

AGENDA

Finance and Economic Development Committee Meeting

Tuesday, February 26, 2013

5:30 p.m. – 7:00 p.m.

City Hall South Conference Room

- 1. Call to Order**
- 2. Approval of the January 3, 2013, meeting minutes and January 29, 2013 meeting minutes**
- 3. Economic Development Update – 15 minutes**
 - a. DMCBP**
 - b. Pacific Ridge Projects**
 - c. Artemis**
 - d. Marina Floor**
- 4. University of Washington School of Architecture Downtown Des Moines Façade Improvement Project – 10 minutes**
- 5. Discussion of Pacific Ridge Zoning Code – 50 minutes**
- 6. Committee member comment – 10 minutes**
- 7. Future meetings**

MINUTES – FINANCE AND ECONOMIC DEVELOPMENT COMMITTEE MEETING

January 3, 2013

South Conference Room

21630 11th Avenue South, Des Moines, WA

Council Members

Chair Matt Pina

Carman Scott

Jeanette Burrage

City Staff

Tony Piasecki – City Manager

Lorri Ericson – Assistant City Manager

Robert Ruth – Planning Manager

Denise Lathrop – Acting Community Dev. Director

Marion Yoshino – Economic Development Mgr

1. Call to Order

The meeting was called to order at 7:07 and everyone wished Councilmember Scott a Happy Birthday.

2. Approval of Minutes

The October 30, 2012 minutes were approved as amended to clarify that Council Members Burrage and Pina felt the question of parking for a new proposed downtown development should go before the hearing examiner and Councilmember Scott felt it would be better addressed by the council as a whole.

3. Economic Development Update

ED Manager Yoshino and CM Piasecki updated the committee on the discussion with the Port of Seattle on the RFP for the DMCBP. ED Manager Yoshino advised that the PMF investment company looking at the Furney property decided not to move forward due to “weak tenant” interest at this time. ED Manager Yoshino also reported that the attorney for the Artemis has advised that all his EB5 applications were at a standstill, and he is working to move them forward. ED Manager Yoshino concluded with an update on the Theater property.

4. Discussion of Pacific Ridge Tour

One of the developers who agreed to review the Pacific Ridge Code has been unable to do so yet, but has committed to do it prior to the next Economic Development and Finance meeting. Each councilmember reviewed their notes and shared their thoughts on items that should be addressed.

Councilmember Scott spoke to the placement of the buildings, the parking and the signage as well as the need to acknowledge that HWY 99 is an interstate highway with a high speed limit. She also spoke to the fact that the residential growth designated for that area needs to be off the Hwy 99 frontage. She asked if there was a way to help the property owners understand the real value of their property as developers “back into” the land value.

Councilmember Burrage asked that we address building setbacks in the work plan for 2013. She also believes we should allow more varied uses including relaxing the restrictions on automotive uses. Councilmember Burrage suggested we consider looking at the impact fees for business development and eliminate or reduce them in an effort to help commercial developments pencil out. Discussion ensued.

Chair Pina agreed with the comments about the speed on the road and visibilities of the businesses. He also agreed with the need to change the setbacks. He asked about the possibility of taking a look at some of the residential property to see if it might be viable as commercial property. Although he does not want to see uses that would give the appearance of “downgrading” the quality of businesses on Pacific Highway, he believes we need to consider additional uses as well.

City Manager Piasecki suggested we reconsider the parking requirements and the orientation of the parking toward the building. He also spoke about the need to readdress height limits, particularly as it relates to apartments and floor area ratios. City Manager Piasecki also suggested loosening up the mixed use ratio and minimum height in certain areas.

5. 2013 Finance and Economic Development Work Plan

There was not time to discuss this in detail. Chair Pina suggested this work plan not be finalized until after the retreat on January 5, 2013. It will be a priority for the next meeting.

6. Committee Member Comments

There was not time for comments

7. Next Meeting

Next meeting is February 26, 5:30 – 7:00 p.m. in the South Conference room.

Adjourned at 8:40 p.m.

Respectfully submitted by:
Lorri Ericson, Assistant City Manager

MINUTES – FINANCE AND ECONOMIC DEVELOPMENT COMMITTEE MEETING

January 29, 2013

South Conference Room

21630 11th Avenue South, Des Moines, WA

Council Members

Chair Matt Pina

Carmen Scott

Jeanette Burrage

City Staff

Tony Piasecki – City Manager

Denise Lathrop – Acting Community Development Director

Marion Yoshino – Economic Development Mgr

Pat Bosmans – City Attorney

Robert Ruth – Planning & Development Manager

Grant Fredricks – Consultant

1. Call to Order

The meeting was called to order at 5:35 pm.

2. Economic Development Update

- a. **DMCBP.** Staff mentioned the non-mandatory RFP Information session to be held at Sea-Tac Airport on 2/7 and the importance of funneling all communications from prospective proposers through the Port.
- b. **Pacific Ridge Commercial 2.** Staff mentioned the possibility of a consolidated listing of Furney & Ono properties, the continued commercial interest in the property, the importance of a signalized intersection at about 212th, and the need for more zoning flexibility regarding mixed use and building heights.
- c. **Artemis.** Building permits applications are expected to received on 2/7.
- d. **EB-5.** ED Manager Yoshino briefed on the status of the EB5 application was reviewed. An appeal hearing is scheduled in March, and the applicants are very confident that the job number concerns can be satisfactorily addressed. The need for applications for other parts of the City was briefly discussed.

3. Committee Work Plan for 2013

- e. **Institutional Campus Zoning.** Acting Director Lathrop discussed the upcoming ordinance rezoning Judson Park, Wesley Homes and Highline Community College from their current residential zoning to the newly-created Institutional Campus zone. The Committee agreed that we should wait to rezone Landmark until their ultimate use is determined.
- f. **Short-term/Casual/Monthly Business Licenses.** City Manager Piasecki discussed a request that the City waive the business license requirements for people such as house cleaners that only work intermittently in Des Moines. Changes to current fee levels were also discussed. The Committee agreed that no changes should be made at this time.
- g. **Land Use Review Procedures.** City Attorney Bosmans reviewed a proposed scope of work for outside counsel to review a number of development-related chapters in the DMMC with the goal of cleaning these up so that the DMMC is internally consistent, complies with current state and case law, and reduces the City's legal liability. The proposal is for a firm, fixed price contract with outside counsel drafting ordinances to effect the needed changes.

4. Discussion of Pacific Ridge Zoning

Acting Director Lathrop provided handouts of the Comp Plan and Zoning Code, and asked the Committee to reaffirm the vision. Some time was spent discussing Tour comments on permitted uses, lot size, depth of commercial lots, and PR-R use restrictions. Committee asked why SeaTac apartment building has so much parking.

5. Committee Member Comments

There was not time for individual Committee comments.

6. Future Meetings

Next meeting is Tuesday, February 26, 5:30 – 7:00 p.m. in the South Conference room. Preliminary topics are a staff presentation on the *Des Moines Façade Improvement Incentive Program* (prepared by the UW CEP 460 students) and a proposed draft of an ordinance on Pacific Ridge zoning changes.

Adjourned at 7:00 p.m.

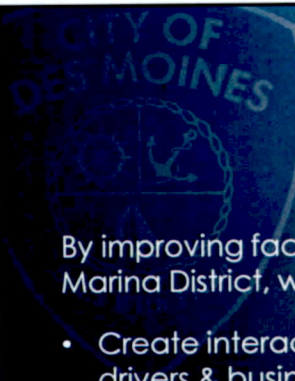
Respectfully submitted by: Grant Fredricks



Façade Improvement Project

Des Moines, WA

UW CEP 460 Student Presentation
December 3, 2012



Mission

By improving facades in the Marina District, we hope to:

- Create interaction between drivers & businesses
- Stimulate the economy
- Beautify the neighborhood



Other Cities' Success Stories



Madison, Wisconsin



Seattle, Washington



In addition, we have looked at programs in 8 states, including: Port Angeles (WA), Evanston (IL), Wichita (KS), Long View (WA), Bridgeport (TX) and Akin (SC)

Location

Area 1: First priority

Marine View Dr. S from S 216th St. to S 227th St.

Area 2: Second Priority

7th Ave S from S 216th St. to S 227th St.



Approved Projects

Tier 1: small scale \$1,000-\$5,000

exterior painting of building facade
signage
planters/small landscaping improvements
banners
lighting

Tier 2: large scale \$3,000-\$10,000

siding
architectural features
new building elements
awnings and outdoor seating
differentiated sidewalk design

Eligibility Requirements

- commercial/mixed-use structures
- building owners or tenants with lease authority and approval of the owner, leases of more than one year in length
- located within approved areas-see map
- owners or tenants cannot be delinquent on current city charges, taxes or assessments or have received money for façade improvements in the last 10 years

Finances: Funding

Federal:

- Planning Program and Local Technical Assistance Program
- FY 2012 Public Works and Economic Adjustment Assistance Programs Opportunity
- NEA Our Town, FY 2013
- Strong Cities, Strong Communities Visioning Challenge
- 2012 i6 Challenge

State:

- Community Development Block Grant
- Capital Access Program (CAP)

Finances: Partnerships

Working Partnerships:

Powell Homes
Roday Signs

City Discounts:

City of Des Moines

Community Organizations:

Des Moines Rotary Club
Des Moines Legacy Foundation
Highline Community College

Process

1. Design, approve and estimate cost of improvement through Powell Homes/Roday
2. Submit Application to City; staff review applications
3. Sign agreement, obtain permits, and pay for all work
4. Receive reimbursement after work is complete

PROGRAM APPLICATION

Applicant: _____ Phone: _____

Business Name: _____

Building Name: _____

Business Address: _____ Zip Code: _____

E-mail Address: _____

Property Owner: _____

Address: _____

Name of Owner: _____

License Number: _____

Definition of Project Scope: _____

ATTACHMENT
Please provide photographs and copy of items, hand estimates, or deed. Tenants must provide owner's written authorization.

PROJECT BUDGET
List Individual Project Elements (Including sign, painting or trim, etc.)

	Total Cost	Owner \$	Project \$
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
Total	_____	_____	_____

Revised 09/07/10 by _____

Pilot Projects

218th and Marine View Drive

- Replace banner signs
- Replace monument sign:
 - Include all businesses
 - Replace pole
- Repaint building
- Add pedestrian strip from side of building out to monument sign
- Add pedestrian scale lighting under building awning
- Replace awning and place higher on building
- Add landscaping features
- Repaint parking lot dividers and speed bump

Pilot Projects

226th and Marine View Drive

- Consistent size and format of signs
- Repaint building
- Paint support wall
- Replace monument sign to advertise all businesses in building
- Replace windows
- Add an awning or planters below upper windows



Pilot Projects

225th and Marine View Drive



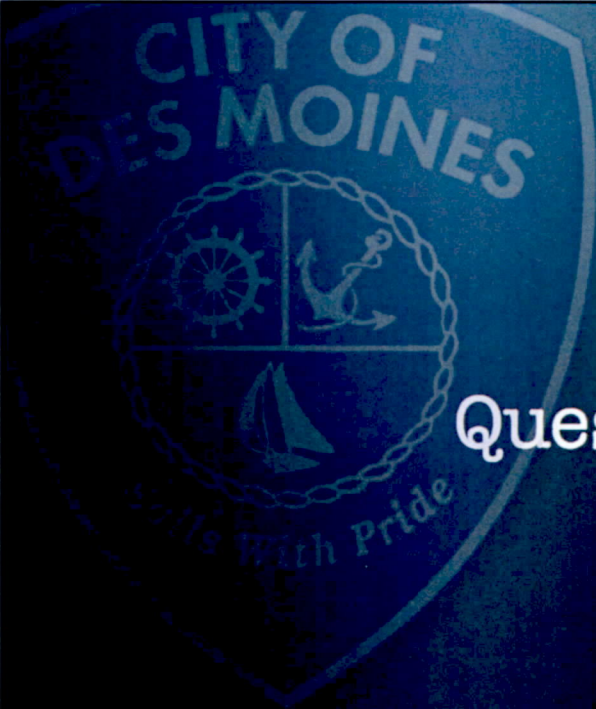
- Replace awning and signage to accentuate business fronts
- Replace driveway signs to hold signs for all businesses in building
- Decide on consistent landscaping feature
- Add blade signs to draw business from building next door
- Place landscaping features between pedestrian and car areas

Pilot Projects

219th and Marine View Drive



- Repaint façade in consistent color scheme across building
- Redesign business signage:
 - Consistent size & format
 - Replace the banner signs to make them look intentional
 - Consolidate monument signs
- Add blade signs to improve pedestrian experience
- Redesign lighting:
 - Add overhead lights across building to increase visibility
 - Replace pedestrian lighting for consistency
- Add directional sign to staircase
- Name the building to create destination



Questions?

DES Moines



Facade Improvement Incentive Program

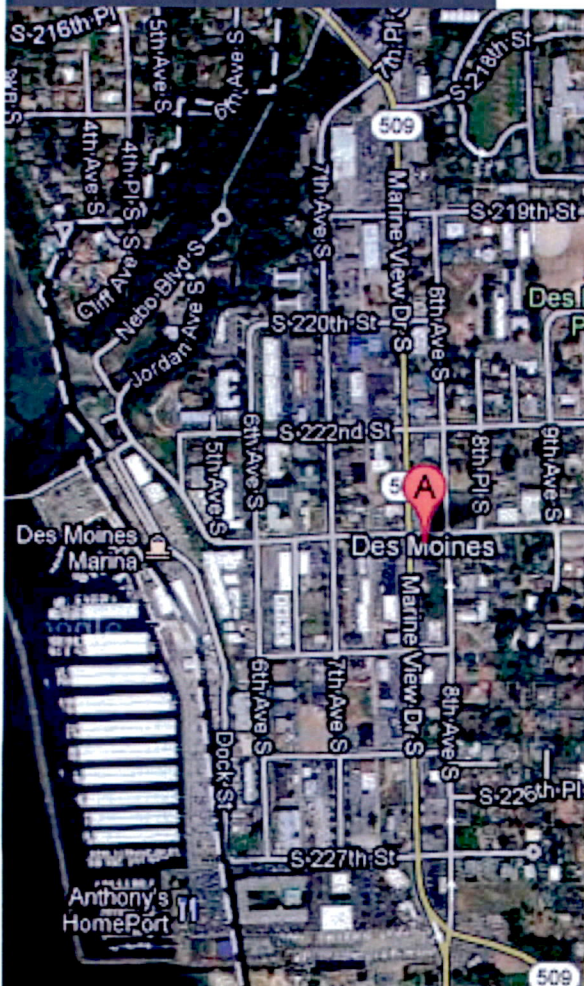
Caitlin Budd
Gabriel Filer
Claire Mueller
Caleb Shih
CEP 460

INTRODUCTION

The City of Des Moines has been looking for ways to revitalize the Downtown and Marina District Area through a variety of programs including a Way-finding Project (2011), creating Marina District Design Guidelines (2010), and other projects. They have identified a new project that many other cities have used to revitalize their depressed neighborhoods. Facade Improvement Programs have been used across the country by hundreds of cities, and can be seen in Washington State in cities such as Seattle, Kent, Port Angeles, Tacoma, and more. These programs encourage business owners to invest in their buildings, which encourages drivers and passersby to stop in and enjoy the neighborhood.

Marine View Drive is the main road that runs through Des Moines, and it doubles as State Highway 509. Approximately 18,000 cars pass through Des Moines everyday, and only a small fraction of that number actually stop. Most cars instead stop to the East or North in the larger towns of Kent or Burien. By improving the appearance of the area, the City is increasing opportunities for drivers to stop by drawing their attention to the local businesses.

The City of Des Moines Façade Improvement Program is a grant-based reimbursement program established to stimulate exterior building improvements in the Marina District. The program is part of an effort by the City of Des Moines to increase business, specifically along Marine View Drive, which is a part of the Highway 509 corridor. Facade improvements would encourage more interaction between businesses in Des Moines and the commuters who use State Route 509. To this end, the Façade Improvement Program has been established to encourage and provide support to property owners in their restoration efforts by providing financial incentives.



OBJECTIVES



The purpose of the program is to provide reimbursement to participating property owners, using grant and business partnership resources sufficient to produce visible changes to commercial building facades. The program utilizes private grants and partnerships with local businesses to entice private investment by property and business owners interested in improving commercial structures. The goals of this program are:

- 1) to bring more business to the area
- 2) to create a more visually appealing corridor
- 3) to make Des Moines a destination, in conjunction with Destination Des Moines

APPROVED projects

We have divided the approved projects into two tiers, Tier 1 and Tier 2, to identify their priority in receiving funding. Tier 1 projects are inexpensive, quick, and create a large impact for a low price. Tier 2 are more extensive, expensive, and difficult to implement, and have a lower visual impact per figurative dollar. As the city is receiving limited funds for this project, the city will prioritize Tier 1 projects.

TIER 1

\$100-\$3,000 per project

- Exterior paint of building facade
- Signage:
 - sign improvement
 - parking lot signage improvement
 - directional building signage
- Installing planters or new lighting
- Creating and hanging banners

TIER 2

\$2,000-\$5,000 per project

- Siding
- Architectural features:
 - variegated roof lines
 - use of materials to distinguish upper and lower floors on storefronts
 - cornice
 - trellis
- Installing new building elements:
 - windows
 - doors
 - major remodels of exterior
- Awnings
- Outdoor seating
- Differentiated sidewalk design:
 - brickwork
 - tiling
 - mosaics



ELIGIBILITY

The City has set up some eligibility guidelines to ensure that business owners who take advantage of this program will be giving back to the community by using these funds as a long term investment in their building. To ensure the greatest impact, the following guidelines have been set:

- commercial/mixed-use structures
- building owners or tenants with lease authority and approval of the owner, lease must be one year or greater in length
- located within approved areas (see next section)
- owners or tenants cannot be delinquent on current city charges, taxes or assessments or have received money for façade improvements in the last 10 years

These guidelines are based on the typical guidelines our research team noted in other cities. They will ensure that the money spent through this project has a long term impact on the desired area.



LOCATION ELIGIBILITY



The Des Moines Planning Department had previously identified the areas to be targeted by such a project, and as such, the Marina District Façade Improvement Program is specifically designed for the improvements of building facades along Marine View Dr. between 216th and 227th. A second priority area is 7th Ave. between 216th and 227th. There is an emphasis on the heart intersections of 223rd and Marine View Dr. and 227th and Marine View Dr. In the appendix, Appendix [A], there is a map with "priority areas" marked to be used as a visual aid in identifying these areas.

STEPS IN THE PROCESS

1. Meet with EITHER 1-Highline CC Design Program, 2-Powell Homes, or 3-Roday Signs, to discuss desired improvements.
 - should discuss improvements in terms of Marina District Design Guidelines
 - provide photos to give designers idea of space
 - review what types of improvements are eligible through this program
2. Receive preliminary design from above chosen group. Continue going through design process until the desired design is agreed upon.
 - if using Highline CC, turn this design over to Powell Homes or Roday Signs for the next step
3. Receive an estimate and timeline for work from the above chosen group.
4. Find out what permits would need to be gotten for the project.
5. Fill out and complete an application.
6. Submit application
7. Receive word on application:
 - if accepted: Congratulations! Start the work!
 - if not accepted: go back to the designers with the feedback provided and modify the design to fit the standards requested. Resubmit to be reconsidered.
8. Apply for permits, contract work, and complete project.
9. Once project is complete, submit the following to the City to receive funds for reimbursement:
 - receipt of payment for services rendered
 - invoice from companies used (if different from payment receipt)
 - pictures of building following the construction
10. Receive reimbursement within 8-10 weeks.





The team looked at applications from every city that they researched. They ended up using 2 cities' applications as a foundation for the design of Des Moines' Application. Madison, WI and Port Angeles, WA both had very detailed and easy to understand applications. They can be found here:

<http://www.cityofmadison.com/planning/pdf/FacadeGrantApp.pdf>

<http://portangelesdowntown.com/files/Facade%20Sign%20Program%2005.07.10.pdf>

The team combined the 2 applications using Microsoft Word, and will present the application to the City at the end of the Quarter. Because the City has not yet finalized the details of the proposed relationship between Destination Des Moines and the Des Moines' Planning Department, it is currently undetermined who would actually be collecting the applications for review. The application can be found in the appendix, as Appendix [C].

FUNDING

Recommended Funding Sources

Through 10 weeks of intensive research, our Funding Research team has identified the funding options which make the most sense for the City of Des Moines. The funding options fall into the following categories:

- Grants
- Loans to individual businesses
- Partnerships with local companies

Through a single application to the City, business owners would have access to all of the financial institutions described below (with the exception of PSE grants-described in detail under individual grants). The City expects that business owners would provide matching funds, or pay 50% of the cost, in order to keep the program running and available to more business owners. This is a system that has worked very well in other cities across the country.

GRANTS

Community Development Block Grants (CDBG)

The Research Team looked at a number of other cities to see how those cities funded their Facade Improvement Programs. In almost every city they looked at, they found that the CDBG was used. The CDBG is a well-established federal grant program run by the US Department of Housing and Urban Development. More than 70% of its funds go to low income or at-risk communities and housing development, while the remainder are intended to prevent blight areas, or slums. The purpose of the grant is to provide cities and towns additional funding opportunities to promote community empowerment and economic growth.

For Des Moines, the funds will come from the King County Consortium, a council formed of representatives from all involved cities and towns that decides what projects best fit the goals of the CDBG's mission. The council divides the region into 2 sections, the North/East sub-region & the South sub-region. Des Moines fits into the South sub-region, along with Algona, Black Diamond, Burien, Covington, Enumclaw, Maple Valley, Pacific, SeaTac and Tukwila.

Eligible Applicants

Eligible applicants include:

- Nonprofit organizations
- Local governments
- Public housing authorities

The City is discussing partnering with Destination Des Moines, as well as several other non-profit organizations (more detail later). As such, it is important then to discuss who can apply for CDBG funds. Destination Des Moines would be able to apply for funds, as could the City, but Powell Homes or other involved for profit companies could not be involved with the application.

Eligible Projects

There are three primary national objectives listed under the Community Development Block Grant program guidelines. The King County Consortium decides where money will be allocated based on a project's ability to meet the eligibility guidelines of CDBG funds, as defined by the US Department of Housing and Urban Development. Please note that not every project needs to fulfill all three objectives:

1. Activities Benefiting Low-Income Residents
2. Activities Which Prevent Slums or Urban Decay
3. Activities Designed to Meet Specific Community Development Needs

To apply for these funds, Des Moines will need to go through the application process listed on the King County CDBG Consortium's website, found here:

<http://www.kingcounty.gov/socialservices/Housing/ServicesAndPrograms/Programs/CommunityDevelopment.aspx>

Refer to appendix [B] for visual application cycle.

INDIVIDUAL GRANTS

In addition to money provided through the City, this program also intends to connect businesses to local opportunities for funding. Puget Sound Energy (PSE) offers a number of grants and loans to local business owners to replace lighting fixtures and improve energy efficiency. The rest of these funding sources will be set up through the City, so all the business owner needs to do is apply to the City; in this instance, however, the business owner would need to apply separately for these funds from PSE.

<http://pse.com/savingsandenergycenter/ForBusinesses/Pages/Rebates-and-Incentives.aspx>

LOANS

The City of Des Moines has no funds to put towards this project, so any funding that is needed beyond the amount provided by the CDBG could be provided by a series of government run loan programs, designed to lift the burden off the shoulders of the city. The available programs include:

- Capital Access Program (CAP)
- Craft3 Fund

The state of Washington will distribute \$19.7 million in Small Business Credit Initiative (SBCI) programs. Two of the Small Business Credit Initiative programs that the City of Des Moines could potentially look into are the Capital Access Program and the Craft3 Fund.

Capital Access Program

- Loan program to small businesses
- Targets businesses that are not eligible to borrow from large banks
- Mitigates risk by providing additional funds lenders can use to cover losses from loan defaults

<http://www.commerce.wa.gov/Programs/business/SmallBusiness/Pages/default.aspx>

Craft3 Fund

- Non-profit Community Development Financial Institution (CDFI)
- Lends to small businesses in at-risk cities
- Partners with small business lenders
- Loans within the Craft3's partnership program range from \$250,000 to \$5 million
- Smaller loans are also available directly from Craft3.

<http://www.craft3.org/Borrow/sbci>

These programs are built to specifically target areas like Des Moines that are suffering financially, but cannot afford to take on the financial burden of an improvement program. The state provides loans directly to business owners who are unable to take out loans from banks, at favorable rates.

PARTNERSHIPS

Des Moines should partner with local organizations to reduce the construction costs of their program. Interested entities include:

- Powell Homes
- Roday Signs
- Highline Community College Design Program
- Destination Des Moines
- Des Moines' Planning Department

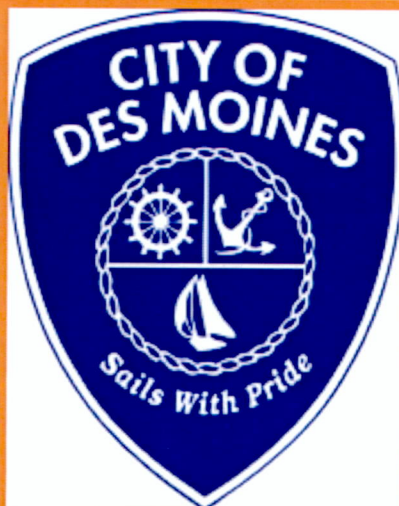
Partnering with these groups would lower the costs of the program, in addition to promoting use and interaction between local businesses and companies in Des Moines.

Powell Homes & Roday Signs

The proposed relationship with Powell Homes-a local construction company- & Roday Signs-a local sign construction company- would lower construction and design costs, which would mean that the city would require less funds to run the program. In this model, the City would write into the requirements that all work paid for through this program would need to be done through either Powell Homes or Roday Signs. In exchange, these two companies would offer the city discounted rates for work done through this program.

Both companies would be provided with the Marina District Design Guidelines, which would ensure that all work done through either company meets the expectations set forth by the program. In addition, this would take work off of the City's plate because they would not need to review the designs to ensure that each project meets the expectations of this program, rather they only need to review the application to approve the funding.

This would be beneficial for the companies as well as the City. The companies would be making profit off of the contracts, even with the discounts, and it would draw attention to them as a local company. Encouraging the use of local companies will strengthen professional relationships between local businesses, reinforce pride in the area and remind businesses of the wealth of local resources. The City needs to continue discussions with these two companies to finalize the details of this relationship, although both companies have already expressed interest in participating.



City of Des Moines Permitting Department

In addition to all of the above relationships, the Planning Department also can offer their own incentives to lower the cost to the City: they will reduce permitting fees to increase the likelihood that people will apply to the program. As of yet, it is not decided whether these incentives would involve free permits for anyone using the Facade Improvement Program, or if they would receive a hefty discount. That is one of the questions that would need to be solved through the City Council, due to the impact on revenue of allowing those permitting discounts.

Highline Community College Design Program

Highline Community College, Des Moines's Community College Design Program is always looking for professional projects to use in their studio classes. An idea that has been offered, but not extensively researched, is allowing students to redesign storefronts using these design guidelines as part of a studio class. The business owner could explain what they were looking for, and then an individual student or a class could build a potential design to present to the business owner.

The service of the students would not cost the program anything, meaning that business owners could participate in at least the design program (which would include pricing of the work) with no risk to themselves. This could increase the number of interested business owners substantially, as this is basically a chance to see what their rebranded store could look like with no cost for the service.

The school would benefit because it would diversify the classroom opportunities, strengthening their program and giving students more resume worthy opportunities. They have not been approached to discuss this in detail; the City needs to contact them to discuss this possibility. The University of Washington and many other schools use this model as a selling point in their programs.

Highline Community College is attended by many of Des Moines' younger residents. One key factor of economic improvement is improving relationships between people and local businesses; people are far more likely to go a place that they know and like. This aspect of the program will integrate local businesses with students to create lasting community bonds, which will increase pride in the Marina District for local residents.

Destination Des Moines

Destination Des Moines is a group of Des Moines' business owners trying to improve their neighborhood through a business association. They have expressed interest in partnering with the City of Des Moines' Planning Department to run this program. This relationship would reduce the cost in labor hours that this will cost the City to run. These hours would be paid for with CDBG funds, but allowing Destination Des Moines to help run the program will allow more of that money to go towards building improvements and creating making Des Moines a destination rather than a through road.

In addition, allowing local business owners to take part in the design decisions of this program will lend greater definition to the area. The business owners know what they want to see, and will be better able to design for the unique attributes of Des Moines than an outside or professional group, working based on professional standards rather than personal experience and knowledge. The applications would still need to be approved by the City, but adding this step would reduce their workload and give the business owners a greater say in the future of their community.



STEPS FOR CITY BEFORE PROGRAM IMPLEMENTATION

☐ Finalize relationships with:

- Highline CC
- Roday Signs
- Powell Homes

☐ Apply for CDBG

☐ Finalize waived permit fees:

- which fees will be waived?
- is there a limit to how many fees you can get waived?
- will they be waived or discounted?

☐ Finalize process:

- who reviews applications?
- who makes final decisions about which get done and which don't?
- who puts together info packets and pays for distribution of materials?

☐ Advertise the program:

- run small community meeting that discusses updated sign and commercial zoning guidelines
- include in that meeting discussion of this program and how it works, its benefits, etc
- pass out pamphlets (brochure with application attached?) to business and building owners
- discuss: Should businesses that participate put signs in front of the building for some period of time afterwards stating that they participated to encourage neighboring businesses to participate.

☐ Finalize grant numbers:

- is \$3,000 enough money to do all improvements listed under tier 1?
- is \$5,000 enough money to do all tier 2 improvements?

☐ Put a small blurb about this program on the Destination Des Moines and City websites

CONCLUSION

The Des Moines Facade Improvement program will focus on improving signage, lighting, and the exterior of the built environment along the Marina District. The Facade improvement program for the City of Des Moines is going to incorporate several techniques used in other cities. For example, this program will encourage small businesses to partner with nearby colleges and construction firms. Another unique aspect of the facade program is that funding is divided into a tiered system. In other words, this program allocates a fixed amount of funds for certain projects. Many cities such as Madison, Wisconsin offer a fifty percent match in which the city covers up to half of the construction expenses. In addition, this program refers business owners to outside funding opportunities such as small business loans and federal grants. Furthermore, this pamphlet outlines the necessary steps and even provides a sample application for Destination Des Moines or local government to revise. Another important component of this report is that it includes a list of pilot projects. The pilot projects listed below outline how the Facade Improvement program would be performed under various circumstances. In other words, some pilot projects focus on improving lighting whereas others are more likely to address issues such as installing planters. The intention of this program is to provide a blueprint to the City of Des Moines which would ultimately create a facade improvement program in the city's Marina District.



PILOT PROJECTS

The City asked the group to come up with a selection of buildings in the area that would be good candidates for this program. The following photos are taken of businesses in Des Moines in the month of November, 2012. These are necessarily the buildings or businesses that need improvements the most, but rather a varied selection to show that any business in any condition can benefit from this program.

The improvements listed are simply a handful of recommendations. Each building probably has more that could be done to it, and many buildings could do just one or two improvements and see a great change. Please use your imagination, and use these images to get an idea of the scope of project that this program hopes to initiate.

S 218TH MVD PROJECT

- replace banner signs on facade header
- replace banner sign lighting to be consistent across building
- replace monument sign to include all businesses in building
- replace monument pole to not be rusty
- repaint building banner sign strip to be consistent across strip, or at least complementary
- add in pedestrian strip from side of building out to monument sign--detail with landscaping strip to demarcate pedestrian vs. car areas
- add pedestrian scale lighting under building awning
- Replace awning (if possible) with more attractive material and place higher on building to allow better view of shops
- add landscaping features: hanging baskets, window boxes, etc.
- repaint parking lot dividers and speed bump



S 219TH PILOT PROJECT

- replace banner signs to be consistent for all businesses
- replace monument sign to hold all stores' signs
- replace pedestrian scale lighting to be consistent
- replace banner facade strip (compare Dushan's to rest of building) to be consistent across building
- add blade signs to draw customers to all stores in building
- add sign at top of stairs on side of building advertising basement shops to draw customers down-stairs
- add hanging baskets to improve appearance of building as a whole
- Name building and place name at top of monument sign to create a destination out of the building



22501 BUILDING (B&E MEATS):

- replace awning to be a "convex awning with dormer signs" like at the Corky Cellars, which will draw attention to the businesses rather than the building "22501" sign
- add landscaping or cement blocks to separate pedestrian areas from cars
- add more consistent hanging baskets OR pots, not mishmash of the two
- combine the 2 monument signs into 1 sign to reduce confusion on approaching the building



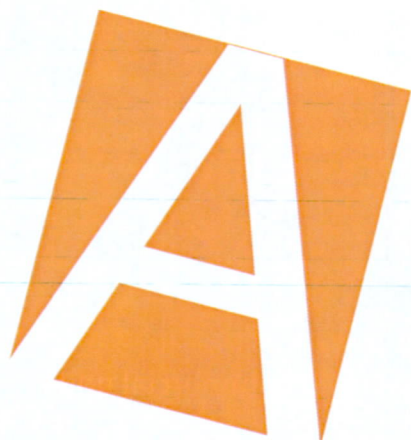
SE CORNER S226TH & MVD



- add an awning to separate residential from commercial units
- add pedestrian scale lighting
- add parking lot lighting
- replace signage to be more consistent across the building
- replace monument sign to include all businesses on property



APPENDIX



Map of Eligible Areas



2013 CDBG Funding Cycles

OCT 2012	NOV 2012	DEC 2012	JAN 2013	FEB 2013	MAR 2013	APR 2013	MAY 2013	JUN 2013	JUL 2013	AUG 2013	SEP 2013	OCT 2013	NOV 2013	DEC 2013	JAN 2014
General Purpose Grants November 6 th - Application materials available January 31 st - Applications are due May - Awards announced															
Planning-Only Grants April 1 st - Application materials available May 1 st - Applications accepted and awarded, until June 30 th 2014, as long as funds are available															
Housing Enhancement Grants July 1 st - Applications accepted until June 30 th 2014, With the Housing Trust Fund application, as long as funds are available															
Imminent Threat Grants July 1 st - Applications accepted until June 30 th 2014, for emergency situations, as long as funds are available															
Public Services Grants February 1 st - Application materials available April 1 st - Applications due July 1 st - Awards begin															

Application materials are available on the CDBG website at: www.commerce.wa.gov/cdbg or by calling (360) 725-5020



CDBG Application Cycles



Des Moines Application Forms

Required Materials for Application

Please attach the following materials in the order listed:

1. Color photograph of the full front facade of building (street-facing entrance)
2. Site map showing location of building or sign
3. Narrative description of proposed improvements requesting City funding (may include sketches, construction documents, photographs, etc.)
4. Property owner consent form
5. Estimated project itemized budget and timeline
6. Signed copy of Application Acknowledgment Form
7. A list of contractors, designers, etc. who will be associated with the project
8. Additional application material requested by staff

2



City of Des Moines Façade Improvement Program

Address

Phone

Email

Application Form

Applicant Name: _____

Phone (cell): _____ Phone (work): _____

Email Address: _____

Property Owner: _____

Phone (property owner): _____

Email (property owner): _____

Business Name: _____

Business Type: _____

Building Name: _____

Address: _____

City, State, Zip Code: _____

Length of Lease: _____

Project Type: ☐ Sign ☐ Façade

Anticipated Start of Construction: ____/____/____

Anticipated Cost of Project: \$ _____

1

Property Owner Consent Form

IF APPLICANT(S) DO NOT OWN THE PROPERTY IN QUESTION:

The owner(s) of property located at _____ are fully aware of and have agreed to all proposed improvements described in this application. Applicant(s) must have any changes to project proposals approved by property owner(s) prior to allocation of funds.

Applicant's Signature: _____

Date ____/____/____

Owner's Name (printed) _____

Owner's Signature _____

Date ____/____/____

Address: _____

City, State, and Zip Code _____

Phone Number: _____

Email Address: _____

3

Acknowledgement Form

Once an application is submitted, the information is considered public information. By signing this document, the Applicant certifies that all provided information is true and complete to the best of the Applicant's knowledge and belief.

Projects being issued grant money for proposed facade and sign improvements must obtain relevant building and planning permits as required with any new construction.

The City is not responsible for the planning, design, or construction of improvements. The applicant is advised to consult with licensed architects, designers, and/or consultants before proceeding with final plans—especially those companies listed in the Façade Improvement Program pamphlet, who have been informed of the goals and guidelines of this program.

The Planning Commission may award project funding conditioned upon compliance with specifications or terms not included in the application.

The Façade Program is funded with CDBG generated money. All funded activities must comply with applicable federal, state and local laws and regulations pertaining to labor standards and payment of prevailing wages for contracted work.

Once awarded a grant, you have 120 days to execute a contract with the City of Des Moines (see example available on the City's website).

Funded improvements must be maintained for at least 5 years, after which the grant funds will be forgiven. Failure to maintain improvements while under same ownership may result in a prorated return of funds to the City of Des Moines.

Applicant Signature _____

Date: ____/____/____

4

PR-C

INTERNATIONAL BL

S 216TH ST

RM-2400

RM-900

RS-9600

S 218TH ST

29TH AVE S

30TH AVE S

31ST AVE S

S 219TH ST

PR-C

PACIFIC HWY S

S 220TH ST

28TH AVE S

28TH AVE S

RA-3600

S 222ND ST

RM-1800

AVE S

S 221ST ST

Midway
MIDWAY
PARK

R-SE

From: desmnsdave@aol.com
Sent: Friday, February 22, 2013 7:57 AM
To: matthew@sunway.net; Marion Yoshino
Cc: Dave Kaplan; Tony Piasecki
Subject: Re: City re-zone ideas for Pacific Ridge

Hi Matt! Good to hear from you.

Your email is timely in that our Economic Development & Finance Committee will be taking a look at a variety of issues related to Pacific Ridge this year.

However, I do want to caution you in regard to comparisons. Seattle has frequent and excellent bus service; the need for automobiles is far less if you work and live in Seattle. Also, while Sound Transit is currently building the backbone for their system, development has only occurred on or near certain stops on the one line that they have constructed.

The suburbs have not been as fortunate. With pending revenue cuts by King County Metro likely by the end of 2013, we've been having to battle them just to keep what limited bus services we have now. We don't believe that the Rapid Ride Line A is at threat (thankfully), but we don't see expanded service available happening any time soon. Also, Sound Transit's staff has already thrown a wet blanket on the possibility of obtaining a stop/station at S. 216th Street. "It's too close to the other two stops" has been repeated so many times I'm actually having to believe it now. The likelihood of Sound Transit building a stop or station at S. 216th Street is not a reality. So, with no additional mass transit to support the development we would like to see in Pacific Ridge, we have to base our assumptions on the use of passenger vehicles, and the parking to support it.

I'm sure the Committee and Council will be revisiting this issue again, but I'm not optimistic that the parking requirements would change much.

Again, good to hear from you. Take care and talk to you soon.

Regards,

Dave Kaplan
 Mayor & Councilmember
 City of Des Moines, WA

-----Original Message-----

From: Matthew Chan <matthew@sunway.net>
 To: Marion Yoshino <myoshino@desmoineswa.gov>
 Cc: dkaplan <dkaplan@desmoineswa.gov>
 Sent: Wed, Feb 20, 2013 4:57 pm
 Subject: City re-zone ideas for Pacific Ridge

Hi Marion:

I was invited to attend the Downtown Seattle Forum at Westin hotel last week, featuring Todd Toderian, formerly chief planner of Vancouver BC, talking about how Vancouver got developed into a world class green city and how Seattle downtown can do the same.

I learned with great interest that there are 6,000 apt units under development in Seattle and another 10,000 amazon.com jobs being created in addition to the 200,000 jobs they already have in downtown Seattle, all done with encouragement of walking, bicycles, mass transit, zip cars and finally private cars. An example of ALTA Apt. was cited in that it developed 0.5 parking space per unit, and the owner is having a tough time leasing up the parking spaces. Good density is good for the environment and highly efficient compared to urban sprawl where every single family home drives 2 cars etc.

They are getting much higher per sq. ft. rent and occupancy rates in Seattle than Des Moines. Yet, we are required to build 1.75 underground parking spaces per unit in Des Moines with lower market rents and occupancy rate. It costs the same to build these high rises, and underground parking (\$25,000 per space). so guess why developmetn has not occurred in Pacific Ridge.

In your discussion with city leaders and staff, may i request that you all consider what can be learned from Vancouver and Seattle? Drastically cut down the parking requirements to encourage people to ride RBT and Sound Transit. Developers will build project with sufficient parking for their needs, but not at the unreasonable amount of parking garages which generates no revenue but costs much to build. Let the market dictate this! Pls advise.

Matt

—
Matthew Chan, Pres.
Sunway Services, Inc.
6409 6th Ave., # 14
Tacoma, WA 98406
Tel: 253-460-6888
www.sunway.net

Staff's Working Comments/Changes (2/21/13) (revised)

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~~.

Comment [gf1]: PR-C1 and PR-C3 proposed to be consolidated and expanded.

~~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 City of Des Moines Comprehensive Plan, Pacific Ridge Neighborhood Improvement Plan, the City's Economic Development Plan and other adopted policies for the commercial and residential areas of Pacific Ridge.

Comment [gf2]: .010 purpose section is proposed to be beefed up to emphasize economic development more.

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, and to improve the City's economy. 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

Staff's Working Comments/Changes (2/21/13) (revised)

undesirable housing conditions; insufficient building and property maintenance; absentee property ownership/management; violation of zoning, construction, and health codes; transient residency; high commercial vacancies, and marginal-a poor businesses climate.

A related consideration is to make it possible to efficiently and economically plan for, design, finance, and provide public services, light rail and other 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 and commercial development through redevelopment of Pacific Ridge properties. [Ord. 1267 § 2(part), 2000.]

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.~~

(b) PR-C, Pacific Ridge Commercial

Comment [gf3]: PR-C1 and PR-C2 proposed to be combined into single PR-C expanded zone. That part of the old PR-C1 zone from 216th to 221st is proposed to be expanded to the east to the I-5 right of way.

(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. [Ord. 1267 § 2(part), 2000.]

18.31.030 PR-R – Permitted uses.

Only those uses listed below, and uses similar in nature as determined by the planning, building and public works city manager or designee 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:

Staff's Working Comments/Changes (2/21/13) (revised)

(1) Uses permitted in PR-C zone when part of a contiguous PR-C development under single ownership.

(2) Multifamily dwellings (no NAICS code);

(2) Religious organizations (813110);

(3) Nursing care facilities (623110) and community care facilities for the elderly (6233);

(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 15 percent of the total floor area of the individual building and a minimum of 25 percent of commercial space must be located along the ground floor. A mix of non-residential, commercial and residential uses.~~

Comment [gf4]: Consider eliminating and letting the market place decide what these ratios should be. If we don't like what's happening, we can change it in the future.

(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) Lessors of residential buildings and dwellings (531110);

(B) Offices of real estate agents and brokers (531210);

(BC) Real estate property managers (531311);

(CD) Offices of real estate appraisers (531320);

(DE) Other activities related to real estate (531390); and

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

(iii) Professional, scientific, and technical services (54);

Staff's Working Comments/Changes (2/21/13) (revised)

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

(iiiiv) Health care and social assistance (62), limited to the following except for:

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

(B) Child care facilities (6244);

(A) Temporary shelters (624221);

(vi) Arts, entertainment and recreation (71);

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

(A) Full service restaurants (722511); and

(B) Limited-service eating places restaurants (7222722513);

(C) Cafeterias, grill buffets and buffets (722514); and

(D) Snack and nonalcoholic beverage bars (722515).

(vviii) Other services (81), further limited to the following:

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

(B) Personal care services (8121);

(C) Dry-cleaning and laundry services (812320); and

(D) Photofinishing (81292);

(E) Religious organizations (813110);

(F) Civic and social organizations (813410);

(G) Business associations (813910);

(H) Professional organizations (813920);

(I) Labor unions and similar labor organizations (813930);

(J) Other similar organizations (813990).

Staff's Working Comments/Changes (2/21/13) (revised)

(vii) 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 on-site 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.

[Ord. 1406 § 1, 2007; Ord. 1267 § 2(part), 2000.]

Staff's Working Comments/Changes (2/21/13) (revised)

18.31.040 PR-C1 – Permitted uses.

Only those uses listed below, and uses similar in nature as determined by the ~~community development director, city manager or designee~~ 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) ~~Taxi (485310)~~ Limousine service (485320) when primarily contained within an enclosed structure;

(4) Postal service (491~~110~~);

(5) Couriers and messengers (492~~110~~);

(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~~

Comment [gf5]: Telecommunications no longer covered under NAICS 51

Comment [gf6]: May want to require that these NOT front on SR99

Staff's Working Comments/Changes (2/21/13) (revised)

~~(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 facilities or adult motion picture theaters;

Staff's Working Comments/Changes (2/21/13) (revised)

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

~~(ii) Other automotive repair and maintenance (811198);~~

~~(iii) Death care services (8122);~~

~~(iv) Industrial launderers (812332); and~~

~~(v) Commercial parking lots and garages (812930);~~

Staff's Working Comments/Changes (2/21/13) (revised)

(b) Automobile body, paint, interior, and/or glass repair (81112), general automotive repair (81111), automotive exhaust system repair (81112), automotive transmission repair (81113), and automotive oil change and lubrication shops (81191) shall be allowed in the PR-C1 zone; provided, that all of the following requirements shall be met:

~~(i) The proposed use shall be located within a building constructed on or before October 30, 2009, and said building is or has been previously used for such use; and~~

(ii) The proposed use shall be fully located within an enclosed building area; and

~~(iii) Any building or structure that the proposed use is located or proposed to be located within shall not be expanded or enlarged in gross floor area or volume after October 30, 2009; and~~

(iv) Any business owner proposing to use a building or structure that the proposed use is located or proposed to be located within shall demonstrate to the city of Des Moines, South King Fire and Rescue, and Puget Sound Clean Air Agency that quantities, storage, and transport of hazardous materials are properly managed, work areas provide adequate containment to avoid pollution runoff, and facilities are equipped with proper pre-treatment devices to avoid discharge of pollutants to the air or public drainage systems;

~~(e) 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. [Ord. 1467 § 1, 2009; Ord. 1267 § 2(part), 2000.]; ~~and~~

~~(21) Light manufacturing, processing, and assembly of goods sold onsite at retail (no NAICS code).~~

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). [Ord. 1267 § 2(part), 2000.]

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). [Ord. 1267 § 2(part), 2000.]

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

Comment [gf7]: Consolidated into single PR-C zone

Staff's Working Comments/Changes (2/21/13) (revised)

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). [Ord. 1267 § 2(part), 2000.]

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) On-site 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 and

Staff's Working Comments/Changes (2/21/13) (revised)

the private recreation space per dwelling unit shall be 40 square feet for buildings over 35 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 subsection (1)(f)(i) of this section, 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

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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~~[city manager or designee](#), 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~~[city manager or designee](#) or 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:

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~~(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.~~

(iii) 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 and the private recreation space per dwelling unit shall be 40 square feet for buildings over 35 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 areas 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.

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(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~~city manager or designee, 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~~city manager or designee, passenger loading and unloading areas shall be provided on site. [Ord. 1410 § 1, 2007; Ord. 1267 § 2(part), 2000.]

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 zone, every lot shall have a front yard of not less than 15 feet.

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

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(4) Side Yard.

(a) In the PR-R zone, 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) Measurement of Building Height.

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

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

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

(i) Building height for properties abutting Pacific Highway South SR99 is measured from Pacific Highway South SR99.

(ii) Building height for properties abutting 24th Avenue South extending from SR99 to 24th is measured from 24th Avenue South SR99.

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

(7) 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 city manager or designee in writing, no building shall be less than the height specified below:

(i) PR-R zone: 35 feet.

(ii) PR-C1 zone: 35 feet.

(iii) PR-C2 zone: 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 city manager or

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designee shall include regular architectural features enclosing functional, occupiable building areas.

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

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

(b) PR-C4 zone:

(i) Except as provided by subsection (8)(b)(ii) of this section, ~~55-120~~ feet.

(ii) In that portion of the PR-C4 zone east of ~~Pacific Highway~~ SR99: 85 feet.

~~(iii) In that portion of PR-C zone north of S. 216th: 85 feet~~

~~(c) PR-C2 zone: 55 feet.~~

(9) Building Height Limitation Adjacent to Single-Family. When an abutting property is designated single-family residential by the 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 city manager or designee 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.

~~(10) Condominium Building Height Bonus. In the PR-R zone, the city manager or designee 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.~~

(11) Floor Area Clustering Building Height Bonus. In the PR-R zone, the city manager or designee may authorize buildings up to 200 feet in height when all of the following provisions are met:

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~~(a) A condominium height bonus was granted pursuant to the condominium building height bonus established by subsection (10) of this section.~~

~~(b) The total floor area of the building does not exceed the total maximum floor area of a building that could have been built under the condominium building height bonus established by subsection (10) of this section.~~

(c) The minimum building site area is 43,560 square feet.

(d) Useable pedestrian plazas and open space are provided.

(12) Height Allowance for Enhanced Design of Distinctive Rooflines. In the PR-C1, PR-C2 and PR-R zones, a portion of a building may exceed the maximum building height; provided, that the following provisions are met:

(a) The purpose of the additional height for the building is to provide a roofline that is of distinctive form through the use of design elements such as pitched roofs, sloped roofs, vertical offsets or other similar roof features that achieve the goals of Pacific Ridge Design Guideline 2.B.2.

(b) The maximum building height established in subsections (8) and (9) of this section shall only be increased by a maximum of 10 percent.

(c) Architectural features associated with the distinctive roofline shall be used to emphasize significant architectural elements of the building such as the main entrance of the building or the building's orientation to a corner, or to provide for pitched or sloped roofs for the building.

(d) Height allowed for distinctive rooflines under this section shall not be used to determine the building height for the purposes of establishing the maximum gross floor area under DMMC [18.31.110\(3\)](#).

(e) The building area or amount of building structure extending above the maximum height established in subsection (9) of this section shall be limited to 30 percent of the building roof deck area. When multiple building rooflines exist at different building levels or stories, the 30 percent requirement shall only apply to the area of the roof deck of the tallest portion of a building.

(13) 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:~~

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~~(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 city manager or designee 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~~ city manager or designee 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 one-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. [Ord. 1559 § 1, 2012; Ord. 1513 § 1, 2011; Ord. 1405 § 1, 2007; Ord. 1267 § 2(part), 2000.]

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~~ city manager or designee, with the adopted Pacific Ridge design guidelines. The guidelines shall provide objectives and techniques for ensuring that new construction provides lasting benefit to the

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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. [Ord. 1267 § 2(part), 2000.]

(2) Signage. ((18.31 should be explicit about pole signs, sign size, variable message signs and neon))

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~~ city manager or designee, 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;

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- (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
- (l) 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) Maximum Gross Floor Area.

(a) The maximum gross floor area for buildings within Pacific Ridge neighborhood shall be determined by multiplying the lot area of the site by the floor area ratio number established in the following table:

Building Height	PR-C1 and PR-C2 FAR	PR-R FAR
35 Feet or Less	2.8	2.8
35 – 50	3.5	3.5
50 – 60	4	4.0
60 -70	4.5	4.5

Comment [gf8]: Allow larger floor area ratios and allow buildings to be less skinny (and more economical)

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Building Height	PR-C1 and PR-C2 FAR	PR-R FAR
70 – 80	5	5
80 – 90	5.5	5.5
90 – 100	Not Applicable	6.5
100 – 110	Not Applicable	7.5
110 – 120	Not Applicable	9
> 120	Not Applicable	9 Increases by 0.5 per floor above 120 feet

(b) Gross floor area shall include the total square footage of the enclosed building; provided, that:

(i) For properties located adjacent to Pacific Highway South, the area of parking garages constructed below the adjacent sidewalk grade on Pacific Highway South shall not be included in the calculation of gross floor area.

(ii) For all other properties in the Pacific Ridge neighborhood, the area of parking garages constructed below the lowest sidewalk grade adjacent to the property line shall not be included in the calculation of gross floor area.

(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 International 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;

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(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~~ city manager or designee 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~~ city manager or designee 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~~ city manager or designee shall deny the request if it is determined that adverse impacts cannot be mitigated satisfactorily. [Ord. 1513 § 2, 2011: Ord. 1267 § 2(part), 2000.]