

## AGENDA

**DES MOINES CITY COUNCIL  
ECONOMIC DEVELOPMENT  
City Council Chambers  
21630 11th Avenue S, Des Moines, Washington  
Thursday, April 25, 2024 - 5:00 PM**

**Economic Development Committee:** Chair Jeremy Nutting; Vice Chair Harry Steinmetz; Traci Buxton

### CALL TO ORDER

### AGENDA

- Item 1. APPROVAL OF MARCH 28, 2024 MINUTES  
[03.28.24 Economic Development Committee Minutes](#)
- Item 2. COMPREHENSIVE PLAN UPDATE - (Chapter 8: Economic Development, Chapter 9: North Central Neighborhood Element, Chapter 10: Marina District and Chapter 11: Pacific Ridge Element)
- *Staff will provide an overview of Chapters 8 through 11 of the Des Moines Comprehensive Plan along with proposed amendments for discussion and input by the Committee.*

[04.25.2024 Comprehensive Plan Update](#)  
[Chapter 8 Economic Development Element](#)  
[Chapter 9 North Central Neighborhood Element](#)  
[Chapter 10 Marina District Element](#)  
[Chapter 11 Pacific Ridge Element](#)

### ADJOURNMENT

**DRAFT MINUTES**

**Economic Development Committee Meeting  
Thursday March 28, 2024  
5:00 p.m. – 5:50 p.m.  
Council Chamber**

**Council Members**

Jeremy Nutting, Chair via speaker phone  
Dep Mayor Harry Steinmetz, Vice Chair  
Mayor Traci Buxton

**City Staff**

Tim George – Interim City Manager  
Denise Lathrop – Comm Dev Director  
Laura Techico – Planning and Development  
Services Manager  
Jason Woycke – Senior Planner  
Peyton Murphy – Land Use Planner II  
Alicia Jacobs – Land Use Planner I  
Matt Hutchins – Assistant City Attorney  
Taria Keane – City Clerk  
Jodi Grager – Admin Coordinator II

Guests: Councilmembers Gene Achziger and Yoshiko Grace Matsui  
Josh and Annie Pantzke  
AHBL Consultant Wayne Carlson

Meeting was called to order at 5:01 p.m.

**1. Approval of January 25, 2024 Minutes**

Minutes approved as submitted.

**2. Approval of 2024 Work Plan**

2024 Work Plan approved as submitted.

**3. Short-Term Rental Code**

Tim George, Interim City Manager provided a Memo (Short-Term and Amenities Rental Regulation) which included information about a newer category of short-term rentals – “*amenities rentals*”. It is suggested that amenity rentals be controlled in the same manner as short-term rentals. The Memo listed Policy Objectives and Regulation Considerations. Staff are working on a zoning code amendment which will better regulate these types of businesses. A neighborhood pool operating as an amenity rental was discussed. The discussion included parking requirements, hours of operation, responsible property owner availability and potential disruption to the neighborhood. It was decided that it would be reasonable to allow this specific amenity rental to operate conditionally while the code work is underway.

**4. Comprehensive Plan Update**

Community Development Director Denise Lathrop presented a Memo (Comprehensive Plan Update). In addition to background details, the memo described proposed changes to *Chapter 1: Introduction* and *Chapter 2: Land Use Element*. The included “track changes” document for Chapter 1 and Chapter 2 included a sidebar to

record legislative requirements, items for council discussion, housekeeping edits and general comments. Laura Techico, Planning & Development Services Manager and Alicia Jacobs, Land Use Planner provided a briefing through use of PowerPoint slides. The Committee discussed inclusive language and the Tribal Acknowledgement. As time was limited, the Committee was invited to communicate via email with Planning Staff as needed.

Adjourned at 5:54 p.m.

Respectfully submitted by, Jodi Grager, Public Works Administrative Coordinator

# MEMO

To: City Council Economic Development Committee (EDC)

From: Denise Lathrop, AICP – Community Development Director

CC: Tim George, Interim City Manager  
Adrienne Johnson-Newman, Assistant City Manager  
Planning & Development Services Staff

Date: April 17, 2024

Re: Comprehensive Plan Update – Economic Development, North Central Neighborhood, Marina District and Pacific Ridge Elements

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## Background

The Des Moines Comprehensive Plan is a policy document that describes how the City will manage its growth and provide necessary services and facilities over a 20-year planning horizon (Year 2044). Des Moines is designated as a High Capacity Transit Community and needs to plan for an additional 3,800 housing units, 2,380 new jobs and 726 net new permanent Emergency Housing Units by 2044.

The comprehensive plan includes 12 elements that address community characteristics; land use; transportation; conservation and environment; capital facilities, utilities and public services; parks, recreation and open space; housing; economic development; neighborhoods (North Central, Marina District and Pacific Ridge); and health. Each element includes a general summary of existing conditions along with goals and policies, and implementation strategies that indicate how the city, programs, and priorities will implement the Plan's goals and policies.

The periodic update requires a thorough review of each element of the Plan to ensure it reflects new laws and requirements, demonstrates capacity to meet our growth targets, responds to changing conditions within the community and addresses agency, tribal and community's interests expressed via our public outreach efforts.

To help frame the scope of our update, our consultant AHBL completed a review of the existing comprehensive plan and development regulations for consistency with the Washington State Department of Commerce's update checklists, legislative amendment to the Growth Management Act (GMA), Vision 2050 and Countywide Planning Policies (CPPs), and identified updates needed to comply with these requirements.

### **March 28, 2024 EDC Meeting**

Staff presented *Chapter 1: Introduction* and *Chapter 2: Land Use Element* to the Council EDC. Key policy direction provided by the committee related to adding a tribal acknowledgement to Chapter 1 and weaving goals, policies and implementation strategies throughout the plan versus adding a separate

Tribal Element. The other item related to the style of language (e.g., "our City" vs. "the City") and whether that should be maintained. The EDC saw rationale for both.

#### ***April 11, 2024 Council Environment Committee Meeting***

Staff presented the Chapter 4: Conservation and Environment Element to the Committee. The Committee had questions related to HB 1181 (Climate Change bill), tree preservation and replacement ratios, tribal interests, bioswales, cross-jurisdictional coordination and overall timeline for planning. Staff is preparing responses for discussion at the next Environment Committee meeting.

#### **Discussion**

Tonight's discussion will focus on proposed changes to Chapter 8: Economic Development Element, Chapter 9: North Central Neighborhood Element, Chapter 10: Marina District Element and Chapter 11: Pacific Ridge Element. Given the breadth of this information, follow-up discussion at future committee meetings may be required.

#### ***Framework***

Economic development is one of 14 statewide planning goals under the GMA. Per [RCW 36.70A.020\(5\)](#), the GMA encourages local jurisdictions, through comprehensive plans and development regulations, to promote economic opportunity for all citizens, especially for unemployed and disadvantaged people, to promote the retention and expansion of existing businesses and recruitment of new businesses, and to encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities. The GMA also emphasizes coordination and consistency across comprehensive plan elements to support a strong local economy.

"VISION 2050 and the Regional Economic Strategy emphasize the interconnectedness of planning in our region – decisions made on land use, transportation, public services, housing, the environment, health, and other areas all play important roles in meeting the economic goals of the region and local communities." (PSRC, 2022) Economic development elements also provide an opportunity to address racial disparities in the community and access to opportunity through education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment.

Des Moines' Economic Development Element provides information on the local economy and the overarching policy framework to guide economic opportunity, job growth, prosperity and resiliency for the City. The North Central, Marina District and Pacific Ridge Neighborhood Elements along with other plan elements on housing, transportation and recreation are important components that help frame a fuller picture of opportunities to support the community and grow our local economy both in terms creating new jobs and housing opportunities.

Proposed changes to these elements are summarized below with questions for the Committee noted. These document are in track changes but the comments in the right sidebar are color coded to show items for Council discussion (yellow highlight) and housekeeping items for staff (green). General edits and formatting are not highlighted.

#### ***Chapter 8: Economic Development Element (Attachment 1)***

Des Moines' Economic Development Element establishes the goals, policies and strategies for economic growth and vitality that will enhance the City's branding, marketing and quality of life. A healthy economy plays an important role in ensuring that Des Moines is a vibrant and sustainable community for living and working. This element describes Des Moines' economic role locally and identifies appropriate partnerships within the South King County and the Central Puget Sound regional economy.

It discusses the importance of economic development to address priorities and needs of the community while accommodating employment growth targets (2,380 new jobs) by the year 2044.

Most of the changes to this Element relate to updating background information and adding new information about Des Moines' strategic advantages, employment data and the recently created Innovation District Overlay Zone (discussed further in Chapter 9).

Policy Question:

1. Page 8-6, ED1.9.1 - Does Council have interest in establishing a separate Economic Development Plan for the Marina District? An option to this would be to add additional economic goals, policies and strategies to Chapter 10: Marina District Element.

General Questions:

1. Does the Economic Development Element accurately capture Council's economic vision/direction for the City's future?
2. Does the Committee have any recommended changes or additions to this element?

***Chapter 9: North Central Neighborhood Element (Attachment 2)***

The North Central Neighborhood is Des Moines' primary location dedicated for office, research and development, manufacturing, distribution, and large-scale industrial development. It is envisioned as a thriving center for trade-related activity that generates new family wage jobs and revenue for the City and advances the region's vitality by linking businesses to world markets via Sea-Tac Airport.

The neighborhood is divided into four subareas that straddle S. 216<sup>th</sup> Street – the Des Moines Creek Subarea comprised of publically owned lands (City, Port and South Correctional Entity); the North Subarea that includes the Des Moines Creek Business Park; the South Subarea that includes commercial, business, residential, recreation and public uses; and the West Subarea that includes Port property, undeveloped SR 509 right-of-way and the Barnes Creek Trail.

Changes to this Element relate to updating background information and adding new information about transit investments and goals, policies and implementation strategies for the Innovation District Overlay Zone. Key objectives are to facilitate economic diversification, entrepreneurship, small business development, job creation, social equity and environmental sustainability. Envisioned outcomes include: options for home ownership; people living closer to their jobs; reduced vehicle miles travelled; enhanced opportunities for multi-modal travel; and associated social, financial and environmental benefits that enhance quality of life and achieve sustainability on multiple levels.

General Questions:

1. Does the North Central Neighborhood Element accurately reflect Council's economic vision/direction for this neighborhood?
2. Do the goals, policies and strategies centered around the Innovation District Zone address the Council desire to support small business development, education, training, innovation, creation of family wage jobs and workforce housing?
3. Does the Committee have any recommended changes or additions to this element?

***Chapter 10: Marina District Element (Attachment 3)***

The Marina District Neighborhood encompasses the Downtown central business district, Marina, and Beach Park. It is the historic and cultural center for Des Moines. The Neighborhood is developed with a variety of land uses, including commercial, professional office, single family, multifamily, mixed-use, and

recreational uses. A number of buildings in the neighborhood are not well-maintained or in a state of disrepair, and several vacant or have minimal physical improvements.

The current vision, goals, policies and implementation strategies were the outgrowth of several planning efforts during the 2009-2014 timeframe that included creation of the Marina District Design Guidelines; changes to building heights and development standards; and University of Washington student projects (e.g., Storefront Studio, Wayfinding and Signage, Façade Improvement Program and Social Equity in Comprehensive Plan Updates).

Proposed amendments focus on updating information to reflect recent capital investments, planning for the Marina Redevelopment and the Marina Steps and the addition of Soundview Park.

General Questions:

1. Does the Vision Statement for the Downtown Marina District accurately reflect the direction the City Council envisions for the Marina District?
2. Are there any changes or additional goals, policies, strategies or other tools that the Committee recommends to help foster investment in the Marina District as well as business retention and attraction?

**Chapter 11: Pacific Ridge Element (Attachment 4)**

This element was the outgrowth of the Pacific Ridge Neighborhood Improvement Plan and SEPA Planned Action that was completed in the 2000-2001 timeframe. The City envisioned a complete transformation of this neighborhood into a vibrant urban village that could accommodate much of the City's future job and housing growth. The Plan and Element are complemented by the Pacific Ridge Design Guidelines that promote economic investment, quality design, character, pedestrian amenities, open space and safety.

To date the Pacific Ridge Neighborhood Improvement Plan, Pacific Ridge Element and Design Guidelines has served as a good roadmap for the City. Developments such as the Four Points by Sheraton Hotel, Waterview Crossing and Pointe by Vintage are examples of new development that reflects this vision and contributes to meeting the City's jobs and housing targets.

Most of the change to this element relate to updating background information that has changed such as the addition of RapidRide and Sound Transit's Link Light Rail extension through Des Moines. Policy PR 1.13 and supporting strategies need to be updated to reflect the Midway Park acquisitions and improvements.

General Questions:

1. Does the Vision Statement for Pacific Ridge reflect the direction the City Council envisions for the Neighborhood?
2. Are there any changes, additional goals, policies, strategies or other tools that the Committee recommends to help further the vision for the neighborhood, particularly given its location along a high capacity transit corridor and midway between two light rail stations?

**References:**

*PSRC, 2022. VISION 2050 Planning Resources Economic Development Element Guide. February 2022.*

# CHAPTER 8:

# Elem

## BACKGROUND AND CONTEXT

The Washington Growth Management Act (GMA) emphasizes county-wide coordination of economic development planning, and economic development is one of the elements of a growth management comprehensive plan (see RCW 36.70A.070 (7)). Likewise, VISION 2050 sets a goal for the Economy: The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life. Primarily developed as a suburban residential community, the City is poised to evolve into a vibrant urban community and fulfill its role as a High Capacity Transit Community pursuant to VISION 2050.

The requirement for an economic development element was conditioned on the availability of state funds, which have not been provided to date. Many jurisdictions have, however, prepared an economic development element of their comprehensive plan. Local governments have prepared other types of economic development plans, including strategic action plans and plans focused on job creation and retention, job training programs, public and private capital investments, and business and community capacity-building. (MRSC, 2024).

The purpose of the Economic Development Element is to establish the goals, policies and strategies for economic growth and vitality that will enhance the City's branding, marketing and quality of life. A healthy economy plays an important role in ensuring that Des Moines is a vibrant and sustainable community for living and working. It is generally accepted, as a tenet of a healthy economy that diversity in the economy, reflected in different job types, diversity in investment across economic sectors, differentiation across income strata, and a healthy mix of business development all strengthen a local economy. The Economic Development Element can be utilized as the basis for an Economic Development Strategic Plan identifying a specific set of actions and strategies to achieve the policies established in the Economic Development Element. This element describes Des Moines' economic role locally and identifies appropriate partnerships within the South King County and the Central Puget Sound regional economy. It discusses the importance of economic development to address priorities and needs of the community while accommodating employment growth targets (2,380 new jobs) by the year 2044.

### What is Economic Development?

Economic development can be defined as actions taken to increase local economic activity (acknowledging that different states, regions, counties and cities have different tools available to them) resulting in a stronger

**Commented [NS1]:** There is a lot of information online at <https://www.desmoineswa.gov/cms/One.aspx?portalId=17385088&pageId=17478333> and on related pages about the City's Economic Development program.

Consider adding (and integrating) that information with the language here for improved consistency

Also see data at <https://soundsidealliance.org/des-moines/>

FYI it appears that no "opportunity zones" were established in Des Moines

**Commented [NS2]:** There is a lot of information online at <https://www.desmoineswa.gov/cms/One.aspx?portalId=17385088&pageId=17478333> and on related pages about the City's Economic Development program which we used to update this chapter.

We also consulted <https://soundsidealliance.org/des-moines/>

FYI it appears that no "opportunity zones" were established in Des Moines

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more diverse economic base. This element identifies policies that promote economic development including an expansion of the City's economic base to promote job creation and expand the local tax base, increase revenue for the public sector, increase goods, and services to residents and businesses, and establish appropriate public/private partnerships, all of which contribute to a strong, sustainable, and resilient economy.

### **KEY STRATEGIC ADVANTAGES**

Des Moines is centrally located within the Puget Sound region midway between Seattle and Tacoma. The city is easily accessible from various neighboring cities through Highway 509 and Interstate 5 and benefits from reliable public transit available through RapidRide and light rail mass transit. Additionally, with SeaTac International Airport and two deep water seaports nearby, freight movement, goods, and services are ready and accessible.

The city's proximity to the airport and Port facilities have resulted in development of the Des Moines Creek Business Park spanning approximately 3 million square feet of new office, light industrial, distribution, manufacturing across a variety of businesses. The northwest regional headquarters of the Federal Aviation Administration, comprised of a new 280,000 square foot building employing over 1000 federal employees was recently built and occupied at the Des Moines Creek Business Park. Additionally, the city's nearby location to the Green River Valley, the fourth largest warehouse and distribution center in the United States and the second largest manufacturing center on the West Coast, makes Des Moines a prime location for customers, vendors, and suppliers to call home.

A wide range of multi-family, retail, lodging, office, and light industrial properties are found along the Pacific Highway South commercial node, presenting ideal choices for business investment.

Businesses flourish in Des Moines, where residents are well-educated and provide a ready workforce, thanks in part to nationally recognized schools. Highline College and a satellite campus of Central Washington University are two institutions in the City that continue to prepare individuals to join high-tech, manufacturing, medical, biotech, and hospitality industries.

Enjoying competitive advantage in land costs and lease rates, Des Moines is well-poised for economic development opportunities.

### **EMPLOYMENT DATA**

The Puget Sound Regional Council (PSRC estimates that there were 7,833 jobs in the City in 2020 and forecasts that the jobs count will increase to 10,427 jobs by the year 2044 as depicted in **Figure 1**. That means that employment growth is projected to increase by about 33% overall (with a corresponding

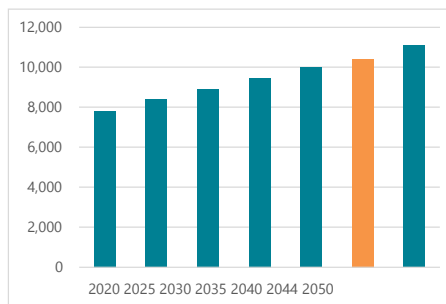
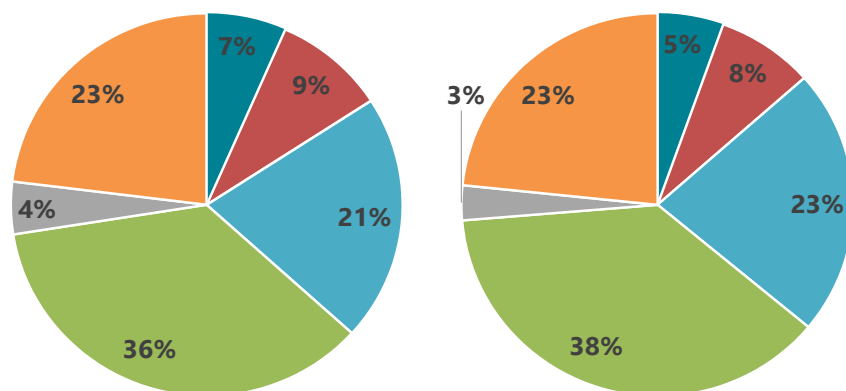


Figure -1: Employment Trends

Average Annual Growth Rate (AAGR) of about 2.53%). The City of Des Moines has adequate land available to meet the employment targets.

The PSRC also provides employment data according to broad sector categories. According to the PSRC datasets, the sector having the highest number of jobs in Des Moines for the year 2020 was "FIRES" or Finance, Insurance, Real Estate and Other Services (36%) followed by Public and Private Education (23%), Retail and Food Services (21%). The remaining sector groups of Manufacturing, Wholesale, Transportation and Utilities, Construction and Resource, and Public Sector comprised about 20%. (See Figure 2). By 2044 the distribution of jobs by sector groups will remain fairly consistent, with gains in the share of FIRES and Real Estate and Other Services jobs.



**2020 Jobs Estimate**

**2044 Jobs Projection**

- Construction and Resource
- Manufacturing, Wholesale, Transportation and Utilities
- Retail and Food Services
- Finance, Insurance, Real Estate and Other Services
- Public Sector
- Public and Private Education

Figure 2: Des Moines Employment by Primary Sectors

US Census Inflow/ Outflow Analysis data<sup>1</sup> indicate that in the year 2021 there were approximately 449 people living in Des Moines and were also employed within the city's geographical boundaries. Approximately 4,998

<sup>1</sup>US Census Bureau, OnTheMap application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2<sup>nd</sup> Quarter of 2002-2021).

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workers were employed in Des Moines but live outside of Des Moines while 13,161 city residents were employed outside of the city.

In 2023, the City established an Innovation District Overlay in the North Central Neighborhood of Des Moines. The District is a place-based urban development strategy aimed to regenerate an under-performing area into a desirable location for innovative and creative companies and workers. The district is in place to support economic diversification, small business development, entrepreneurship, job creation, social equity and environmental sustainability. The district can provide myriad benefits such as providing enhanced opportunities to develop workforce housing in proximity to jobs, transit, recreation and open to complement the area and accomplish highest and best use while simultaneously encouraging owner-occupied housing and enhancing and protecting recreational opportunities.

The following goals and policies provide the framework for growing the Des Moines economy. The mission is to provide a climate that maintains a healthy economy for jobs and businesses without sacrificing the qualities that make Des Moines a great place to live.

## GOAL

**Goal ED 1** Promote economic stability, growth, and vitality to support a prosperous and sustainable economy for all people.

## POLICIES AND IMPLEMENTATION STRATEGIES

**ED 1.1 Increase the self-reliance of the City by diversifying revenue streams, reducing dependence on property tax, and increasing revenues generated from retail sales and commercial economic activity.**

ED 1.1.1 Identify ways the City can designate appropriate entitlements to property to encourage quality development; including land use, zoning, expedited permitting and infrastructure investment where feasible to define development patterns.

ED 1.1.2 Expand utilization of design guidelines to accomplish quality development.

ED 1.1.3 Incorporate in all aspects of economic development efforts to support and retain local businesses and expansion of opportunities for new businesses; to some degree these can be enhanced by a focus on understanding Des Moines competitive advantages and underserved retail components.

**ED 1.2 Reduce retail leakage within the City by identifying those sectors where the City is underserved by retail business and increasing our competitive advantage to attract new retail development and customers.**

ED 1.2.1 Conduct an analysis of retail consumption patterns in the City in order to:

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**Commented [NS3]:** This is written based on Ordinance 1775. I've added some suggested implementation language after a policy placeholder below.

Does this city want to keep this? Should there be more / less detail?

The Ordinance also mentions "a Center for Excellence and Innovation District" which is confusing to me. Should that term be swapped for Innovation Overlay District?

**Commented [DL4R3]:** The Innovation District is within the North Central Neighborhood that has it's own CP element.

**Commented [NS5]:** Question for the City:

As the policies now read it appears the City of Des Moines has not traditionally focused on industrial type uses. Is that still the case or should be changed? For example, would it make sense to introduce policies such as "Increase the Supply of Land Zoned to Accommodate Low-Impact Industrial Uses "

The other concept that is often promoted but is not listed here is that the city could strive to attract businesses that offer a range of wages to support high incomes, diversify the economy, strengthen the existing industry clusters, etc.

**Commented [NS6]:** Suggested change to align with PSRC VISION 2050 plan

1. Establish metrics to determine success in recapturing retail leakage, and
2. Attract businesses in sectors where the City is underserved, thereby increasing the City's retail business activity and increasing retail sales tax.

**ED 1.3 Increase opportunities for higher density, urbanized development focusing on mixed-use projects.**

ED 1.3.1 Utilize principles from Congress on New Urbanism, Urban Land Institute and others to establish appropriate mixed-use targets for Des Moines, taking advantage of increasing public amenities associated with urban development.

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**ED 1.4 Encourage and leverage the value of partnerships.**

ED 1.4.1 Explore ways in which the City, and other public agencies, can partner with the private sector to achieve development objectives while at the same time providing public benefits.

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ED 1.4.2 Support, recognize, and empower the contributions of the region's culturally and ethnically diverse communities, institutions, and Native Tribes.

Commented [NS7]: This relates to PSRC MPP-Ec-17, Ec-17, Ec-20

**ED 1.5 Continue to provide expedited review and streamlined permitting services to foster confidence in the development community and assure the City is known as a good business partner.**

ED 1.5.1 Maintain and improve (where possible) the development review process to encourage project applicants to take advantage of pre-application meetings that identify critical project dynamics. The private sector (and public projects) can take advantage of the City's emphasis to front load project review resulting in fewer iterations in the submission process, providing for cost savings and speed-to-market opportunities for development projects.

**ED 1.6 Continue to coordinate economic development efforts within our region to increase the value of regional integration and assets including Sea-Tac Airport and the Port of Seattle.**

ED 1.6.1 Continue participation and collaboration with regional partners, for example, Soundside Alliance, Port of Seattle, and Economic Development Council of Seattle and King County.

**ED 1.7 Focus on strategies to integrate sustainable development through design, energy efficiency, environmental mitigation and project development.**

ED 1.7.1 Identify sustainable approaches to project development that encourage energy efficiency, and sustainable environmental design as a means to mitigate potential impacts of development.

ED 1.7.2 Promote environmental and socially responsible business practices, especially those addressing climate change, resilience, and improved health outcomes.

Commented [NS8]: MPP Ec-8, Ec-16

**ED 1.8 Foster strategies to support local small business, and retention and expansion of local businesses, in addition to business attraction activities.**

ED 1.8.1 Work with ~~Small Business Development Center at Highline College~~ and other organizations to foster the success of small business.

~~ED 1.8.2 Strive to reduce disparities in access to opportunity and expand employment opportunities including economically disconnected communities.~~

~~ED 1.8.3 Support a positive business climate and foster employment opportunities for businesses providing living wage jobs. This includes local enterprises, women- and minority-owned businesses, and start-up companies.~~

~~ED 1.8.4 Provide a welcoming business atmosphere that supports established and emerging industries, technologies, and services promoting environmental sustainability, especially those addressing climate change and resilience.~~

~~ED 1.8.5 Consider ways to address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure.~~

**Commented [NS9]:** This is a slight rephrasing. My purpose is that the SBDC is a SBA program that is housed at the college.

**Deleted:** Highline College

**Commented [NS10]:** This relates to PSRC MPP-DP-2, Ec8, Ec-13 per the checklist

**Commented [NS11]:** MPP Ec 13-14

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**Commented [NS12]:** MPP Ec-18

**ED 1.9 Invest in infrastructure improvements to foster economic development and increase opportunities for walkability, recreation, and define economic development district boundaries (for example, the Marina District).**

ED 1.9.1 Establish a Marina District Economic Development Plan that incorporates all development elements and objectives to help guide development patterns in these key areas. Elements of the Plan can include the following (some of which already exist): design elements, infrastructure improvements, landscaping, recreation, parking, land use and zoning that will define and distinguish the Downtown/Marina area.

**Commented [DL13]:** Policy Question: Does Council have interest in establishing a separate Economic Development Plan for the Marina District? An option would be to add additional economic goals, policies and strategies to Chapter 10: Marina District Element.

**ED 1.10 Invest in public amenities that help create a vibrant, recreation-oriented, healthy destination city, that includes quality education facilities, and activities for the community.**

ED 1.10.1 Build on the strong amenities that exist in the city, in terms of parks, beachfront, recreational opportunities, view corridors to assure development of new and maintenance of exiting amenities.

~~ED 1.10.2 Promote Des Moines' image and identity for purposes of attracting and growing business, tourism, and local spending. This would include work to partner and support agencies involved in promotion, marketing, and tourism.~~

**ED 1.11 Collaborate with schools, colleges and local companies to foster a well-trained and educated workforce.**

ED 1.11.1 Evaluate on an ongoing basis the types of jobs being created in Des Moines and coordinate information with our local schools and the college to assure workforce programs that address local employment needs.

**ED 1.12 Establish destination branding and economic development for the Marina District, Redondo, and the Pacific Highway South corridor, maximizing our current assets to generate economic activity.**

ED 1.12.1 Develop materials that summarize the Des Moines "story" and work with developers and investors to further the development of projects and uses that support the destination brand.

ED 1.12.2 Work with the private sector to reinforce the brand and articulate Des Moines' value as a destination site, maximizing existing resources.

**ED 1.13 Encourage new development, infill and redevelopment in the City's Innovation District.**

ED 1.13.1 Enable development that will complement and enhance the distinct physical characteristics of the district, support small business development and entrepreneurship, and provide the support systems such as education, training, and workforce housing.

ED 1.12.2 Work collaboratively to increase opportunities for small business development in order to create greater efficiencies in land use and infrastructure, to reduce associated costs, and support multi-modal transportation options (non-motorized and bus transit).

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**Deleted:** create opportunities to fulfill some daily tasks without the use of an automobile,

**Commented [NS14]:** Would the city like to see this in the comp plan? It's from DMMC 18.105.070 which was recently amended, when the moratorium was lifted.

(I excluded the part about context sensitive massing, proportion, position, height, etc. though since that is rather specific)

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# CHAPTER 9: North Central

## BACKGROUND AND CONTEXT

The North Central Neighborhood is Des Moines' primary location dedicated for office, research and development, manufacturing, distribution, and large-scale industrial development. It is envisioned as a thriving center for trade-related activity that generates new family wage jobs and revenue for the City and advances the region's vitality by linking businesses to world markets via Sea-Tac Airport.

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

- (1) **Des Moines Creek Subarea.** This Subarea includes approximately 38 acres in the northwest corner of the North Central Neighborhood. As its name implies, this area includes land within and adjacent to Des Moines Creek and its ravine. Also included is land north and west of the ravine that is separated from the remainder of the North Central Neighborhood by Des Moines Creek. Most of this Subarea area is heavily vegetated with native growth. A large portion of the area is publicly owned (City, Port and South Correctional Entity). Des Moines Creek Park features a pedestrian/bicycle paved trail (Des Moines Creek Trail).
- (2) **North Subarea:** This Subarea is the largest within the North Central Neighborhood, containing approximately 89 acres. It is bounded by S. 208th Street to the north, 24th Avenue S. to the east, S. 216th Street to the south, with undeveloped State Route 509 right-of-way and Des Moines Creek Park to the west. Between 2015 and 2018, this area was built out with approximately 2.5 million square feet of commercial and warehouse space. Additional private development in this area, as well as expansion of the Des Moines Creek Business Park brings total developed square footage to approximately 3 million square feet.
- (3) **South Subarea:** The South Subarea contains approximately 55 acres and is bounded by S. 216th Street to the north, 24th Avenue S. to the east, S. 220 Street to the south, and undeveloped State Route 509 right-of-way to the west. A variety of business and recreation uses are found in this Subarea.
- (4) **West Subarea:** This Subarea contains most of the undeveloped State Route 509 right-of-way and undeveloped Port property to the west of the right-of way. The area comprises approximately 54 acres. Except for several single family homes, the area is largely undeveloped.

To date, Des Moines, the Port of Seattle (Port), City of SeaTac, Washington State Department of Transportation (WSDOT), and other public agencies have invested over \$30 million in transportation and infrastructure improvements to facilitate access and freight mobility in the business park area. The multimodal corridor accommodates pedestrians, bicycles, transit and vehicles and connects to the Sound Transit Angle Lake light rail station and park and ride. The new roadway, connecting the Des Moines Creek Business park to SeaTac International Airport was a cooperative project with the City of Sea-Tac.

In 2023, the City completed a market analysis and land use feasibility study of the South Subarea and a portion of the West Subarea that evaluated future development trends to support the city's job and housing growth targets with a focus on family wage jobs, and workforce housing. Findings determined that transportation limitations and land-intensive, low employment density uses make additional warehousing or truck-intensive uses undesirable for the remaining land. This work culminated with a vision, Innovation District Overlay and multifamily residential zoning that are further expressed in the stated goals, policies and implementation strategies that follow.

## GOALS, POLICIES AND IMPLEMENTATION STRATEGIES

### Land Use

**Goal NCN 1 Catalyze economic opportunity and investment in the North Central Neighborhood by strengthening and supporting business growth and vitality as well as the creation of family wage jobs.**

**NCN 1.1 Allow business park-type land uses and recreational facilities within the North and South Subareas.**

NCN 1.1.1 Ensure that development regulations, licensing and permitting processes are consistent and efficient.

NCN 1.1.2 Promote a mix of uses within business parks, including offices, wholesale trade, light manufacturing, research, and other related uses. Permit recreational facilities, including sport facilities with related retail uses.

**NCN 1.2 Establish a Center for Excellence within the Innovation District that supports economic diversification, entrepreneurship, small business development, job creation, social equity and environmental sustainability.**

NCN 1.1.1 Partner with businesses and economic development organizations to create an innovation hub to link, leverage, and align assets with the intent of fostering innovation-based entrepreneurship.

NCN 1.1.2 Develop an economic strategy for the Innovation District and identify ways the City can support local entrepreneurs in imagining, starting, and running their own businesses, as well as create physical features and spaces that will attract new residents and visitors.

NCN 1.1.3 Identify market niches that support small business development and entrepreneurship, and provide the support systems such as education, training and workforce

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**Deleted:** <#> **Transportation Gateway Project** which entails upgrading two city arterials: S. 216th Street between SR 99 and 19th Avenue S., and 24th Avenue S. north of S. 216th Street. Improvements include 5 lane cross sections with pedestrian, bicycle and urban design elements and a new signal at 20th Avenue S. The 24th Avenue S. and S. 216th Street, Segment 2 (18th Avenue S. to 24th Avenue S.) improvements are complete. Segment 1b of the project focusing on S. 216th Street remains to be completed and is included in the city's Transportation Improvement Plan 2023-2042. The City expects to secure remaining funds so construction of Segment 1A can begin in 2016.¶

<#> **28th/24th Avenue S. Connection** in the City of SeaTac that will completed a new south access road to Seattle-Tacoma International Airport (SeaTac Airport) with a 5 lane, principal arterial that parallels SR99. Construction of the corridor is was completed in 2018. expected to be complete in 2016. The multi modal corridor accommodates pedestrians, bicycles, and vehicles and connects to the completed the connection to the new Sound Transit Angle Lake light rail station and park and ride. lot opening in 2016 at S. 200th Street. ¶

<#> Although all of Des Moines is adversely impacted by aircraft noise related to Sea-Tac Airport, the area between 16th Avenue S. and 24th Avenues S. is directly within below the aircraft flight path and is particularly heavily impacted.¶

<#> The area north of S. 216th Street was so severely affected that the Port of Seattle (POSPort) purchased and removed what was once a well developed single family neighborhood. This process was completed in 1993. This neighborhood buyout has left the area substantially cleared of structures. Because the Port of Seattle did not expand its acquisition and removal program, the area south of S. 216th Street remains in private and City ownership. ¶

<#> The North Central Neighborhood contains four Subareas, each with its own distinct characteristics, ...

**Deleted:** <#> The North Central Neighborhood provides presents opportunities for developing park and ...

**Moved down [1]: Goal NCN 2** Ensure transportation and other public infrastructure and services are provided concurrent with development.¶

**Deleted: Goal NCN 3** Ensure compatibility between business park uses and the surrounding areas, including the Des Moines Creek basin, through careful planning. ¶

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housing. Potential stakeholders include Highline College Business Development Center, Seattle Southside Chamber of Commerce, Port of Seattle, Greater Seattle Partners, Habitat for Humanity and others.

NCN 1.1.4 Facilitate the creation of workforce, middle, and market rate housing in proximity to jobs, transit, recreation, and open space that will complement the area and accomplish highest and best use. Envisioned outcomes include: options for home ownership; people living closer to their jobs; reduced vehicle miles travelled; enhanced opportunities for multi-modal travel; and associated social, financial and environmental benefits that enhance quality of life and achieve sustainability on multiple levels.

**Goal NCN 2 Ensure compatibility between business park uses and the surrounding areas, including parks, trails and the Des Moines Creek basin, through careful planning and the mitigation of potential adverse environmental impacts.**

**NCN 2.1 Ensure that new business park uses include the development of recreational facilities.**

NCN 2.1.1 Acquire lands within Des Moines Creek Subarea, the West Subarea, and the South Subarea for development of future recreational facilities.

NCN 2.1.2 Ensure a balanced approach, utilizing highest and best land use options and to take advantage of recreational opportunities resulting in connectivity from the Des Moines Creek trail to the Barnes Creek trail.

### Transportation and Public Infrastructure

**Goal NCN 3 Ensure transportation and other public infrastructure and services are provided concurrent with development.**

**NCN 3.1 Facilitate improved vehicular access prior to or concurrent with new development.**

NCN 3.1.1 Work cooperatively with other affected agencies during the evaluation, siting, and construction of new roadway improvements.

NCN 3.1.2 Ensure business park developments contribute funds toward the cost of the off-site roadway improvements based on the proportionate share of future vehicle trips, or the added property value created by the roadway improvement.

NCN 3.1.3 Ensure that business park developments include transportation demand management (TDM) measures, such as bus pass subsidies, preferential parking for car and van pools, flextime, bicycle parking, and ride match services.

NCN 3.1.4 Ensure that new development within the North Subarea is served by an internal system of public rights-of-way that minimize the impact upon surrounding arterials and residential areas.

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- Commented [DL2]: New – outgrowth of moratorium work.
- Moved (insertion) [1]
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- Commented [DL3]: Transportation needs to weigh in. Deleted policies that are redundant or that have been implemented via construction of gateway project, Metro transit shuttle and SR 509 project.
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- Deleted: NCN 2.1.3 Ensure that traffic reports identify the potential impacts to the surrounding arterial street network and the appropriate mitigating measures. 1
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- Deleted: NCN 2.1.5 Encourage employers in the North Central Neighborhood to sponsor, co-sponsor, or provide shuttles to enhance connectivity with the Sound Transit Angle Lake Link Light Rail station at S. 200th Street and transit facilities on Pacific Highway S, as well as routes that would circulate through Des Moines to bring people to and from the Marina District. The City will advocate with King County Metro to provide such services. 1
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- Deleted: Require that access to individual developments will be exclusively served by internal street systems
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NCN 3.1.5 Design ingress and egress for each Subarea to minimize additional traffic on S. 216th Street, west of the North Central Neighborhood, and on 24th Avenue S., south of S. 216th Street.

NCN 3.1.6 Ensure that new developments provide for convenient pedestrian access to exterior arterials, particularly those with transit routes.

NCN 3.1.7 Ensure that master plans include an analysis of all utility needs, including on and off-site improvements. At the time of development, require the undergrounding of existing and new utility lines, including those on adjacent streets. Promote an equitable distribution of utility improvement costs among all business park developments.

NCN 3.1.8 Require that drainage systems be designed consistent with the King County Surface Water Manual, the Des Moines Creek Basin Plan, the Massey Creek Flood Control Management Study, and other applicable drainage plans. Require that development maintain the existing direction of surface water flow within existing basin boundaries. Ensure that all surface water runoff be collected and detained to prevent any off-site flooding or adverse water quality impacts. Require drainage systems that use biofiltration to maintain water quality and incorporate drainage features into on-site water amenities.

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**Deleted:** Limit developments that will generate excessive amounts of traffic on S. 216th Street, west of the North Central Neighborhood, or on 24th Avenue S., south of S. 216th Street. ¶  
NCN 2.1.8 Design new arterial streets within or adjacent to the North Central Neighborhood so that access to internal, local-access streets within each Subarea will be from the new arterial(s). ¶  
NCN 2.1.9 Locate and design SR 509 and 24th Avenue interchanges that extend through or are adjacent to the North Central Neighborhood to: 1) provide direct access to and from the neighborhood; 2) alleviate existing traffic problems in the vicinity; 3) provide improved access for the greater community; and 4) ensure that it does not serve as the sole southern access to SeaTac International Airport.

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**Deleted:** NCN 3.1 Ensure that new business park uses include the development of recreational facilities. ¶

NCN 3.1.1 Acquire lands within Des Moines Creek Subarea, the West Subarea, and the South Subarea for development of future recreational facilities.

Attachment 3

# CHAPTER 10: Marina District

## BACKGROUND AND CONTEXT

### VISION STATEMENT FOR THE DOWNTOWN MARINA DISTRICT

*The Marina District – the Downtown, Marina, and Beach Park – is the historic and cultural center for Des Moines. A revitalized Downtown with small-town charm reflects the City's rich history, invites new businesses, development, shoppers, tourists and residents. A quality mix of services in the District encourages residents to shop locally and creates a destination for visitors. Improved pedestrian access to and from the Marina and Beach Park and pedestrian amenities along South 223rd Street and South 227th Street enhance the image of Des Moines as a special Puget Sound waterfront community. The Marina District Design Guidelines encourage private participation and public art to reflect and celebrate the City's unique location and maritime heritage.*

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Des Moines Marina District is located along the shoreline of Puget Sound. This waterfront location provides a unique geographic setting for the City's primary commercial district. This area is one of few low-bank shoreline areas between Seattle and Tacoma. The Des Moines Marina occupies much of the shoreline within the neighborhood. [The City also proudly celebrates the local heritage, history and culture of original indigenous inhabitants of this region. Elements of this heritage can be seen at the new Soundview Park overlooking the Marina.](#)

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The Marina District is generally bounded by Puget Sound on the west, the City of Normandy Park and South 216th Street to the north, 8th Avenue South and Kent-Des Moines Road to the east, and South 230th Street to the south (Figure 1-1). Single family residential neighborhoods abut the Marina District to the north, south, and east. As the topography of the area generally slopes down from east to west, many properties within and near the Marina District currently have views of Puget Sound and the Olympic Mountains.

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

The [Future Land Use Map \(Figure 2-1\)](#) shows the land uses planned for the Marina District neighborhood. Other policies within the Land Use Element that relate to the Marina District include:

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1. Multiple family dwellings should also be encouraged in conjunction with commercial developments within the Downtown Commercial Zone (D-C Zone), provided that such dwellings are designed to provide a quality residential environment while enhancing the appearance and commercial function of the business district.

2. Promote new development and redevelopment within the Marina District to reflect and enhance its ties to the waterfront, pedestrian orientation, and role in local shopping and services.
3. Within the Des Moines Marina property, allow commercial uses that are water dependent or related, serve marina users or promote public access to the shoreline.

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For decades, the City of Des Moines has made efforts to enhance the value of its Downtown and Marina for residents and the region. In the mid-1980s, the City conducted a revitalization planning project that identified the importance of Marine View Drive, 7th Ave S, and the alleyway in-between. One of the most significant elements of this plan highlighted the missing 'Pedestrian Connection' to the waterfront from Downtown to the Marina.

Since 2016, City administration has been actively pursuing possibilities to make these efforts a reality, knowing that there will eventually be both significant private and public investments made. The Marina Steps Project, as part of the holistic Marina Redevelopment Projects, will focus on enhancing the pedestrian experience for residents and visitors, creating a distinctive connection between Des Moines' Downtown and the Marina.

The project team has been working on the project since late Spring 2023 and is pleased to share the ideas, opportunities, and potential program elements generated to date for this essential addition to the public life and enjoyment of downtown Des Moines Marina.

To date, the City invested \$13.7 million to replace the north Marina bulkheads along with improved urban design features, landscaping and pedestrian facilities at the site and is investing and additional \$11-12 million in dock replacement and approximately \$9 million to construct the Marina Steps.

Recent private investment includes the renovation of the Des Moines Theater building to restore the theater and commercial space, and add 18 new residential units, and a new 10-unit apartment building with ground floor commercial space at the corner of 7<sup>th</sup> Avenue S and S 227<sup>th</sup> Street. These enhancements provide economic benefits to the City and will help spur further investment in the Marina District as a whole.

## GOALS

**Goal MD 1** *Ensure that Marina District will be:*

1. *The civic and cultural center for the City.*
2. *A revitalized and safe neighborhood with a small-town charm that reflects the City's rich history and invites new businesses, development, shoppers and residents.*
3. *Characterized by a quality mix of businesses that encourages residents to shop locally and creates a destination for visitors.*
4. *Aesthetically pleasing with design standards and public art to reflect and celebrate the City's unique location and maritime heritage.*
5. *Pedestrian-friendly with improved access to and from the Marina and Beach Park and pedestrian amenities along South 223<sup>rd</sup> Street and South 227<sup>th</sup> Street.*
6. *A residential as well as commercial neighborhood.*
7. *A neighborhood that takes advantage of its waterfront location.*

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- 8. A neighborhood with numerous opportunities for *active and* passive outdoor recreation.
- 9. An area with views of Puget Sound and the Olympic Mountains.
- 10. A neighborhood where redevelopment and the introduction of new businesses *and residents are encouraged when such activities compliment and implement adopted goals and policies.*

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**Goal MD 2** Strengthen community sustainability, pedestrian accessibility, livability, and downtown business vitality.

**POLICIES AND IMPLEMENTATION STRATEGIES**

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**Land Use**

**MD 1.1 Encourage a variety of commercial and retail uses that will enliven the Marina District, including:**

- 1) Specialty retail and restaurants;
- 2) Professional offices;
- 3) Innovative design and mixed-use development opportunities;
- 4) Varied housing opportunities;
- 5) Pedestrian oriented design; and
- 6) Civic, community service, community gathering, and recreational areas.

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MD 1.1.1 Allow dwellings above street-level commercial uses as a permitted use when specific conditions can be satisfied.

MD 1.1.2 Allow light manufacturing uses in the commercial zones when:

- 1) Products are sold on site at retail; and
- 2) Manufacturing activities will not adversely impact surrounding properties.

MD 1.1.3 Continue to allow residential uses in the areas west and south of the business district. Ensure that new development at the edge of the D-C Downtown Commercial Zone has minimal impact upon nearby residences.

MD 1.1.4 Allow automobile service and maritime uses as well as outdoor storage of product inventory where a pedestrian-friendly environment can be maintained or enhanced.

**MD 1.2 Optimize Des Moines' prime waterfront location and City views through the enhancement of cultural opportunities and experiences.**

MD 1.2.1 Provide for civic, community service, community gathering, and recreational areas.

**Design**

**MD 2.1 Encourage the development of gateway features and focal points that contribute to the identity of the Marina District and wayfinding.**

MD 2.1.1 Investigate the possibility of creating specific subarea plans for the Marina District.

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**MD 2.2 Building height should not adversely impact the adjacent street environment or nearby land uses.**

MD 2.2.1 Encourage new construction at pedestrian scales to incorporate design elements that provide view corridors and visual interest.

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MD 2.2.2 Require the terracing and modulation of upper floors of buildings.

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**MD 2.3 Encourage new development to include public benefit features such as water fountains, bicycle racks, public rest rooms, outdoor seating, art, etc.**

MD 2.3.1 Ensure that new development or redevelopment in the Marina District exhibits design excellence by paying particular attention to site design, building form, architecture, and public space as described in the *Marina District Design Guidelines (2010)* and *Chapter 5 of the 2024 Comprehensive Des Moines Marina Master Plan (2024)*.

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**Transportation**

**MD 2.4 Enhance the relationship between the commercial district and the shoreline through improved access to the Marina and Puget Sound.**

MD 2.4.1 Attract people to and through the Marina District with attractive signage and wayfinding programs.

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**MD 2.5 Promote a pedestrian-friendly sidewalk environment throughout the Marina District. Within the commercial zones, the sidewalk environment may include storefronts near the sidewalk, minimal interruption by vehicular driveways, awnings for weather protection, public open spaces, attractive landscaping, and integrated signs and lighting.**

MD 2.5.1 Ensure that street trees are planted throughout the Marina District.

MD 2.5.2 Encourage the use of shared driveways in order to minimize the number of locations where the sidewalk is interrupted by vehicular traffic.

**MD 2.6 Maintain 8th Avenue South as a local access street.**

MD 2.6.1 Discourage commercial traffic from using 8th Avenue South through project design and roadway improvements.

**MD 2.7 Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and use of mass transit.**

MD 2.7.1 Create an integrated transportation system that includes a comprehensive parking strategy, pedestrian and bicycle network, and streetscape improvements.

MD 2.7.2 Continue to allow uses and facilities that promote transit ridership, such as bus stop shelters, ticket offices, transit information kiosks, etc.

MD 2.7.3 Work with King County Metro to maintain and enhance service connectivity with the Sound Transit Angle Lake and Kent-Des Moines LINK Light Rail stations and transit facilities on Pacific Highway S., as well as routes that would circulate through Des Moines to bring people to and from the Marina District. The City will advocate with King County Metro to provide such services.

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**MD 2.8 Ensure that off-street parking regulations reflect anticipated future demand.**

MD 2.8.1 Continue to allow shared and off-site parking when no adverse parking impacts will result.

MD 2.8.2 Ensure that off-site parking is available at the time new uses are authorized.

# Attachment 4

## CHAPTER 11: Pacific Ridge

### BACKGROUND AND CONTEXT

The Pacific Ridge area is located along Pacific Highway South and between 24<sup>th</sup> Avenue South to the west, Interstate 5 to the east, South 212<sup>th</sup> Street to the north, and Kent-Des Moines Road to the south (see Figure 1-1). Nearby regional transportation and transit facilities, providing convenient access to Highline College will create excellent access to the area. Pacific Ridge's topography and elevation provide opportunities for views of Mount Rainier, Puget Sound, and the Olympic Mountains.

Many Pacific Ridge properties are not improved to the extent allowed by the City of Des Moines Comprehensive Plan and the Zoning Code. Older buildings are located on many properties and present challenges for redevelopment in the near future.

Due to its location and proximity to several major transportation linkages, age of buildings, and other social and economic factors, Pacific Ridge represents an opportunity to increase density and positively contribute to City's housing supply and employment opportunities.

### GOALS

**Goal PR 1** 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 taller 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 and will emphasize retail and office uses. Between the development along Pacific Highway and Interstate 5, buildings may be eight or more stories in height and will focus on residential high-rise home ownership that includes green open spaces



**Commented [NS1]:** Question for City, do you want to add some discussion about the new Link Light Rail project that is just south of this neighborhood? Or perhaps have a new chapter for the South Des Moines neighborhood since that will be a very impactful project?

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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.

## POLICIES AND IMPLEMENTATION STRATEGIES

### Land Use and Housing

**PR 1.1 Ensure new land uses are consistent with the Pacific Ridge Neighborhood Improvement Plan and Vision.**

PR 1.1.1 For commercial properties south of South 216th Street, encourage retail and ~~commercial uses, but also allow multifamily development (with minor and incidental commercial uses)~~ on properties that do not front upon Pacific Highway South. Do not allow residential uses north of South 216th Street.

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PR 1.1.2 Allow a limited number of gasoline stations, automobile repair uses, and retail tire sales.

PR 1.1.3 Encourage land uses that promote long-term residency and activity during both daytime and nighttime hours, such as mixed-use buildings and condominium dwellings.

**PR 1.2 Ensure that new construction does not result in undue adverse impacts to the natural and built environment and adjacent land use, and that infrastructure and municipal services are available to serve new development.**

PR 1.2.1 Ensure new development includes mitigation measures to offset adverse impacts to the natural and built environment, adjacent land uses, infrastructure, and municipal services.

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PR 1.2.2 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 and regulations.

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**PR 1.3 Promote and maintain a range of housing choices that are affordable to all income levels, including those living at or below the Federally defined poverty level.**

PR 1.3.1 Encourage affordable homeownership and rental housing within the Pacific Ridge Neighborhood.

PR 1.3.2 Ensure that new development includes measures ~~that will~~ mitigate displacement of ~~residents and~~ affordable housing.

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**Economic Development**

**PR 1.4 Promote redevelopment of Pacific Ridge properties to enhance land value, expand view opportunities, and to accommodate household and job growth targets specified by the Countywide Planning Polices for King County.**

PR 1.4.1 Ensure that development requirements, land use review procedures, and mitigation measures do not unnecessarily hinder redevelopment.

PR 1.4.2 Utilize innovative land use review procedures to minimize timeframes and uncertainty during permit review. Examples of such procedures include streamlined environmental review; [categorical exemptions](#); optional DNS; impact fees, etc.

PR 1.4.3 Encourage land assemblage to facilitate larger-scale development proposals, and 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.

**PR 1.5 Attract new or expanded businesses and commercial development to Pacific Ridge.**

PR 1.5.1 Coordinate with other agencies/businesses/organizations to:

- 1) Attract new businesses in Pacific Ridge;
- 2) Promote development and redevelopment opportunities in Pacific Ridge; and
- 3) Encourage new construction that is consistent with this Element.

**Transportation**

**PR 1.6 Ensure that public and private development [contributes to the pedestrian-friendly environment created by the Pacific Highway South Roadway Improvement Project](#).**

PR 1.6.1 Ensure compliance with the state Barrier-Free Regulations.

**PR 1.7 Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and transit. Coordinate City-sponsored transportation improvements via the Comprehensive Transportation Plan and the Capital Improvement Program.**

PR 1.7.1 Encourage transit service [to](#) nearby park-and-ride lots, direct bus service to [the Link Light Rail and Sounder Commuter rail](#) transit stops, bicycle corridors, [bicycle sharing systems, and services such as Metro Connects to facilitate greater transit use](#).

**PR 1.8 Coordinate with Sound Transit, the Cities of Kent and Federal Way, and Highline College on the extension of light rail through Des Moines.**

PR 1.8.1 [Continue to support permitting within Des Moines and collaborate on station area planning in and adjacent to the Kent-Des Moines and Star Lake Stations](#).

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**PR 1.9 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.**

PR 1.9.1 Encourage or require use of shared driveways ~~to~~ minimize the number of locations where the sidewalk is interrupted by vehicular traffic.

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[PR 1.9.2](#) Ensure that land use policies and regulations are consistent with the controlled-access requirements of the Washington State Department of Transportation (WSDOT).

**PR 1.10 Ensure that off-street parking regulations reflect anticipated future demand.**

PR 1.10.1 Require off-street guest parking for multifamily developments.

PR 1.10.2 Continue to allow shared and off-site parking when no adverse parking impacts will result.

PR 1.10.3 Ensure that off-site parking is available at the time new uses are authorized.

**Design**

**PR 1.11 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.**

PR 1.11.1 Ensure that street trees are planted throughout the Pacific Ridge.

**PR 1.12 Require that new construction contain and exhibit high-quality design elements and building materials as outlined by the Pacific Ridge Design Guidelines.**

PR 1.12.1 Enhance personal and property safety through development regulation, including use of Crime Prevention Through Environmental Design (CPTED) guidelines or regulations.

PR 1.12.2 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.

PR 1.12.3 Encourage new development to include public benefit features such as plazas and courtyards with outdoor seating, hill-climbs, overhead weather protection, public art, etc.

**Parks and Open Space**

**PR 1.13 Expand recreational opportunities in or near Pacific Ridge.**

PR 1.13.1 Extend Midway Park ~~eastward to 28<sup>th</sup> Ave,~~ and ~~westward to~~ Pacific Highway South. Provide pedestrian connections between Midway Park, Pacific Highway South, and the Steven J. Underwood Park.

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PR 1.13.2 Align City and outside resources, including multifamily recreation fees (provided in-lieu of dedication or on-site provisions), to improve and/or expand recreation opportunities and open space in and near Pacific Ridge. Examples of potential improvements include: 1) enlarging Midway Park; 2) improving the Sports Park complex adjacent to Pacific Ridge; and 3) improving pedestrian connections between these facilities.

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