be beneficial for safety reasons, and may contribute to pedestrian comfort and convenience.

The following should be taken into consideration in locating pedestrian amenities and services:

- a) Pedestrian traffic flow, and access to business entries and other destinations.
- b) Wind, traffic, and unpleasant sun or shade conditions.
- c) Convenience for business customers and employees.
- d) Access for those with special needs, such as the elderly, children, and the disabled.
- e) Automobile door swings and overhangs.
- f) Pedestrian safety.

Pedestrian amenities should also not be located in such a way that pedestrians are likely to walk through landscaped areas or unsafe areas to access them.

The following is a list of pedestrian amenities for commercial and mixed-use developments that can be used to meet the intent of the guideline:

- a) Site furnishings such as seating, tree grates, drinking fountains.
- b) Pedestrian weather protection, such as awnings, canopies, marquees, or building overhangs. (Note: To be effective, the coverings should not be higher than approximately 15 feet nor lower than 8 feet.)
- c) Attractive signage, oriented towards pedestrians (see Guideline 4.B.1. in "Sign Placement").

- d) Attractive window displays, outdoor display areas, vending of food and flowers, or permanent or temporary dining near building entrances.
- e) Artwork, fountains, and other attractions.
- f) Conveniences such as trash receptacles and mailboxes. (However, do not install mechanical vending machines, such as food and beverage machines, outdoors.)
- g) Decorative screen walls, murals, and other building or site features.
- h) Light fixtures and lighting oriented towards pedestrians and/or highlighting landscaping or building features.
- i) Bike racks with weather protection.
- j) Special paving in pedestrian oriented areas.
- k) Landscape features such as hanging flower baskets, planters with seasonal displays, and trellises.
- l) Use of architectural details and quality materials at street level, including brick and windows with mullions and trim.
- m) Other features that promote pedestrian activities.

Note: The following pedestrian amenities are required for commercial or mixed-use development by these design criteria: landscaping or pedestrian-oriented space; sidewalks to and between buildings; pedestrian friendly facades on buildings; and prominent building entries that are visible from public sidewalks and parking areas. They are discussed in greater detail in guidelines under 2.D., "Pedestrian-friendly Features" and under 1.J., "Pedestrian Connections."

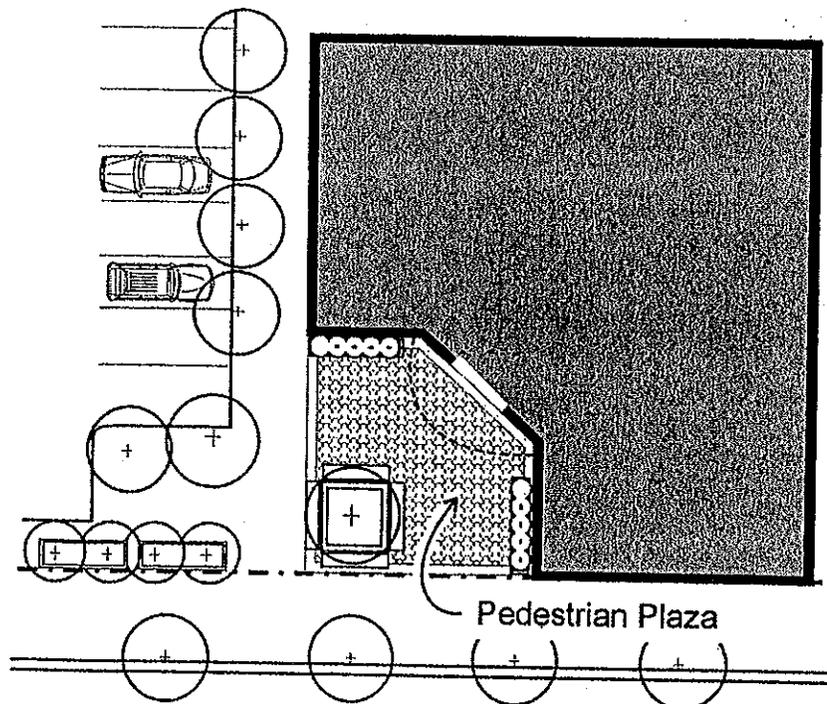


Figure 1.1.1a: Plan of a pedestrian plaza with landscaping, seating and weather protection

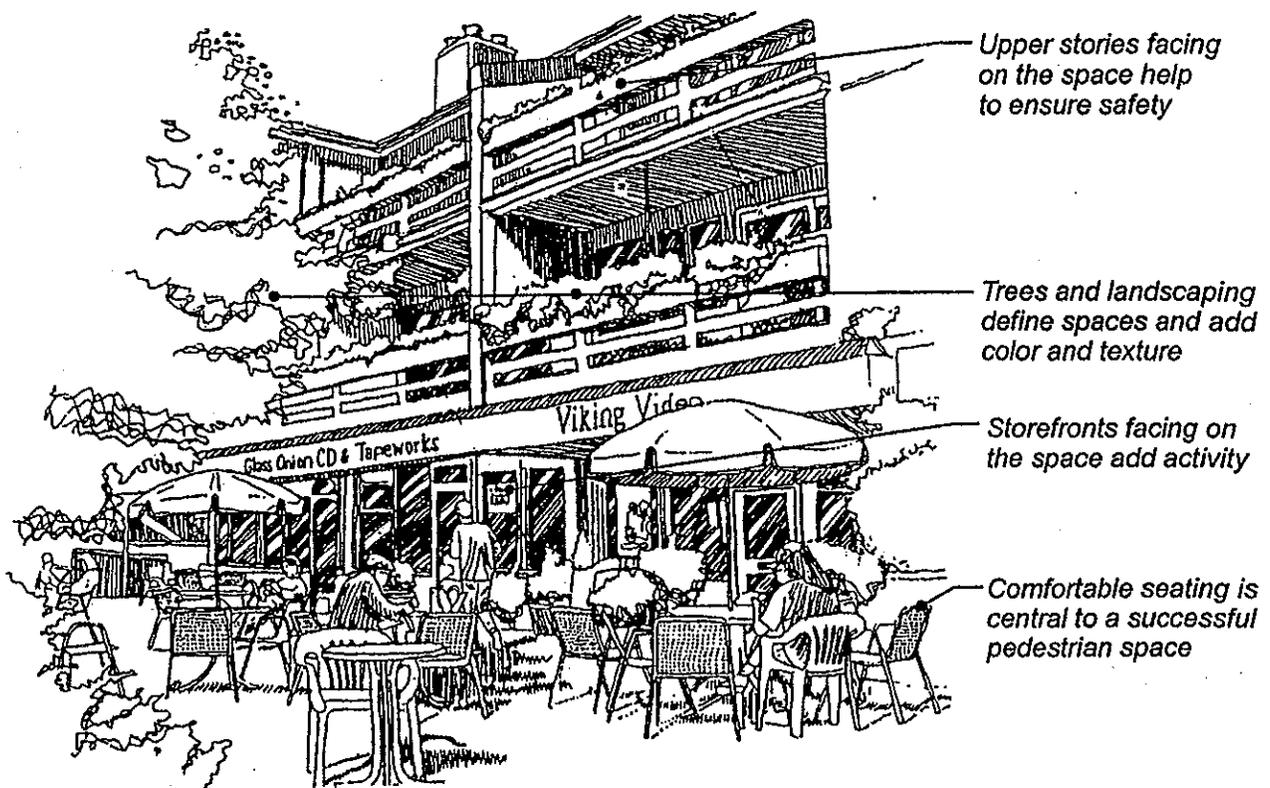


Figure 1.1.1b: Example of amenities and features of a successful pedestrian-oriented space

J. Open Space

Intent

- To provide inviting, well-designed outdoor spaces in residential developments.

Guidelines

1. New residential development shall conform with the requirements of Chapter 18.45, DMMC, "Multifamily Recreational Areas."
2. Residential buildings shall be organized and sited to create usable open space.

Design outdoor space to be inviting and promote contact among neighbors and provide security and privacy for individual units.

Open spaces shall be oriented to take advantage of views and sunlight. When possible, orient outdoor courtyards, terraces, and gardens to face west, east, or preferably south. Use deciduous trees to permit sunlight penetration in the winter and shading in the summer.

If possible, incorporate the open space into the architectural concept (see Guideline 2.A.1.) and/or spatial layout of residential units.

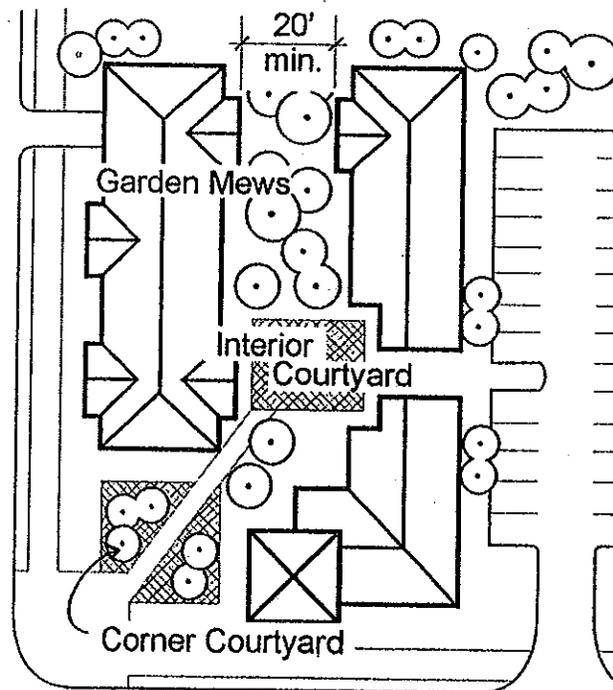


Figure 1.J.2: Example of a residential or mixed-use site plan with a variety of open spaces

K. Site Design for Safety

Intent

- To ensure that site design promotes personal safety and property security.
- To ensure that the night-time environment is safe and inviting.
- To ensure that lighting does not interfere with other site functions.
- To ensure that landscaping does not compromise site lighting and visibility.
- To encourage selection of plant materials based on site security needs.

The guidelines incorporate the following four concepts from *Crime Prevention Through Environmental Design* (CPTED):

1. *Natural Surveillance.* A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; adequate nighttime lighting.
2. *Territorial Reinforcement.* Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. Promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and “CPTED” fences.
3. *Natural Access Control.* A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. Gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.
4. *Target Hardening.* Accomplished by features that prohibit entry or access: Window locks, dead bolts for doors, interior door hinges. Presented along with each of these CPTED strategies are guidelines which, as a homeowner, builder or remodeler, you can apply to reduce the fear and incidence of crime and improve the quality of life.

Guidelines

1. Structures shall be designed and sited to maximize site surveillance opportunities from buildings and public streets.

Incorporate the following methods to increase personal safety and security, where appropriate:

- a) Avoid site and building design features that create entrapment and concealment areas (e.g. tunnels, long corridors, opaque fences) in locations with pedestrian activity.
- b) Ensure that site and building provides sight lines that allow observation of outdoor on-site activities by building occupants and passersby.

- c) Site buildings so that windows, balconies and entries overlook pedestrian routes, vehicular circulation routes, and parking areas and allow for informal surveillance of these areas, where possible. 'Do not construct balcony railings more than 42 inches high or of opaque materials.
- d) Locate, design, and illuminate building entries and pathways to building entries to be visible by residents and, if possible, neighbors.
- e) Provide windows to occupied spaces on all facades where visibility to open spaces improves security.

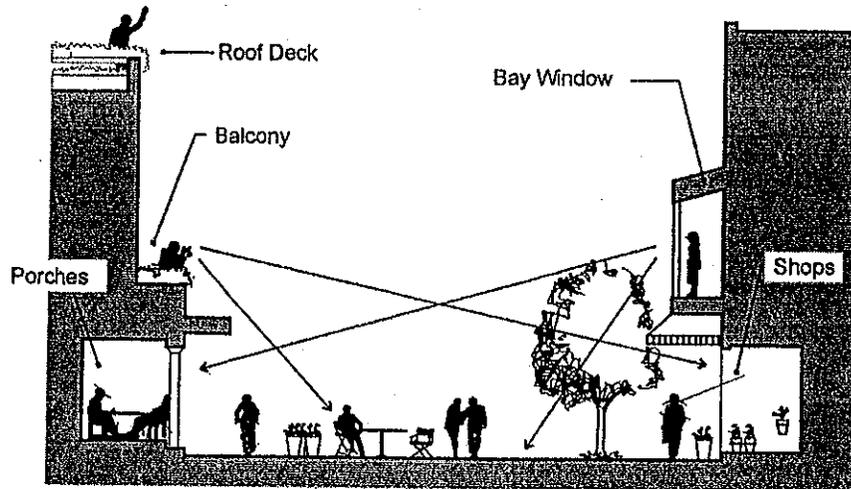
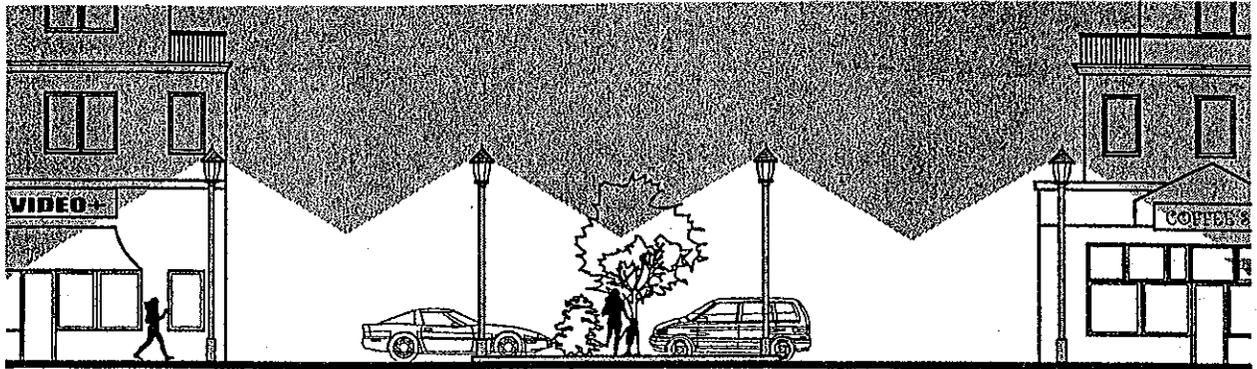


Figure 1.K.1: "Eyes on the street" or common public places create a safer environment

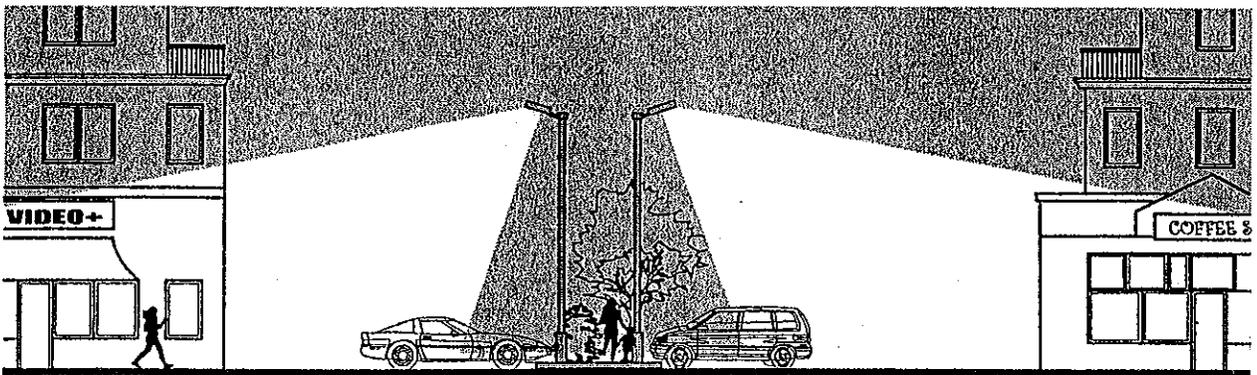
2. Adequate lighting levels shall be provided in all pedestrian areas, including building entries, along walkways, parking areas, and other public areas.

Include the following in lighting plans:

- a) Provide an overlapping pattern of light at a height of about 7 feet in lighted areas.
- b) Provide lighting at consistent lumens with a gradual transition to unlighted areas. Avoid creating highly contrasting pools of light and dark areas, which can be temporarily blinding.
- c) Provide at least 2 foot-candles at building entrances and primary pedestrian walkways, and at least 1 foot-candle in parking areas. (See also "e" below.)
- d) Provide lighting at all building entrances, exits and corridors between buildings, especially where doors are recessed.
- e) Design lighting levels so that pedestrians can identify a face 15 yards away, in order to reduce anonymity and to give pedestrians the opportunity to choose another route if they feel unsafe.
- f) Ensure that site lighting is confined to the project site and does not cause glare on adjacent properties.
- g) Place posts and standards so that they do not create hazards for pedestrians or vehicles.



DO THIS



DON'T DO THIS

Figure 1.K.2: Examples of good and bad lighting design

3. Landscaping and fences shall be designed so that plant growth will not interfere with site lighting and surveillance.

Include the following in lighting plans to provide for compatibility of landscaping with site lighting:

- a) Ensure that the type and placement of light fixtures in the landscape will allow for achieving site lighting guidelines established in the previous section (Guideline 1.K.2).
- b) Space landscape elements to allow for long-term mature growth without interfering with site lighting and select plant species considering long term growth characteristics; or
- c) Select shrubs to allow for adequate visibility (approximately 3 feet in height maximum). Limb trees to a height that allows visibility under them (approximately 6 feet minimum).
- d) Do not obscure windows and entries with plant materials
- e) Do not construct fences that prevent visibility of the front yard or building entry from the street.

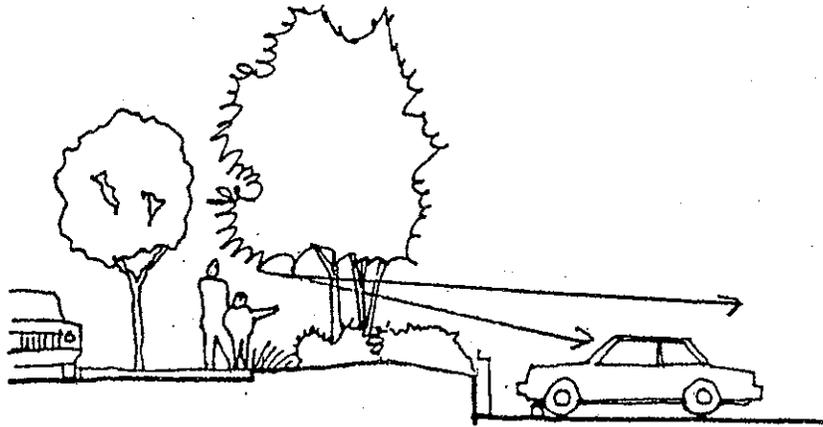


Figure 1.K.3a: Low bushes and trimmed street trees effectively screen parking, yet still allow views into site

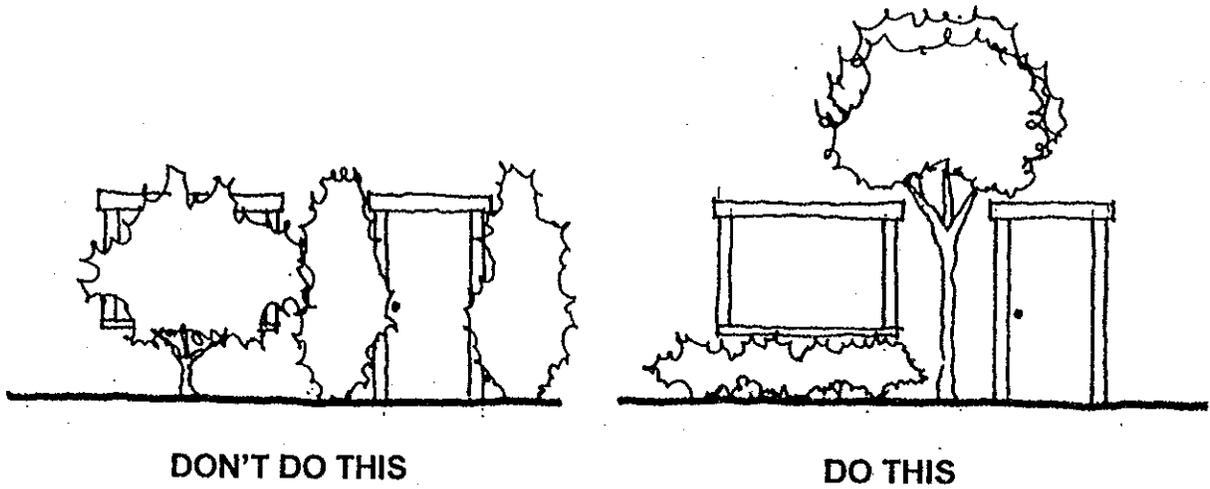


Figure 1.K.3b: Plantings too close to windows and entries can conceal criminal activity

4. Buildings, site features, and fences shall be arranged so that entrapment areas are not created.

Avoid blind alleys or dead-end lots, where people may become trapped with no place of refuge or escape. If dead-end spaces are essential, then secure them with a gate and automatic lock.

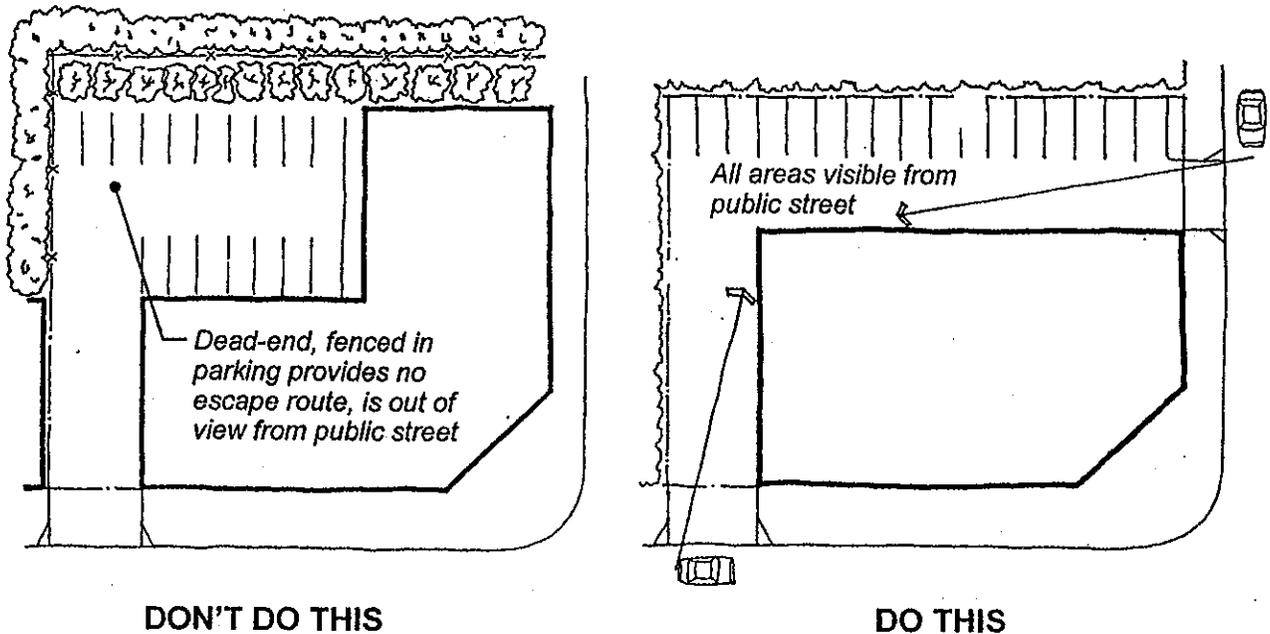


Figure 1.K.4: Avoid entrapment areas

5. Site and building design features to increase security shall be employed where applicable.

- a) Clearly designate visitor parking.
- b) Define entrances into parking lots with landscaping.
- c) Do not cover more than 15 percent of window areas with signs.
- d) Mark property borders with hedges, low fences, and/or gates.
- e) Ensure that pay telephones are call-out only.

L. Siting and Screening for Service Areas

Intent

- To minimize the visual presence of service areas for businesses, customers and surrounding property owners.
- To minimize potential conflicts between users of service areas, customers and surrounding property owners.
- To ensure continued access to service areas.

Guidelines

1. **The visual and aural impacts of service areas such as loading docks, trash and recycling collection points, and utility maintenance areas shall be minimized through site design, landscaping and screening.**

Service areas include, but are not limited to, trash dumpsters, compactors, ground level mechanical equipment, utility vaults, loading zones, outdoor storage areas, trash and recycling areas, and other intrusive site features.

Locate service areas so that negative visual and auditory (noise) impacts on the street and adjacent properties are minimized.

Avoid siting utility equipment where it displaces significant landscaping, or where servicing the equipment would damage landscaping. Provide access to equipment that requires regular servicing.

Screening enclosures, walls and fences shall be architecturally integrated with the development's architecture.

Provide sufficient landscaped screening around service areas, integrating landscaping with other site and adjacent public landscaping, where possible. However, do not create security hazards by providing a blind spot or hiding area.

Note: See Zoning Code for screening requirements for trash and recycling areas.

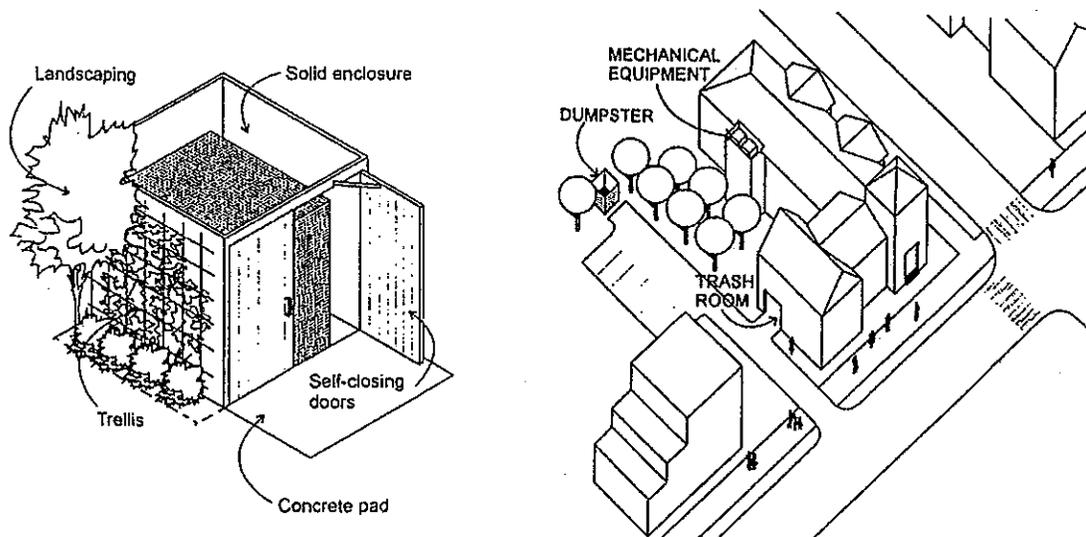


Figure 1.L.1: Effective service element screening and siting examples

2. BUILDING DESIGN

A. Architectural Concept

Intent

- To encourage building design in which the organization is easily understood, is appropriate to the site, and that becomes a positive element in the architectural character of the Pacific Ridge area.
- To encourage creative, yet functional, architectural design and site organization. (Note: Other building design guidelines in this Manual address specific building elements or specific aspects of building form)
- To encourage the development of a strong architectural concept on sites with multiple buildings.
- To encourage the use of forms, elements and materials that provide visual interest and human scale in new buildings.

Guidelines

1. **An architectural concept that conveys a cohesive and consistent thematic or stylistic statement, and is responsive to the functional characteristics of the development shall be developed for structure(s) on the site.**

Projects shall provide a strong unifying concept, clear organization, and a consistent architectural character.

The architectural forms, elements and details of a project should be organized to express the building's function(s), orientation, and relationship to the site and surrounding area. A strong architectural concept will indicate this organizational scheme, and convey the project's architectural character, or the style or character of the development.

The following examples illustrate ways in which architectural forms, elements and details may be organized, which is fundamental to the development of a strong architectural concept.

Building Composition. The composition of a building's larger masses and elements can create a unifying concept. The two types of composition (or design) illustrated below are symmetry and asymmetry. Building forms and facades may also be organized around an axis or approach, in a linear fashion, or on a grid. There are many types of organization; the importance of the organization is that it is clear, appropriate to the building's function, and its context.

Organization in Relationship to an Exterior Space. Organization in relationship to an exterior space is another approach to establishing a strong architectural concept. For example, buildings may be oriented around a courtyard, be terraced down a hillside, or respond in design to a prominent corner location.

Building Elements. Building elements, such as distinctive roof forms, entrances, an arcade or porch, or the arrangement of doors and windows, can provide for compositional unity and convey a strong architectural concept.

Building Details. Building details, such as moldings, mullions, rooftop features, and materials, can display a distinctive architectural style, contributing to a strong architectural concept.

Human Scale. Both large and small buildings should relate to and express the scale of their human inhabitants. Even large buildings created to shelter automobiles or other non-human forms should exhibit design elements expressive of human scale.

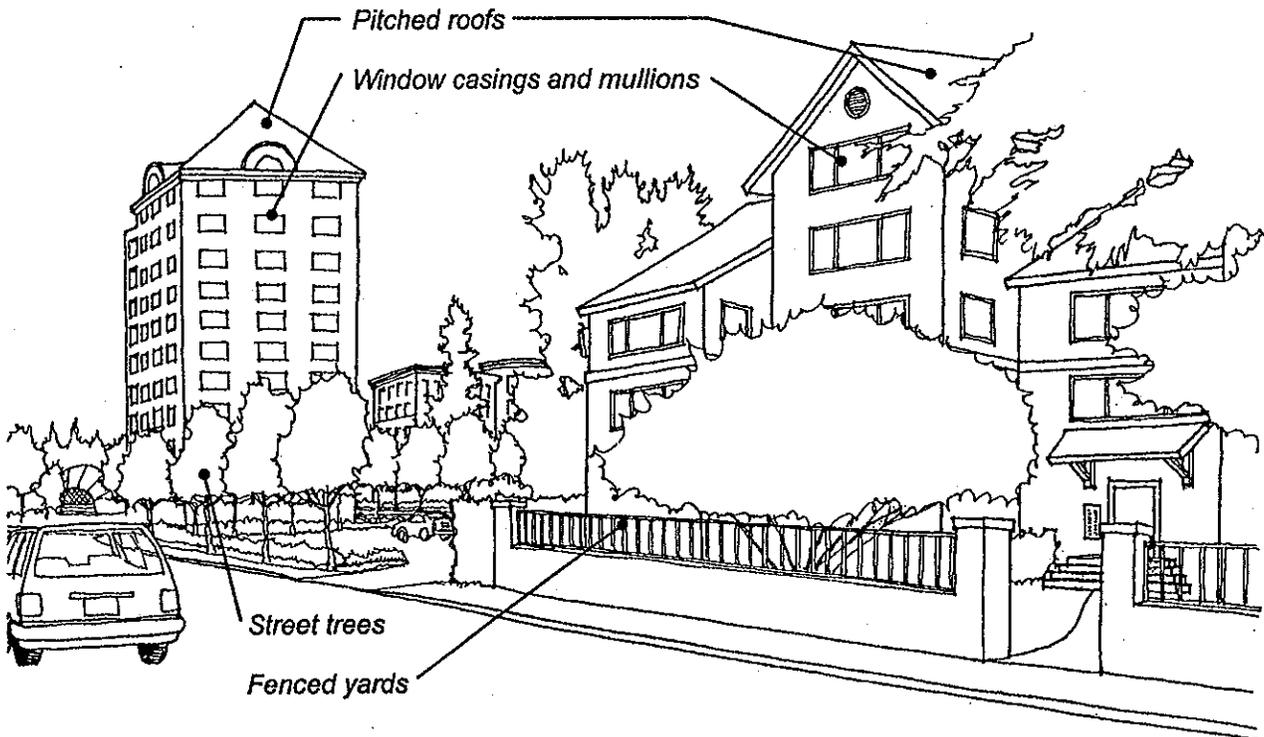


Figure 2.A.1: Building composition, elements, material and details all convey a strong residential architectural concept in these buildings and grounds

2. **Development on sites with more than one structure should employ similar or complementary architectural styles and/or be related in scale, form, color, and use of materials and/or detailing.**

Projects with multiple structures are required to display a unifying concept or design elements or features that relate the structures to one another. This may be expressed in the building forms or stylistic devices such as architectural style, color, materials and/or detailing.

3. **Buildings shall not feature strong corporate identifying elements, such as distinctive roofs or corporate logos, that are not compatible with neighboring buildings or these guidelines.**

“Stock” building designs that are not adapted to local conditions are not permitted. In general, the compatibility of a building with its surroundings is a higher priority than extending a corporate image. Therefore, the City may require modifications to proposed building designs that emphasize a corporate identity or signage.

B. Architectural Relationships

Intent

- To reinforce the positive visual qualities of the Pacific Ridge area.
- To support the development of a new architectural context in the Pacific Ridge area, where appropriate.
- To ensure that new development is in keeping with the existing architectural context, when neighboring structures provide positive examples.
- To encourage new development that incorporates design features that establish a scale compatible with the desired character of the Pacific Ridge area.

Guidelines

1. **Visual and functional continuity shall be provided between the proposed development and neighboring structures when these structures demonstrate an appropriate level of architectural quality.**

Once a architectural context is established, new structures can be designed to 'fit in' through careful attention to placement on the site, building form, order massing, scale, roof form, the proportions and arrangement of openings - windows, doors, entries, arcades - architectural elements, materials, colors, and decorative details.

Projects are expected to exhibit a high degree of design quality that can be emulated in the future. Development proposals will generally be considered on a site-by-site basis for compatibility with the existing and planned built environment.

2. **The apparent scale of large buildings shall be moderated.**

Buildings over 100 feet in length (as measured along any facade) and/or more than three stories high must employ three or more of the following measures to reduce apparent building mass:

- a) *Modulation*: Building modulation is the stepping out or in of a particular portion of the facade. The stepped-out portions must be at least 4 feet deep in order to qualify as modulation.
- b) *Articulation*: Strong vertical and horizontal reveals, off-sets, and three-dimensional detail can be incorporated into building design to create shadow lines and break up the flat surfaces of a facade. Articulation can also be achieved through a change of materials, color and/or texture.
- c) *Special Building Features*: The mass of long or large-scale building can be made more visually interesting by incorporating architectural elements such as arcades, balconies, bay windows, dormers and columns.

- d) *Small-Scale Additions:* Small-scale additions to a structure can reduce apparent bulk by articulating the overall form or massing. Clustering smaller uses and activities around entrances on street-facing facades also allows for small retail or display spaces that are inviting and add activity to the streetscape.
- e) *Terracing:* Setbacks to upper stories can be effective at reducing the perceived scale of the building from the street and sidewalk. Terracing also will allow for more sunlight to reach the street and sidewalk. Upper story setbacks must be at least 10 feet and occur no higher than the building's third floor to qualify as terracing.
- f) *Distinctive Roofline:* A distinctive roof line (particularly a sloped roof) can reduce perceived building height and mass, increase compatibility with smaller scale and/or residential development, and add interest to the skyline. The roofline can provide variation through design elements such as pitch, variation in materials, and vertical/horizontal offsets.
- g) *Other Methods:* Other methods that meet the intent of this criteria may be proposed.

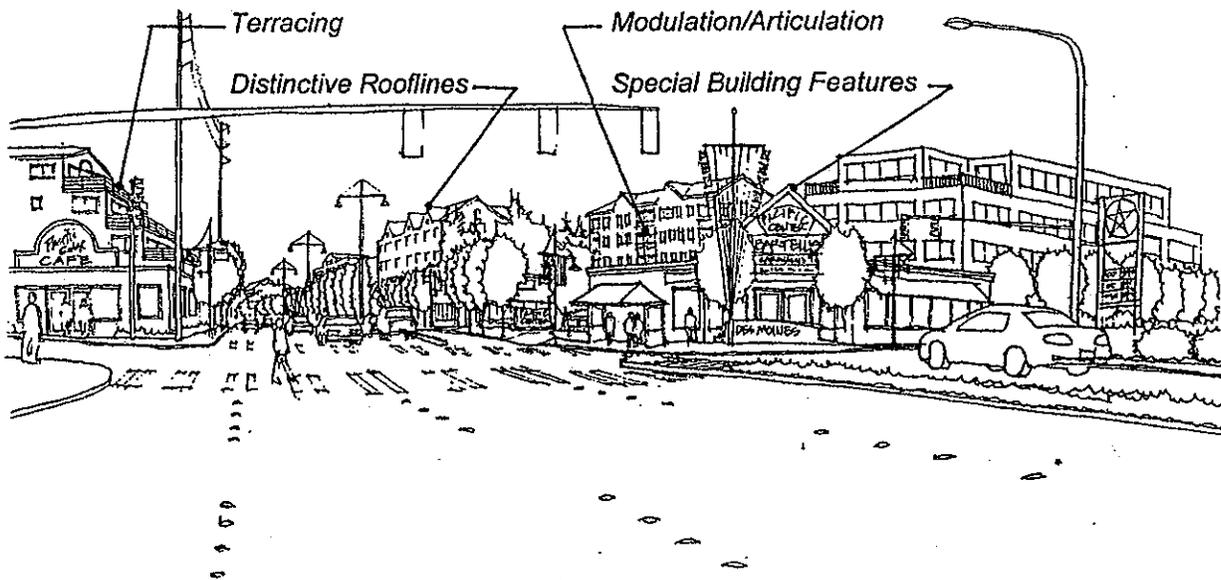


Figure 2.B.2: Varied rooflines, modulation of form, articulation of facades and terracing are all used to reduce the apparent bulk of buildings in this view of potential development on Pacific Highway S

3. The visual impact of parking garages shall be minimized.

Parking structures shall include active uses such as retail or other appropriate uses at the ground level along the street frontage.

Parking structures shall be architecturally consistent with exterior architectural elements of the primary structure, including roof lines, façade design, articulation, modulation and finish materials. Visually integrate parking structures with adjacent buildings when they exhibit an appropriate level of architectural quality.

Buildings built over parking should not appear to “float” over the parking area, but should be linked with ground-level uses or screening. Parking at grade under a building is discouraged unless the parking area is completely enclosed within the building or wholly screened with walls and/or landscaped berms.

Parking structures and vehicle entrances should be designed to minimize views into the garage interior from surrounding streets. Methods to help minimize such views may include, but are not limited to landscaping, planters and decorative grilles and screens.

Security grilles for parking structures shall be architecturally consistent with and integrated with the overall design. Chain link fencing is not permitted for parking structure fencing.

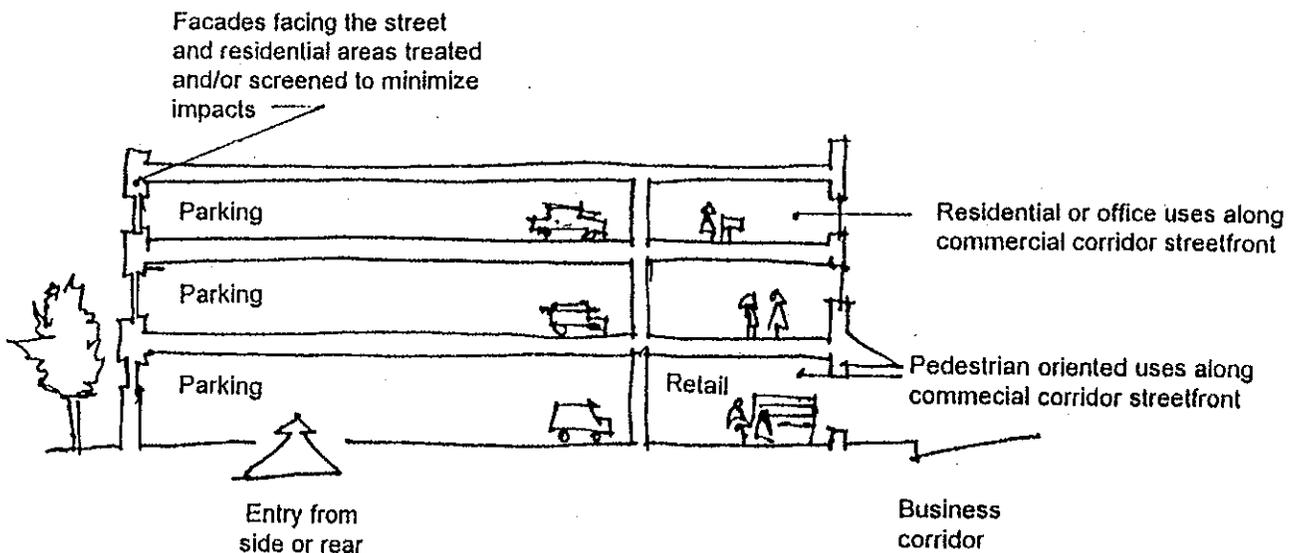


Figure 2.B.3: This schematic section shows how parking structures can be unobtrusively incorporated into a new development

4. Viewsheds (see definitions) from neighboring structures and properties shall be considered in the design of new buildings.

Efforts shall be taken to minimize negative view impacts resulting from new development. For example, where one large building may completely block one property’s view of the Olympic or Cascade Mountains or Puget Sound, alternate building placements or terracing may substantially reduce viewshed impacts.

C. Building Elements, Details, and Materials

Intent

- To ensure that buildings take advantage of these prominent locations by incorporating unique, distinctive architectural features.
- To emphasize important intersections.
- To add visually interesting, identifiable elements to the streetscape.
- To provide a clear, understandable relationship between the overall massing of the building and its architectural elements and details.
- To employ architectural elements and details that reduce the apparent scale of a building, where this is desirable (see also Guideline 2.B.2 in “Architectural Relationships”).
- To provide for ‘human scale’ in building design.
- To promote building design in which details are proportionate and consistent in architectural character with the structure and/or development.
- To minimize maintenance needs and discourage vandalism.
- To employ lighting as a positive feature that contributes to the overall design of the building.

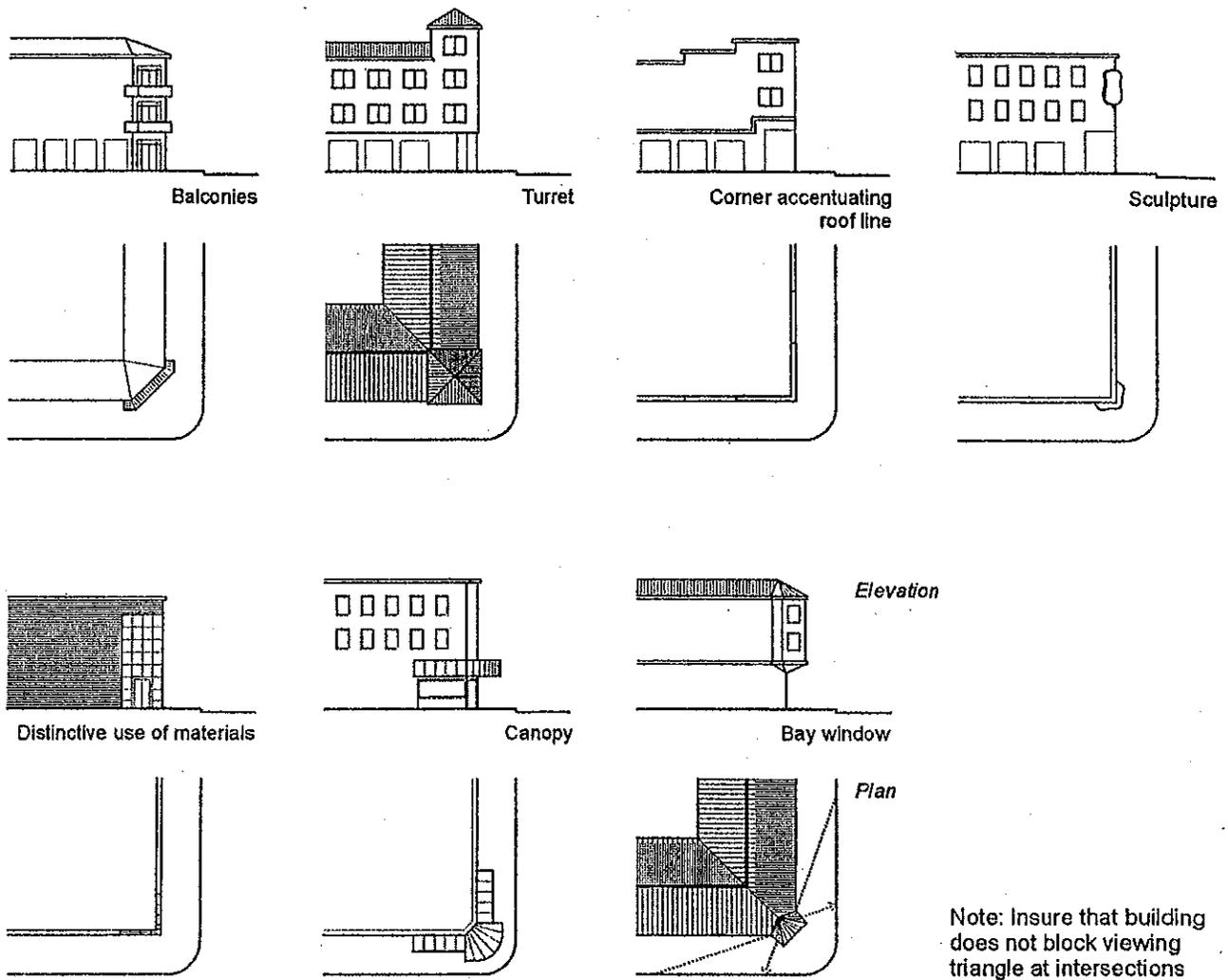
Guidelines:

1. **Distinctive building corners shall be provided at street intersections through the use of special architectural elements and detailing, and pedestrian-friendly features where possible (see definition of pedestrian friendly façade).**

Buildings at intersections are highly visible and present an opportunity for distinctive or landmark architectural treatments. Take advantage of these locations by employing three or more of the following for commercial and mixed-use structures and two or more for single-purpose residential structures:

- a) Project, recess (‘notch’) or truncate the corner of the building.
- b) Provide a building entrance at the corner.
- c) Create architectural emphasis with a roof deck, balcony, or penthouse on the upper story.
- d) Provide a corner architectural element such as a bay window, turret or pediment.
- e) Employ distinctive signage at this location.
- f) Provide sculpture or other artwork, or a distinctive use of materials.
- g) Create a special window treatment, awning, or canopy.

Other methods that meet the intent of this criteria may be proposed.



Note: Insure that building does not block viewing triangle at intersections

Figure 2.C.1: Various architectural techniques for enhancing building corners

2. The design and scale of building elements and details shall relate to the building's overall form and massing.

The architectural 'parts' of a building must be related to the 'whole.' Appropriately scaled and well-proportioned architectural elements such as roof forms, entrances, arcades, porches, columns, dormers, doors and windows reduce the apparent scale of a structure, and help relate the scale of a building to its user.

Proposals must demonstrate that the elements of a building are related in scale, proportion and placement to the overall building form. Architectural details must also be related in scale, proportion and placement to the building's architectural elements or features. One way to accomplish this is to consider the building's basic structural elements as creating a set of dimensional modules that proportionally tie the various elements together.

Avoid add-on elements and ornamentation that are not consistent with the building's form or function. For example, unopenable, fake shutters and fake balconies that do not provide space for humans are discouraged.

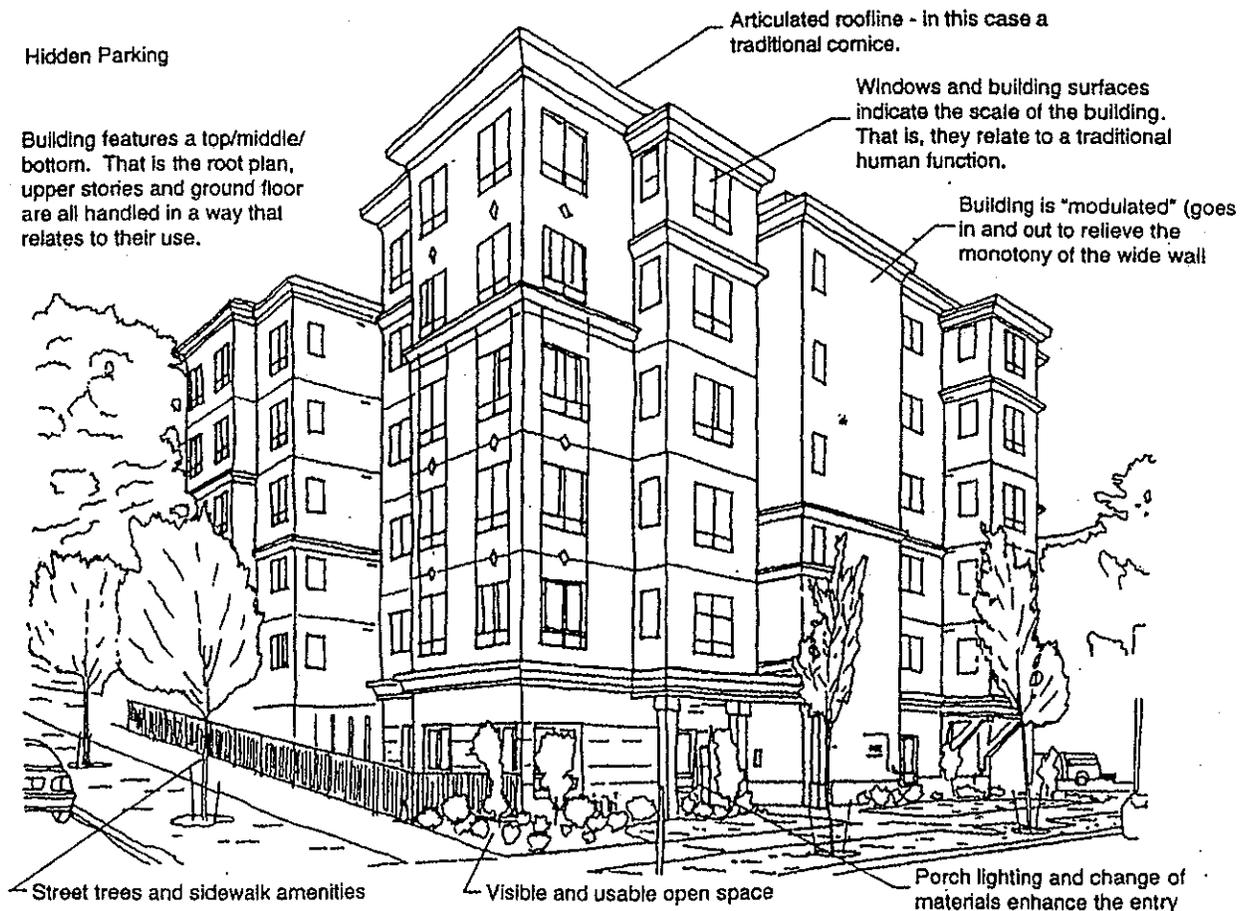


Figure 2.C.2: Illustration of some design features of a "decorated-block" building

3. Architectural details that are appropriate to the architectural character of the building shall be employed.

Appropriate architectural details are just as important as architectural elements in conveying the purpose and character of a building. For example, finely wrought moldings would be out-of-place on an aggregate finish, concrete building panel. Similarly, a metal industrial door would be inappropriate as an entry to a traditional, wood-frame retail storefront.

Building details, from doors, windows and spandrel panels to moldings, mullions, coping, reveals, and other decorative features, must be consistent in style and compatible in material, color and texture with the other details of the building.

Avoid falsely historical or incongruous elements. For example, a “mansard” roof or wrought iron members are generally not appropriate on contemporary buildings.

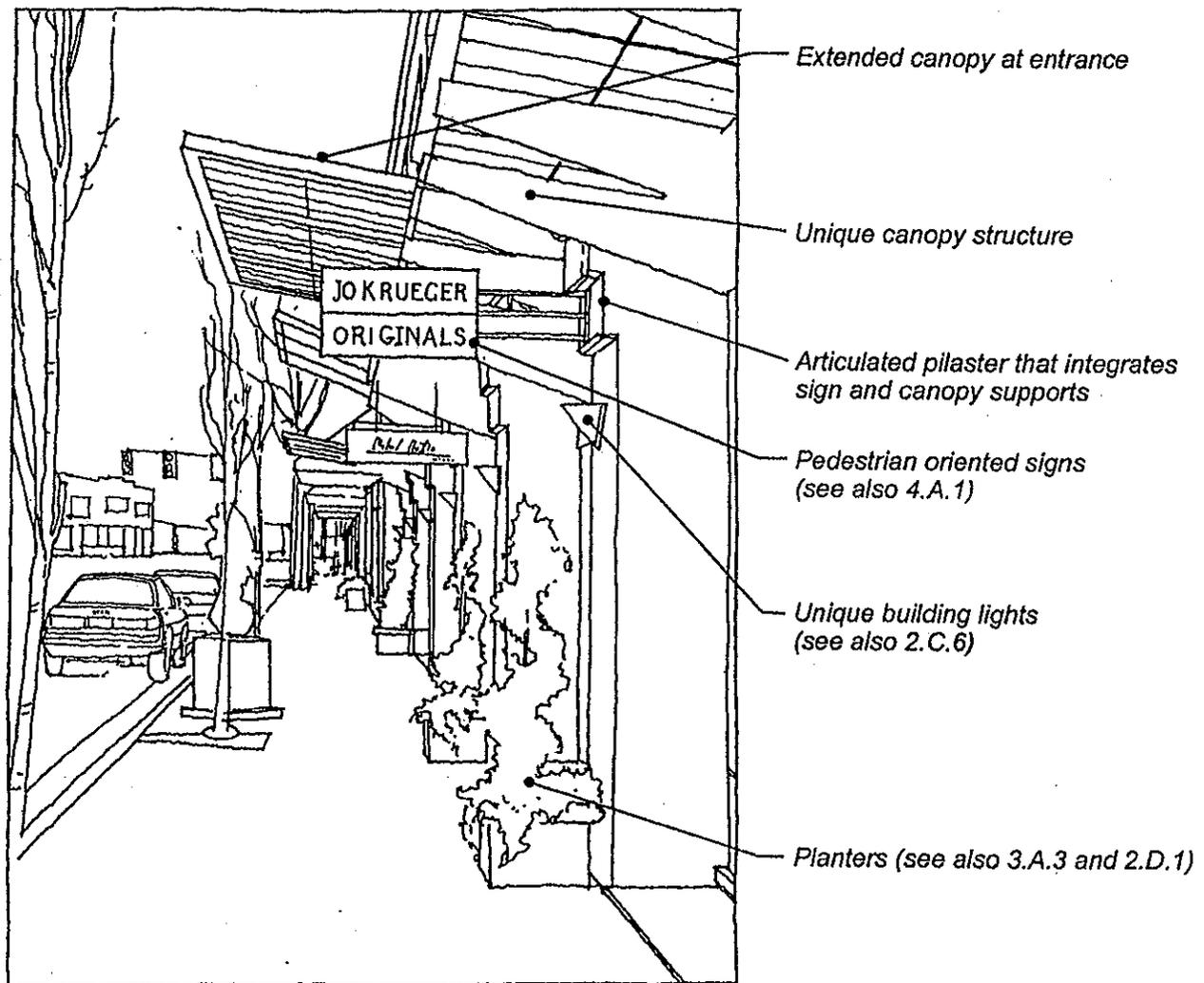


Figure 2.C.3: Examples of the use of appropriate architectural elements and details. Note how the details complement one another and create a pedestrian scaled sidewalk space.

4. Architectural details that provide good human scale and add visual interest to the façade shall be employed.

All new buildings and major exterior remodels must employ at least two of the following elements or techniques toward achieving a "human scale" (*see definition*). If a proposed building is over 3 stories in height, or more than 100' wide as measured along any facade facing a street and visible from that street, then building shall use at least three of the listed elements.

- a) Balconies or decks in upper stories, at least one balcony or deck per upper floor on the facades facing streets: Balconies are encouraged to be at least six feet deep and ten feet wide.
- b) "Bay windows" (*see Definitions*) that extend out from the building face.
- c) At least 150 SF of "pedestrian-oriented space" (*see Definitions*).
- d) Individual windows, generally less than 32 square feet per pane and separated from other windows by at least a 6-inch molding.
- e) Gable or hipped roof, providing that the hipped or gable roof covers at least one half of the building's footprint and has a slope greater or equal to 3 feet vertical in 12 feet horizontal.
- f) A porch or covered entry.
- g) Spatially defining building elements that define an occupiable space such as a trellis, overhang, canopy or other.
- h) Upper story setbacks, providing one or more of the upper stories are set back from the face of the building at least 10 feet.
- i) Composing smaller building elements near the entry and pedestrian-friendly street fronts of large buildings.
- j) Other design methods proposed by project applicant. The City may consider other methods to provide human scaled elements not specifically listed here. The proposed methods must satisfy the intent of the design principles.

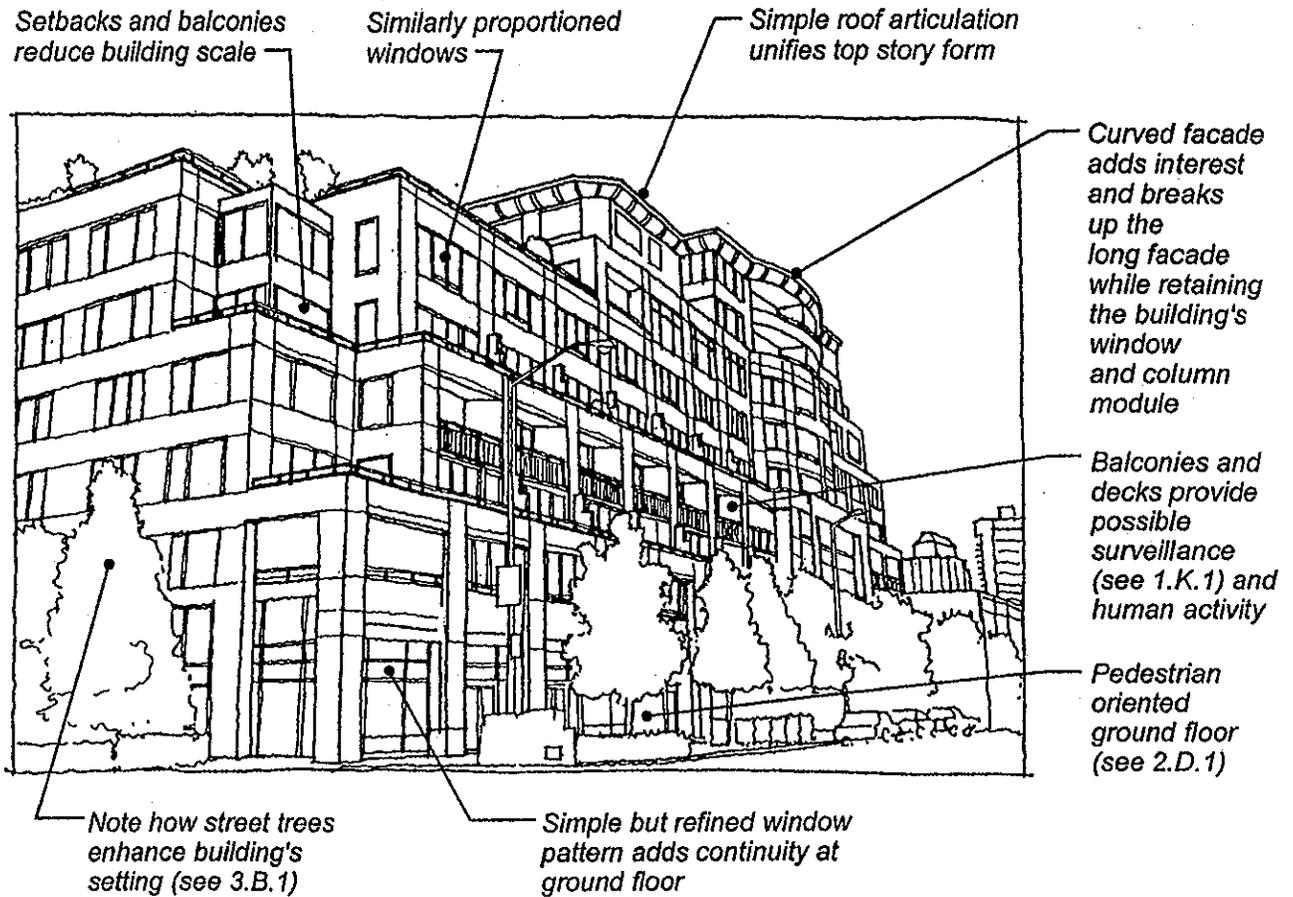


Figure 2.C.4: Consistent and appropriate building details help this large development maintain human scale. Note that the similar proportions and continuous building elements (such as horizontal beams and the break-up of ground floor windows) help to unify the building's architectural composition.

5. Durable, high quality building materials that contribute to the overall appearance, ease of maintenance, and longevity of the building shall be utilized.

The selection and use of exterior building materials is a key factor in determining how a building will look. Building materials contribute pattern, scale, color and texture to a structure, and become an important design feature when well used.

Some materials, by their nature, impart a sense of permanence. Others are associated with impermanence, or are inappropriate for certain sites or uses due to their tendency to weather or invite misuse. Building materials should be selected for ease of maintenance and durability.

Examples of common contemporary finishing materials in commercial structures are brick, split-face block, scored or molded wood siding, and stucco-finished dryvit. Other exterior finish materials may be appropriate as well, provided they are well detailed and finished (see also Guideline 2.C.3 in "Building Elements, Details and Materials"). Industrial materials such as concrete masonry block and metal siding should be detailed so that the installation exhibits a high degree of workmanship and durability. Stucco and synthetic building materials should be detailed to avoid damage due to weather or use.

Some materials, such as mirrored glass, plywood, and corrugated fiberglass, are generally impermanent and inconsistent with the character of Pacific Ridge and are prohibited.

6. The design and placement of exterior lighting shall be integrated with the architectural design and materials.

Select architectural lighting fixtures that complement the architectural character of a project, or that are understated in design. Alternatively, locate fixtures so that they are hidden from view. Lighting fixtures should also be compatible in design and placement with site lighting and landscape features.

Incorporate lighting design that enhances dramatic or interesting landscape or architectural features, where appropriate, with consideration for both daytime and nighttime viewing.

Illumination levels of at least two (2) foot-candles at the surface of the ground must be provided in pedestrian areas and entries. Area lights should be designed and selected to minimize visibility of the light source or lens.

D. Pedestrian-Friendly Features

Intent

- To make walking to and among businesses and residences in the Pacific Ridge area a positive attractive, engaging experience.
- To encourage a successful neighborhood commercial district along Pacific Highway S, and support an active sidewalk environment.
- To encourage attractive and interesting facades that create visual interest.
- To reduce the negative visual impact of large, undifferentiated exterior building walls that face public areas.
- To provide an inviting, interesting, easily identifiable, and convenient building entries.
- To enhance the pedestrian environment for customers, employees and residents.

Guidelines

1. "Pedestrian-friendly facades" shall be provided on the ground floor of commercial and mixed-use buildings.

Building facades that face public streets and entry facades that face parking areas must incorporate two or more of the following measures on the ground floor:

- a) Transparent window areas or window displays along at least half the length of the ground floor facade (windows need not be contiguous).
- b) Sculptural, mosaic or bas-relief artwork along at least half the length of the ground floor facade (artwork need not be contiguous).
- c) "Pedestrian-oriented space," as defined in the Definitions, located adjacent or connected to the sidewalk. At least 500 square feet of pedestrian-oriented space must be provided for every 100 linear feet of ground floor facade, as visible from the public street, in order to fulfill the intent of this guideline.
- d) Overhead weather protection
- e) Other methods that meet the intent of this guideline may be proposed.

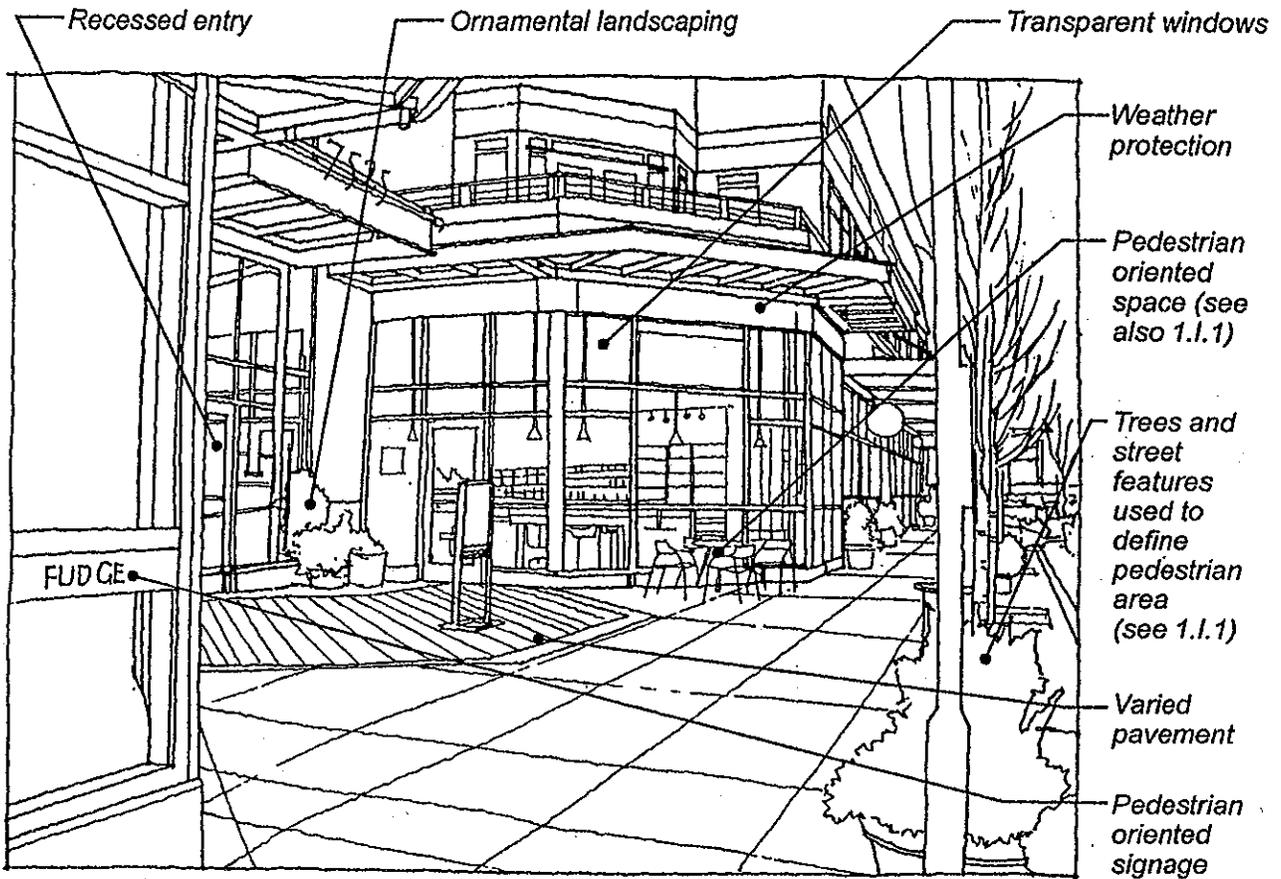


Figure 2.D.1: Pedestrian-friendly ground floor facades keep “eyes on the street” and add interest and life to the streetscape

2. Special treatment for large blank walls (see Definitions) that are visible from pedestrian walkways and parking areas shall be provided.

Incorporate one or more of the following methods to soften the appearance of blank walls that face pedestrian walkways and parking areas:

- a) A vertical trellis in front of the wall with climbing vines or plant materials.
- b) A planting bed, berm, or raised planter in front of the wall and establish plant materials that will obscure or screen a significant portion of the wall's surface within three years.
- c) Artwork (a mosaic, mural, sculptural relief, etc.) over a significant portion of the blank wall surface.
- d) A change of materials or texture in the wall and/or accent with architectural details (see Guideline 2.C.3. in "Building Elements, Details and Materials").
- e) Other methods that meet the intent of this criteria may be proposed.

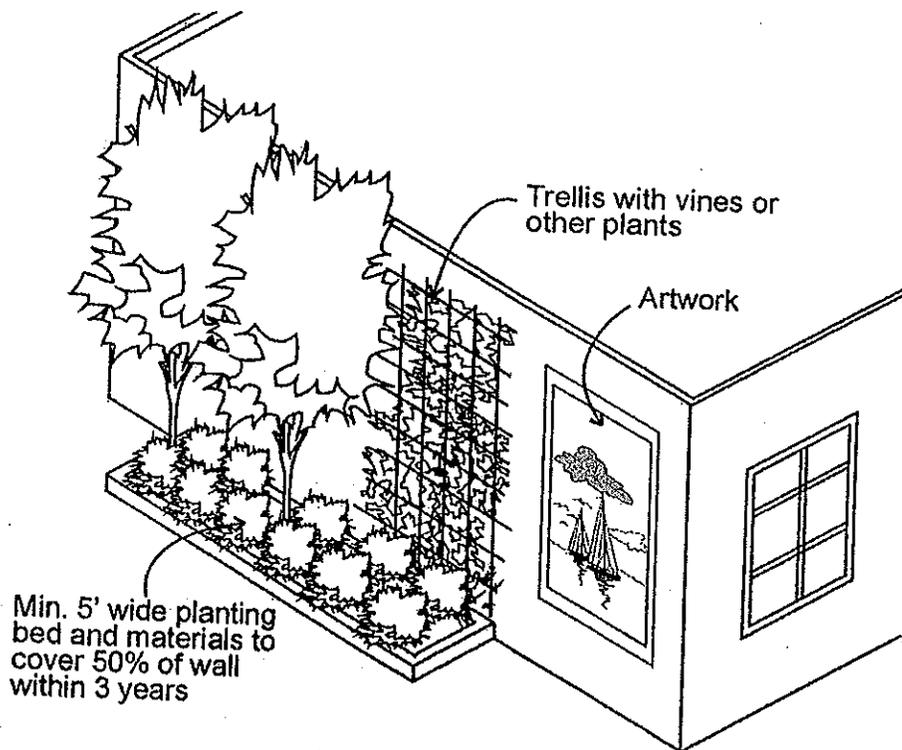


Figure 2.D.2: Example of treatments for blank walls

3. Building entries shall be enhanced through the use of weather protection, landscaping, pedestrian amenities and/or distinctive architectural features.

Incorporate one or more of the following methods to create distinctive building entries:

- a) Weather protection such as an awning, canopy, recessed entry, or other building element to create a covered pedestrian space.
- b) Landscaping (at least 100 square feet) at or near the entry.
- c) Pedestrian amenities such as benches, kiosks, special paving, bicycle racks, etc.
- d) Trellises, planters or other features that incorporate landscaping.
- e) Accent lighting.
- f) Prominent window displays.
- g) Decorative elements such as mosaic tile, relief sculpture, ornamental wood or metal trim, near the door.
- h) Artwork such as sculpture, murals, mosaics or bas-relief.
- i) Pedestrian scaled signs.
- j) Other methods that meet the intent of this criteria may be proposed.

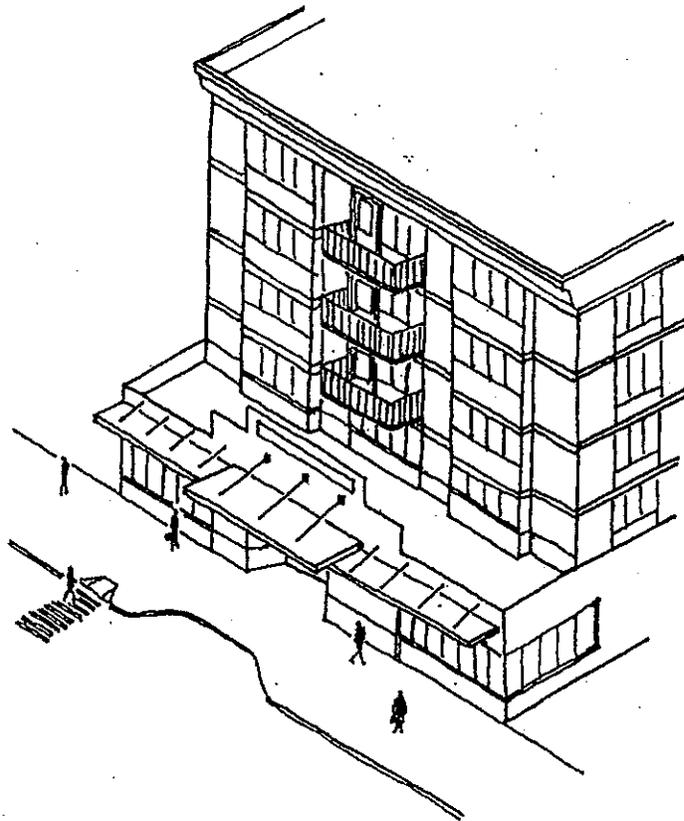


Figure 2.D.3: Weather protection at building entries is an important architectural element (See also Figure 2.D.1.)

E. Mechanical Equipment

Intent

- To minimize the negative visual and aural impact of mechanical equipment and utilities.

Guidelines

- 1. Roof-mounted mechanical equipment shall be screened and/or located so they are not visible from public streets, building approaches, and adjacent properties.**

Screen roof-mounted mechanical equipment, including HVAC, antennas, satellite dishes, air vents, and exhaust fans, using one or more of the following methods:

- a) Design the building so that it encloses or surrounds the equipment as an integral part of the building form;
 - b) Design screens for the equipment that are compatible with the architectural style of the structure;
 - c) Set mechanical equipment back from the parapet so that it is not visible from public rights-of-way, major pedestrian areas, and parking areas.
- 2. Utility meters and other ground level utility equipment shall be located and/or screened to minimize visibility from the street.**

Enclose, paint or screen utility boxes, meters, conduit and other elements so they appear to be an integral part of the buildings, incorporate them into landscape elements, or screen them with plant materials.

Locate utility boxes so that they can be maintained or serviced without damage to the landscaping. Narrow pathways or workpads may be installed where necessary to provide access.

3. LANDSCAPING DESIGN

A. Landscape Design

Intent

- To ensure that private landscaping reinforces, complements and enhances public streetscape improvements.
- To reinforce the positive visual elements of the Pacific Ridge area.
- To ensure that landscape design is an integral part of overall site design and reinforces site functions.
- To use landscape design to advantage in the economic revitalization of the Pacific Ridge area.
- To use landscape design to soften the transition between different land uses.
- To ensure that landscape design does not compromise site safety.
- To achieve greater continuity and transition between public streetscape and the private landscape design so that the two appear unified.
- To augment the visual impact of plantings in the public right-of-way.
- To improve the pedestrian environment.

Guidelines

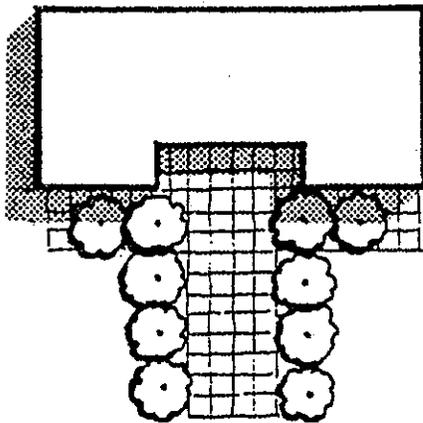
1. **A landscape design concept that demonstrates a clear and appropriate aesthetic statement shall be developed.**

Develop a landscape design concept that is consistent with and complementary to the site design and the development's architectural character. The landscape concept should also complement and enhance natural site features, significant existing landscape elements, or other existing amenities on the site or in the area. A comprehensive landscape concept will:

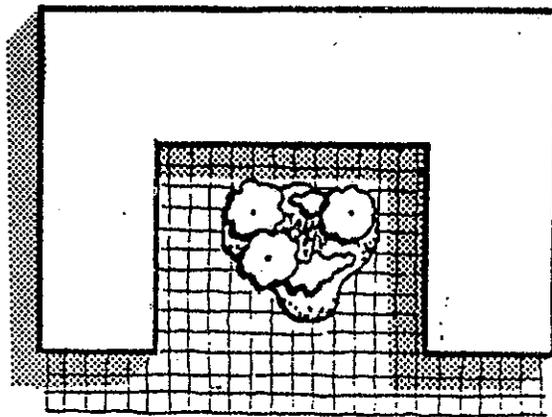
- a) Take advantage of views of the landscaping from inside the building.
- b) Enhance the building itself, as viewed from within the site and adjacent public streets.
- c) Organize, enhance and link the different spaces and activities on the site.
- d) Reinforce the streetscape design, and provides a pleasant transition to the site.
- e) Improve the appearance of parking and vehicular areas.
- f) Screen, soften and frame views.

The following are design approaches that may be considered in developing a landscape concept:

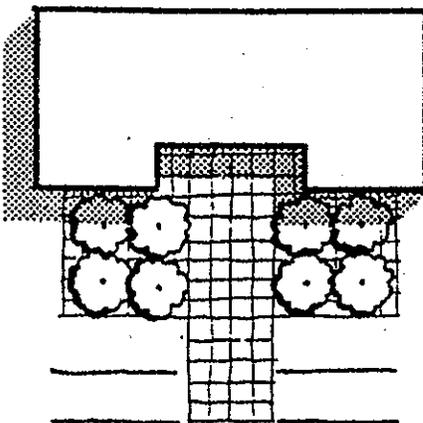
- a) Indicate how the various spaces and plantings on the site are organized, and how movement through the site links the different spaces and activities. Indicate the character of these 'rooms' as determined by the spatial qualities, plant selection and design, and the activities that occur there.
- b) Use plant selection and design to highlight significant site and architectural features on the site, and provide definition between public and private spaces.



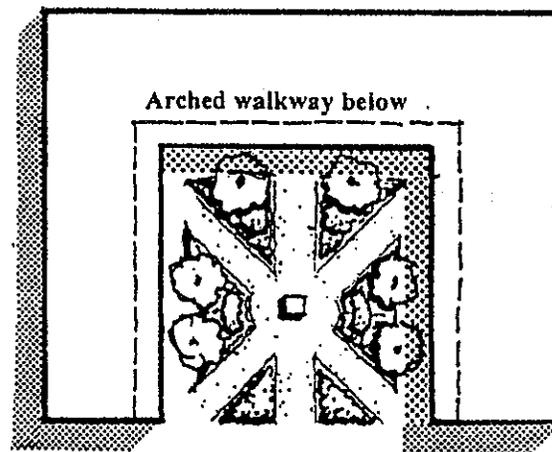
Axial symmetry along a path to enhance a building entry



Informal landscape island to soften open space



Bosch of trees to separate parking or service yard from building



Formal landscape elements to define pedestrian routes and reinforce building geometry

Figure 3.A.1: Examples of landscape concepts in relationships to building types

2. A landscape design concept that reinforces site design and fulfills the functional requirements of the development, including screening and buffering shall be developed.

In addition to aesthetic goals, landscaping can fulfill a number of functional goals for a project. Consider the following in developing the landscape plan.

- a) *Screening:* Landscaping can provide for visual screening of incompatible adjacent land uses or activities. It can also be used to screen service areas or other unattractive site or architectural features. Projects are encouraged in which landscaping is used to break up parking areas and screen parking areas from pedestrian walkways. However, screening should address security concerns and not create areas without passive surveillance (i.e., visibility from occupied buildings or active pedestrian-oriented areas).
- b) *Buffering:* Using landscaping as a buffer can also reduce the impacts of wind, air pollution and noise on a development.
- c) *Safety:* Vertical plantings can be used to ‘mark’ a pedestrian walkway, making it more visible from parking areas or driveways. Landscape strips can be used to separate pedestrian areas from vehicle areas.
- d) *Framing:* Landscaping can be used to frame and direct views.
- e) *Reducing Impacts of Development:* Retaining existing vegetation can help reduce stormwater runoff and erosion (see Guideline 3.B.2 in “Planting Design”).

Note: Refer to Chapter 18.41, DMMC, for minimum landscaping, screening and buffering requirements.

3. The landscape design shall reinforce and complements plantings in the public right-of-way.

One of the primary goals of these design guidelines is to improve the pedestrian and visual environment of the Pacific Ridge area. Landscaping can play an important role in meeting this goal.

Projects are encouraged in which a mix of shade trees, shrubs and groundcover is used for every major landscape area on the site.

B. Planting Design

Intent

- To encourage selection of plant materials that will enhance the overall landscape design concept, and provide for variety and visual interest on the site.
- To encourage the use of plant materials that will survive with minimal or reasonable maintenance, are resistant to drought, and are otherwise appropriate for local conditions.
- To conserve and enhance the aesthetic value of the area through the retention of mature vegetation.
- To take advantage of natural drainage and erosion control.
- To minimize maintenance costs.

Guidelines

1. Plant materials that reinforce the landscape design concept, and are appropriate to their location in terms of hardiness, maintenance needs, and growth characteristics shall be selected.

Include a suitable combination of trees, shrubs, groundcover plants, vines, lawns, and herbaceous material, including native and/or northwest adapted plants in selecting plant materials for the landscape concept. Consider the quantities, size, and arrangement of plant materials with the goal of balancing color, mass, texture, form, depth and scale. The following design principles are guidelines for the selection and arrangement of plant materials:

- a) *Unity*: Arrange plants in an orderly composition creating an overall unified and balanced design.
- b) *Focus*: Use planting design to focus attention on positive aspects of the natural and/or built environment.
- c) *Variety*: Select a diversity of plants providing interest, accent and contrast, using as many native and drought tolerant species as possible. Where feasible, coordinate selection of plant material to provide a succession of blooms, seasonal color and a variety of texture.
- d) *Consistency*: Develop a planting design that is compatible with and complements the overall project design, and plantings on adjoining lots, where appropriate.
- e) *Appropriateness*: Select plants with an awareness of their growth requirements, tolerances, ultimate size, preferences for soil and climate and negative impacts. Use xeriscape techniques whenever possible.
- f) *Density*: Provide adequate plant quantity, size and spacing. Planting design should provide for full planting beds within five years.

Note: Plants adjacent to signs shall be selected and maintained to ensure that they do not obscure signs.

2. Existing significant trees, wooded areas, and/or native vegetation should be incorporated in the planting plan when desirable.

Retain existing significant trees and native vegetation on the site, provided that they are healthy and advantageous, given the site and landscape design concept. Measures shall be provided during construction activities to ensure the protection of significant trees and native vegetation.

The maintenance of non-native species (e.g., himalayan blackberries, English ivy, etc.) and insubstantial trees or vegetation is not permitted.

3. Appropriate plants include:

Trees

Eastern Redbud

Cercis Canadensis

“Autumn Brilliance” Serviceberry

Amelanchier x grandiflora

Urbanite Ash

Fraxinus americana

“Arnold” Tulip Tree

Liriodendron tulipifera

Dawn Redwood

Metasequoia glyptostroboides

Western Red Cedar

Thuja plicata

Shrubs/Groundcover

Sweet Fern

Comptonia perigrina

Oregon Grape

Mahonia aquifolium

Salal

Sacred (Heavenly) Bamboo

Nandina domestica

Euphorbia (Spurge)

Euphorbia sp.

Viburnum

Viburnum sp.

4. SIGNS

A. Signage Concept

Intent

- To employ signs as a positive element in site and building design, complementing the streetscape and private improvements.

Guidelines

1. **Signage that is integrated with the architectural concept in scale, detailing, use of color and materials, and placement shall be provided.**

Develop a signage scheme that complements the architecture of the building in design and placement. Ensure that all signs on the site are coordinated, and display similar or complementary design characteristics. The following are suggestions for integrating signage with the architectural concept:

- a) Locate wall signs on specific architectural elements, such as a canopy or fascia.
- b) Provide for sign locations in the building design.
- c) Do not obscure important design features on building facades with signs.
- d) Coordinate color schemes or architectural details on signs, such as moldings, with the architectural scheme.
- e) For freestanding signs, repeat specific architectural features, such as the roof form, materials, colors, etc.
- f) Freestanding signs shall be monument signs rather than pole signs.
- g) Emphasize special building features, such as an entry or display window, with properly scaled signage.

Note: These guidelines are to be used in conjunction with the Des Moines Sign Code; they do not supersede Sign Code regulations.

B. Sign Placement

Intent

- To provide signs that are easy to read for both motorists and pedestrians.
- To provide signage that is properly scaled for the purpose it is to serve, and the context within which it is placed.
- To help create a pedestrian-friendly environment in the Pacific Ridge area.
- To enable customers, suppliers and emergency vehicles to easily find businesses and service areas.
- To coordinate signage with the landscaping.
- To provide a transition from the vertical elements of the freestanding sign to the horizontal site elements.
- To increase visibility of site signage from the public street.
- To place signage where it is unlikely to be damaged by vehicles, and vice versa.

Guidelines

1. **Signage that is oriented to both pedestrians and motorists in design and placement shall be provided.**
 - a) Signs direct users to a site and within the site, and users are typically either driving or walking. Pedestrian-oriented signs are most effective when located within 15 feet of the ground plane. The maximum height of freestanding signs is 12 feet (refer to Sign Code). Three-inch-high letters can be read at 120 feet and six-inch letters can be read at 300 feet.
 - b) Consider the locations of sidewalks, pedestrian walkways and driveways in sign design, placement and illumination (see also Guideline 4.C.2. in "Sign Design").

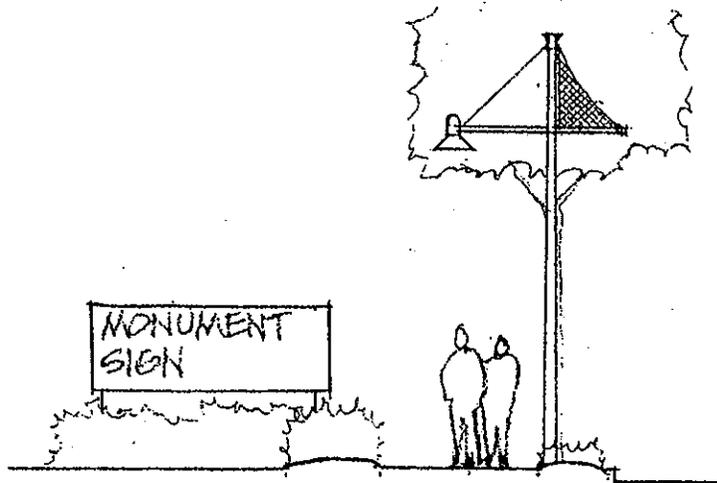


Figure 4.B.1: The Pacific Highway S design concept promotes the use of monument signs that are in scale with the pedestrian environment and visible below the street trees

- 2. Adequate directional signage on site and building identification numbers that are legible from the street(s) shall be provided.**
 - a) Prominently display building address numbers.
 - b) Provide on-site directional signage for vehicle drivers to identify destinations and to avoid conflicts with pedestrians.

- 3. Freestanding signs shall be integrated with the landscaping.**
 - a) Place plantings, including low shrubs, around the base of freestanding signs.
 - b) Plants adjacent to signs shall be selected and maintained to ensure that they do not obscure signs.

C. Sign Design

Intent

- To establish an attractive streetscape and safe conditions.
- To avoid over-illumination of signs, creating a nuisance to surrounding neighborhoods.
- To improve the visual quality of the Pacific Ridge area.
- To encourage use of materials that are easily and inexpensively maintained.
- To improve the attractiveness of development along the Pacific Highway South corridor.
- To prevent poor quality, poorly maintained signs and visual clutter on the highway.

Guidelines

1. **Both day- and night-time viewing shall be considered in the design, placement, and lighting of signage.**
 - a) Sign illumination should be appropriate for its intended purpose.
 - b) In general, direct lighting of signs creates a warmer, more pedestrian-friendly sign illumination; therefore, signs with front lighting and down lighting are recommended for pedestrian oriented signage.
 - c) Back-lighting (internal illumination) generally is more appropriate for auto-oriented signs. Internally illuminated signs shall be constructed using individual letters/characters; or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated.
 - d) Sign lighting should not cause glare or spillover into neighboring properties. Commercial signage should be placed facing away from residential properties and neighborhoods wherever possible.

Note: See Des Moines Sign Code for restrictions on sign design and placement.

2. **Durable, high quality materials and finishes for signage shall be utilized.**

The following guidelines are to aid in the selection of sign materials:

- a) Construct signs from durable materials and feature high-quality workmanship.
- b) Use borders, reveals, edging or other appropriate methods to prevent weather damage.
- c) Include the sign base and pole, associated lighting fixtures, and color choice as an integral part of a sign's design.
- d) Backlit vinyl sign/awnings shall be prohibited.

DEFINITIONS

Architectural Elements - As used in these guidelines, architectural elements refer to the elements that make up an architectural composition or the building form, and can include such features as the roof form, entries, an arcade, porch, columns, windows, doors and other openings.

'Architectural elements' is used interchangeably with architectural features in these guidelines.

Architectural Character - The architectural character of a building is that quality or qualities that make it distinctive and that are typically associated with its form and the arrangement of its architectural elements. For example the architectural character of a structure may be conveyed by a prominent design feature. Examples are a distinctive roof line, a turret or portico, an arcade, an elaborate entry, or an unusual pattern of windows and doors.

The architectural character may also be attributed to the building's style, which is typically conveyed by the architectural detailing associated with that style. For example, a building which is Neo-Classical in *style* may convey a formal architectural *character*.

Architectural Details - As used in these guidelines, architectural or building details refer to the minor building elements that contribute to the character or architectural style of the structure, and may include moldings, mullions, rooftop features, the style of the windows and doors, and other decorative features. As used in these guidelines, the architectural details that are used to *articulate* the structure may also include reveals, battens, and other three dimensional details that create shadow lines and break up the flat surfaces of a facade.

Architectural Form - As used in these guidelines, architectural form refers to the three dimensional shape of a structure, and is made up in part by the building elements.

Articulation - See *Architectural Details*.

Balcony - A balcony is an outdoor space built as an above ground platform projecting from the wall of a building and enclosed by a parapet or railing.

Bay Window - A bay window protrudes from the main exterior wall. Typically, the bay contains a surface that lies parallel to the exterior wall, and two surfaces that extend perpendicular or diagonally from the exterior wall.

Blank Walls - Walls subject to "blank wall" requirements are any ground level wall surface or section of a wall that is over six feet (6') in height measured from finished grade at the base of the wall, and longer than 50' measured horizontally, that does not have any significant building feature, such as a window, door, modulation or articulation, or other special wall treatment within that 50' section (see below).

Courtyard - A courtyard is an open space, usually landscaped, that is enclosed on at least three sides by a structure or structures.

Curb Cut - A curb cut is a depression in the curb for the purpose of accommodating a driveway that provides vehicular access between private property and the street.

Deck - A deck is a roofless outdoor space built as an above-ground platform projecting from the wall of a building and supported by piers or columns.

Facade - A facade is any portion of an exterior elevation of a building extending from the grade of the building to the top of the parapet wall or eaves, for the entire width of the building elevation. A front facade is typically the facade facing the major public street(s). An entry facade is typically the facade with the primary public entry.

Foot-candle - A foot-candle is a unit used for measuring the amount of illumination on a surface. The amount of usable light from any given source is partially determined by the source's angle of incidence and the distance to the illuminated surface.

Frontage - As used in these guidelines, frontage refers to length of a property line along a public street or right-of-way.

Front Yard - As used in these guidelines, the front yard is the area between the street(s) and the nearest building facade.

Impervious Surface - Those hard surfaces that prevent or retard the entry of water into the soil in the manner that such water entered the soil under natural conditions prior to development; or a hard surface area that causes water to run off the surface in greater quantities or an increased rate of flow from the flow present under natural conditions, prior to development. Such surfaces include, but are not limited to, rooftops, asphalt or concrete paving, compacted surfaces, or other surfaces that similarly affect the natural infiltration or runoff patterns existing prior to development. They may be occupied by such recreational facilities as playground equipment, swimming pools, game courts; etc..

Lumen - A lumen is a unit used for measuring the amount of light energy given off by a light source.

Modulation - Modulation is a stepping back or projecting forward of portions of a building facade within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure's continuous exterior walls. As used in these guidelines, the modulated portions must be at least 4 feet deep in order to qualify as modulation.

Pedestrian-Friendly Facades - "Pedestrian-friendly" facades are those that feature one or more of the following characteristics:

- Transparent window area or window displays along at least half the length of the ground floor facade.
- Sculptural, mosaic or bas-relief artwork along at least half the length of the ground floor facade.
- "*Pedestrian-Oriented Space*" - As defined below. At least 500 SF must be located along or adjacent to the public or private sidewalk(s), for every 100 linear feet of ground floor facade that faces the public street(s).
- Other measures that meet the intent of the criteria, as approved in conjunction with overall design review approval.

Pedestrian-Oriented Space - A pedestrian-oriented space is an area between a building and a public street that promotes visual and pedestrian access onto the site and that provides pedestrian-friendly amenities and landscaping, which enhance the public's use of the space.

To qualify as a "*pedestrian-oriented space*," an area must have:

- Visual and pedestrian access into the site from the public right-of-way,
- Paved walking surfaces of either concrete or approved unit paving,
- On-site or building-mounted lighting providing at least 2 foot candles (avg.) on the ground, and
- Seating; at least 2' of seating area (bench, ledge, etc.) or one individual seat per 60 SF of plaza area or open space.

A "*pedestrian-oriented space*" is encouraged to have:

- Landscaping that does not act as a visual barrier.
- Site furniture, artwork or amenities such as fountains, kiosks, etc.
- Pedestrian weather protection or other enclosure, such as an arcade or gazebo.

A "*pedestrian-oriented space*" shall not have:

- Asphalt or gravel pavement.
- Adjacent unscreened parking lots.
- Adjacent chain-link fences.
- Adjacent "blank walls" without "blank wall treatment."

Scale, Human - The size of a building element or space relative to the dimensions and proportions of the human body.

Scale, Architectural - The perceived height and bulk of a building relative to other forms in its context. A building's apparent height and bulk may be reduced by modulating facades and other treatments.

Service Areas - Service areas refer broadly to the areas, whether enclosed or open that contain such equipment and uses as ground level mechanical equipment, utility vaults, loading zones, outdoor storage areas, and trash and recycling areas.

Site Planning - Site planning is the arrangement of buildings, driveways, sidewalks, landscaping, parking, public open spaces, and other facilities on a specific site. Good site planning will display a cohesive site design concept, and take into consideration natural features, topography, drainage requirements, access points, the design of neighboring sites, and other features in the immediate vicinity of the site.

Streetscape - The streetscape is the visual character and quality of a street as determined by various elements located between the edge of the street and the building face, such as trees and other landscaping, street furniture, artwork, transit stops, utility fixtures and equipment, and paving. Where there are frequent and wide spaces between buildings, the streetscape will be defined by the pattern of building and open space and the character of that open space.

Viewshed - The viewshed is the extent of views from a particular site.

TRANSPORTATION IMPACT ASSESSMENT

TRANSPORTATION IMPACT ASSESSMENT

The Transportation Impact Analysis summarizes a program strategy to assist the City in assuring adequacy of transportation facilities and mitigation of transportation impacts of developments within the Pacific Ridge subarea (PRS). Implementation of this strategy would be defined by means of a transportation impact analysis (TIA), prepared for each new development within the subarea. This strategy addresses the need to mitigate off-site impacts through the SEPA process and fund arterial/collector roads within the subarea through one or more Local Improvement Districts (LIDs) or Transportation Benefit Districts (TBDs). In addition, this strategy assigns developer responsibility in constructing frontage improvements and participating in transportation demand management (TDM) programs.

Transportation Funding Strategy

Developments within the PRS will benefit from several transportation improvements that will be constructed by the City. These projects include improvements in the current *Transportation Element* of the City's *Comprehensive Plan*, new or modified improvements identified during the ongoing update of the *Transportation Element*, and additional improvements identified as a result of the Pacific Ridge planning process.

Off-Site Impacts

Traffic impacts would be determined through a traffic study for the project. If a safety or capacity deficiency is identified, the project would need to mitigate its impacts per SEPA. New development would generate impacts at locations identified in the City's *6-Year Transportation Improvement Program (TIP)*, locations identified in the City's long-range transportation element but not within the *6-Year TIP*, and locations not included in long-range transportation element. Mitigation and funding strategies for each of these would be different. For example:

- (1.) If a development impacts a location on the City's *6-Year TIP*, the development could mitigate its impacts through payment of a proportionate share of the City's *TIP* project based on the projects relative traffic to the total forecast traffic for the improvement. The total forecast traffic could be based on the anticipated traffic at the time the development would be completed or on the long-range forecasts that the improvement would serve.
- (2.) If a development has an impact at a location that the City has identified in its long-range transportation element but is not scheduled for construction within the *6-Year TIP*, then the City cannot readily use a proportionate share approach for mitigation. Even so, the City would need to work with the applicant to define a reasonable phase or element of the long-range project to that would mitigate its impacts, yet be consistent with the long-range plan.

- (3.) If a development impacts a location not included in long-range transportation element, the City will need to review those instances on a case-by-case basis. The review would be conducted by the City Engineer based on the City's adopted goals and policies, design standards, and standard engineering practices. Mitigation of impacts in these cases would be fully funded by the development, as a condition of approval.

Arterial/Collector Roads within Pacific Ridge

For arterial or collector road system improvements, it is recommended that one or more LIDs or TBDs be formed. LIDs or TBDs are useful when transportation facilities are needed for several properties. Use of LIDs or TBDs allows the City to proceed with design and construction of the needed infrastructure to provide access and circulation within the development area. The LID or TBD assessments can be spread over time, thereby minimizing the initial capital outlay for each individual developer.

The LID or TBD assessments could be based on the proportion of total traffic generated within the part of the subarea served by the improvements. Another option would develop a rate based on a combination of the proportional trip generation and the percentage of property fronting on these streets. This later approach takes into account that property owners along the streets would not have to individually construct frontage improvements. If, for some reason, a development constructed the frontage improvements, the costs would be credited against the assessment.

Frontage Improvements

New developments would be required to construct frontage improvements consistent with City requirements. Frontage improvements would include widening adjacent streets to match the ultimate design standards and constructing on-street bicycle lanes, curbs, gutters, sidewalks, drainage, and street lighting consistent with City's street design standards. Frontage improvements also may be required along streets included in one of the subarea LIDs or TBDs. If the development constructs improvements consistent with the ultimate improvement, then credits would be applied against the property's assessment.

Transportation Demand Management

As described in the *Transportation Element* of the City's *Comprehensive Plan*, TDM programs should consist of both employment-based and residential-based strategies. Employment-based strategies are usually directed by one or more transportation coordinator(s) and focus on providing incentives for transit, management of parking supply, and various work schedule options. Similarly, residential-based strategies would be directed by a transportation coordinator and focus on increasing the availability of convenient transit service to/from major employment centers in the surrounding areas.

Example Mitigation Calculations

Based on the funding strategy described above, the following example illustrates mitigation calculations for a hypothetical 300-unit multi-family development located along 30th Avenue S north of S 224th Street. It shows the cost breakdown associated with off-site impacts, funding for arterial/collector roads (and a traffic signal at S 216th Street/30th Avenue S), and frontage improvements. This example is based on 2005 conditions using a straight-line projection.

Off-Site Impacts

Current 6-Year Transportation Improvement Program (TIP) Project Impacts							
TIP Priority Number	Project Title (Project Limits)	Total Project Cost	2005 Traffic Volumes	Project Trips ¹	Total Traffic Volumes	Project % of Total	Developer Contribution
4	Pacific Hwy S Redevelopment Project	\$14,722,000	3,684	34	3,718	0.9%	\$134,628
9	S 216 th St/24 th Ave S Intersec. Improv.	\$500,000	1,754	11	1,765	0.6%	\$3,116
13	Kent-Des Moines Rd Improvement	\$3,000,000	1,241	2	1,243	0.2%	\$4,827
18	S 216 th St Improvement	\$1,500,000	1,033	10	1,043	1.0%	\$14,382
19	24 th Ave S Improvement	\$1,500,000	727	2	729	0.3%	\$4,115
21	16 th Ave S Project	\$700,000	635	1	636	0.2%	\$1,101
22	24 th Ave S Project	\$1,875,000	2,550	7	2,557	0.3%	\$5,133
24	S 223 rd St Improvement	\$2,000,000	242	2	244	0.8%	\$16,393
27	S 222 nd St	\$2,000,000	252	1	253	0.4%	\$7,905
Total Contribution							\$191,600

1. The City will need to determine what level of project traffic results in a measurable impact under SEPA.

Subarea Arterial or Collector Roads (TBD/LID)

- Assume 50 percent of collector/arterial road system is assessed based on trip generation and 50 percent will be responsibility of frontage improvements. Total cost would equal about \$2,500,000 for 1.25 miles of roadway.
- Assume 100 percent of new signal at S 216th Street/30th Avenue S is assessed based on trip generation. Total cost = \$250,000
- 300-unit residential development generates approximately 175 PM peak hour trips and benefit district within the PRS generates approximately 2,680 PM peak hour trips.
- Project share is equal to 175/2,680 or roughly 6.5 percent:
- 6.5 percent of one-half of collector/arterial road system cost (\$1,250,000) = \$81,250
- 6.5 percent of signal cost (\$250,000) = \$16,250
- Total assessment = \$81,250 + \$16,250 = \$97,500

Frontage Improvements

- Project would pay for or construct its frontage along 30th Avenue S, which would be included in the benefit district.

- Assume project frontage costs total \$100,000.
- Since 50 percent of the cost of 30th Avenue S is associated with the TBD or LID, then the residential development would receive a \$50,000 credit against the collector/arterial road system and traffic signal cost (\$97,500).