

AGENDA

Finance and Economic Development Committee Meeting

Tuesday, September 24th, 2013

5:30 p.m. – 7:00 p.m.

City Hall South Conference Room

- 1. Call to Order**
- 2. Approval of the August 6, 2013, meeting minutes**
- 3. Economic Development Update – 10 minutes**
 - a. DMCBP**
 - b. Pacific Ridge Projects**
Artemis, Waterview Crossing, Earning Townhomes
 - c. Marina Floor, Village Concepts**
 - d. Pacific Highway Projects (south of Kent-Des Moines Road)**
HealthPoint, SeaMar, TEC Equipment, Highline Place
 - e. Landmark**
- 4. Pacific Highway Corridor Policy Discussion - 40 minutes**
- 5. 2013-1014 Work Program – 15 minutes**
- 6. Parking/Business Improvement District Options – 15 Minutes**
- 7. Committee member comments – 10 minutes**

MINUTES – FINANCE AND ECONOMIC DEVELOPMENT COMMITTEE MEETING

August 6,, 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
Dan Brewer – PBPW Director
Denise Lathrop – Community Development Mgr
Marion Yoshino – Economic Development Mgr
Grant Fredricks – Consultant

Guests

None

1. Call to Order

The meeting was called to order at 4:30 p.m. by Chair Matt Pina

2. Approval of the July 2, 2013, meeting minutes

Minutes were approved as drafted.

3. Economic Development Update

- a. SKCEDI now Southside Alliance
- b. DMCBP
- c. Pacific Ridge Projects
 - i. Artemis
 - ii. House of Art
 - iii. Waterview Crossing
- d. Marina Floor
- e. Pacific Highway Projects (south of Kent-Des Moines Road)
 - i. HealthPoint
 - ii. SeaMar
 - iii. TEC Equipment (Mack Truck)
 - iv. Others
- f. QFC Site
- g. Village Concepts

Economic Development Manager Yoshino provided an updated on the above projects as well as a few others potential projects and contacts she had made since the last meeting.

4. DMCBP Permitted Use Ordinance

Community Development Manager Lathrop briefed the Committee on a request from Panattoni, the company selected to develop the DMCBP, to allow biomass energy generation as an allowed use in the Business Park Zone. The Committee agreed with adding this use. A public hearing on the proposal will be held at the September 5, 2013, City Council meeting.

5. Discussion of B&O Tax Options

Economic Development Manager Yoshino provided the Committee with information showing the cities of Seattle, Bellevue, and Kent square footage rates for B&O Taxes. The Committee asked for additional analysis, including how a square footage tax rate could be implemented so it did not increase the B&O taxes currently paid by Des Moines businesses.

6. Pacific Highway Corridor Policy Discussion

Staff described an approach to this policy discussion that will start at the Committee's September 24th meeting with a comparison of the City's current zoning for this area to that of the City of Kent for the same area and to the Pacific Ridge neighborhood.

6. Committee member comment

Councilmember Scott stated that she would like to have a discussion with potential buyers of the Landmark property about their thoughts on uses they would like to develop in the Landmark building and property. Councilmember Scott provided information regarding parking at the Viewpoint Apartments in SeaTac, just north of the Pacific Ridge neighborhood.

7. Future Meeting

Next meeting is September 24, 2013, from 5:30-7:00 p.m. in the South Conference room.

Adjourned at 5:30 p.m.

Respectfully submitted by:
Tony Piasecki, City Manager

Pacific Highway South Policy Paper

Purpose: To receive policy direction and agreement from F&ED on how to brief the full Council on October 3rd on planning for changes to land use, zoning and development regulations on the Pacific Highway South (PHS) corridor from Kent-Des Moines Road (KDM) to South 279th.

To aid in the discussion, the following background materials have been prepared:

- Attachment 1 – Des Moines, Kent and Federal Way Zoning Map
- Attachment 2 – Des Moines, Kent and Federal Way Zoning Categories, Development Standards and Parking Standards
- Attachment 3 – Envision Midway Scenario 3.0
- Attachment 4 – Envision Midway Draft Work Products (June 2009)
- Attachment 5 – Sound Transit Station Location Alternatives

General Planning Approach:

- (1) **Look at the entire corridor (recommended).**
- (2) **Decide the planning goals and outcomes:**
 - Provide a mix of land uses that increase revenues, job opportunities, and housing choices.
 - Reconcile development standards along the border between the Cities of Des Moines and Kent to be consistent.
 - Provide appropriate land uses and regulations that support Bus Rapid Transit and Link Light Rail within the Pacific Highway corridor.
 - Ensure design that provides a safe and inviting pedestrian environment.
 - Inform/be informed by the needs for the College and King County METRO Transit Center.
 - Provide for public participation in the development of land use policies, development regulations, and implementation strategies for the study area.
 - Other?
- (3) **Decide planning approach at the beginning:**

Option 1 (Recommended) – Use Envision Midway Scenario 3.0, Subarea Plan and Design Guidelines (Attachment 4) as spring board for moving forward and conducting further planning and analysis. Scenario 3.0 focused mixed-use development into village centers while providing opportunities for auto-oriented uses in between. Village centers included areas near Highline Community College and S 272nd Street where light rail stations are proposed or considered. Building form and public realm were defined as pedestrian oriented with smaller walkable blocks. Uses

included market rate and affordable housing, student housing apartments, college oriented office and retail, hotel, neighborhood services and civic uses. The remainder of the corridor was intended to provide opportunities for auto-oriented commercial and light industrial uses while accommodating some housing and mixed use.

These areas are further described below:

- Highline Community College Village/TOD was envisioned as a larger “core” mixed-use development area that expands westward from SR 99. It could include more office and commercial uses along S 240th Street across from the college with multi-family residences/ student housing apartments providing buffer/transition to single family areas. Taller buildings (e.g., 35 to 200 feet) would be encouraged in this primary mixed-use “core.”
- S 272nd Street Village/TOD would be neighborhood oriented providing local services and opportunity for offices, housing and mixed use development. Taller buildings (up to 55 feet) would be encouraged in this mixed-use area. This could include a TOD node at S 260th Street per Sound Transit’s findings that this location had strong TOD potential, good access and good public support.
- The remainder of the corridor would provide opportunities for auto-oriented commercial and light industrial uses while accommodating some housing and mixed use. Building heights would be lower in these areas (35 to 50 feet).

Option 2 – Highway Commercial: Enhance the corridor to support auto-dependent commercial and light industrial uses with some housing and mixed use development. This option would focus on providing a wide range of community and regional commercial and industrial uses such as automobile sales and service, light industrial and manufacturing, trucking, outdoor storage, office, flex-tech, mixed use and live-work space. No emphasis would be made to create TOD nodes.

(4) **Planning Considerations for Moving Forward:**

- **Consider extending Pacific Ridge Zone changes and integrate City of Kent Midway changes into Des Moines’ plans and regulations in the Highway-Commercial (H-C) zone** in ways that are complementary and transparent to property owners and developers. This was a concept identified during Envision Midway and reflected in draft work products; however, we may want to keep Highway Commercial in the areas between the TOD nodes and create a TOD zoning overlay for the nodes. This would be part of our evaluation.
- **Think of PHS as an integrated development corridor that extends several blocks west, not just to the rear property lines of commercial properties fronting PHS, taking full advantage of the TOD potential of the corridor in Des Moines, as well as Kent and Federal Way.** Consider combining Pacific Ridge Commercial (PR-C), Highway Commercial (H-C) and Community

Commercial (C-C) zones. Also consider currently zoned residential neighborhoods to be up zoned to multi-family or commercial land uses.

- **Inform and be informed by the FWTE DEIS and planning effort.** Use the Sound Transit effort to help us better understand the economic, land use and other activity through the corridor, assess potential impacts of the FWTE alignments and station locations, mitigate the potentially adverse impacts and realize the opportunities that light rail will provide the corridor.
- **Inform/be informed by the needs for the College and King County METRO Transit Center.** Help Highline Community College to implement its campus master plan by Comprehensive Plan, zoning and development regulation changes, including creation of a King County METRO transit center at the College.
- **Involve the community and potentially affected property owners in deliberate and inclusive ways with multiple opportunities to help shape the new plans and development regulations.**

(5) **Conceptual Schedule – Building on the Envision Midway and Pacific Ridge planning work, concurrently plan for the 3 nodes and connecting segments as follows:**

- **Scoping – September 2013-January 2014:** Identify the planning opportunities and frame the threshold policy questions for F&ED and/or City Council direction with the assistance of the community.
- **Research – September 2013–January 2014:** Complete analysis of current Des Moines, Kent and Federal Way comprehensive plans, zoning and development regulations for the S240th Street/HCC, S 260th Street and S 272nd Street TOD nodes and connecting segments. Identify differences that may need to be reconciled or which require F&ED or Council policy direction.
- **Preliminary Code Changes and Policy Changes– February-May 2014:** Identify policy questions, staff recommendations and recommended H-C and C-C Zone regulation changes and zoning map changes for community and F&ED review.
- **Draft Ordinance – June–September 2014:** Finalize Subarea Plan, Design Guidelines and Zoning. Prepare draft ordinance(s) for H-C and C-C Zones for first F&ED and then full Council consideration. Complete SEPA and state reviews.

(6) **Staff Resources:**

- **Existing staff will not be able to complete this work on this schedule without additional resources beyond the end of 2013.** The 2014 Budget will be extremely tight with no discretionary resources. As the PBPW work plan

illustrates, 2014 will be almost completely committed with current development services projects and services, DMCBP, FWTE planning, and the state-required 2014 Comprehensive Plan update.

- **Council will need to be clear on its economic development-related policy and development regulation priorities and disciplined on staying focused on the most strategic City issues.** The limited planning and engineering staffs will be almost completely committed to environmental and design review, and permitting and inspecting projects already in the pipeline. Two large dormant building projects (Barcelona and House of Art) are expected to move forward. Some commercial projects will be sold and new investors will require City help. Every large project developer will ask for DMMC changes to improve their project and its financial viability.

The following projects are expected to require substantial staff effort:

- (1) The Marina District including the Marina dock repairs, parking, and Marina floor will require attention to support existing businesses, facilitate new large scale development, address long term parking needs, and continue Beach Park rehabilitation.
- (2) The Artemis Hotel will require extra planner and engineer attention until it opens in two years.
- (3) Wesley Homes is expected to finally move forward on their substantial re-development plans.
- (4) Rezoning and redevelopment of Landmark on the Sound is expected to require staff effort.
- (5) Planning on the S. 216th Street corridor will be needed.
- (6) Four or five subdivisions (Blueberry Lane, Crestwood Park, Highline View Estates, and Pacific Heights) will resume in response to increasing housing demand.
- (7) The Barnes Creek Trail (old 509 ROW) will require planning and engineering support.
- (8) Neighborhood issues and residential development regulations cannot be ignored.
- (9) On-going planning and grant efforts on Marina District Wayfinding, SEPA Infill Exemptions for Marina District and Pacific Highway, and design guidelines review may need to be suspended or deferred.



Zoning

Legend

Des Moines Zoning Designations

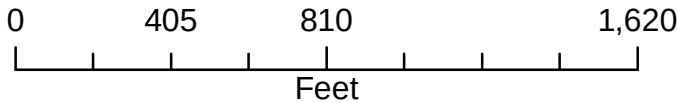
- R-SE Residential: Suburban Estates
- R-SR Residential: Suburban Residential
- RS-9600 Residential: Single Family 9600
- RS-8400 Residential: Single Family 8400
- RS-7200 Residential: Single Family 7200
- RA-3600 Residential: Attached Townhouse & Duplex
- RM-2400 Residential: Multifamily 2400
- RM-1800 Residential: Multifamily 1800
- RM-900 Multifamily 900
- B-C Community Business
- C-C Commercial
- H-C Highway Commercial
- I-C Institutional Campus
- PR-R Pacific Ridge Residential
- PR-C Pacific Ridge Commercial

Kent Zoning Classifications

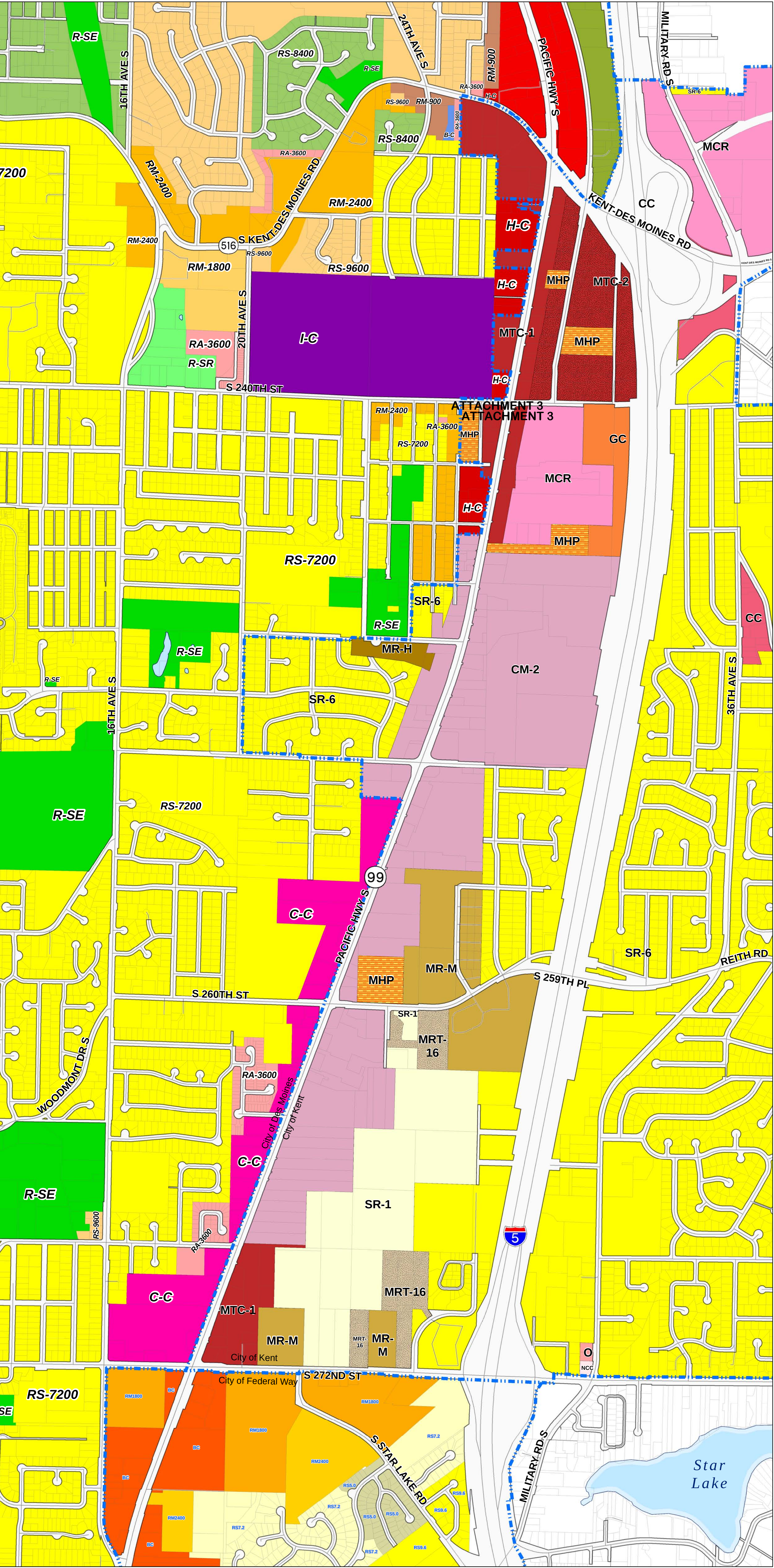
- Single Family (SR-1)
- Single Family (SR-6)
- Townhouse / Condo (MRT-16)
- Medium Density Multifamily (MR-M)
- High Density Multifamily (MR-H)
- Mobile Home Park (MHP)
- Neighborhood Convenience Commercial (NCC)
- Community Commercial (CC)
- General Commercial (GC)
- Midway Commercial Residential (MCR)
- Midway Transit Community I (MTC-1)
- Midway Transit Community II (MTC-2)
- Commercial Manufacturing II (CM-2)
- Professional And Office (O)

Federal Way Zoning Designations:

- BC - Community Business
- RM1800 - 1 Unit / 1,800 Square Feet
- RM2400 - 1 Unit / 2,400 Square Feet
- RS5.0 - 1 Unit / 5,000 Square Feet
- RS7.2 - 1 Unit / 7,200 Square Feet
- RS9.6 - 1 Unit / 9,600 Square Feet



Map Date: Sep 19, 2013
File: DM_Kent_Zoning



ZONING CATEGORIES				PERMITTED USES								
Key P = Principally Permitted Uses P* = Permitted Uses with ancillary retail sales S = Special Uses C = Conditional Uses A = Accessory Uses UU = Unclassified Uses	Des Moines			Kent						Federal Way		
	Pacific Ridge Commercial (PR-C)	Community Commercial (C-C)	Highway Commercial (H-C)	Midway Transit Community 1 (MTC-1)	Midway Transit Community 2 (MTC-2)	Midway Commercial/Residential (MCR)	Community Commercial (CC)	General Commercial (GC)	Commercial Manufacturing 2 (CM-2)	Mobile Home Park (MHP)	Community Business (BC)	
Residential Land Uses (Kent)												
One single-family dwelling per lot									P			
One duplex per lot												
One modular home per lot												
Duplexes												
Multifamily townhouse units				P	P	P	P(2)	P(2)				
Multifamily dwellings	P			P	P	P	P(2)	P(2)			P(4)	
Multifamily dwellings for senior citizens	P			P	P	P	P(2)	P(2)				
Mobile homes and manufactured homes										P		
Mobile home parks										P		
Group homes class I-A				C	P	P	P	C	C	P		
Group homes class I-B				C	P	P	P	C	C			
Group homes class I-C				C	C	C	P	C	C			
Group homes class II-A				C	C	C	P	C	C		P(2)	
Group homes class II-B				C	C	C	P	C	C		P(2)	
Group homes class II-C				C	C	C	P	C	C		P(2)	
Group homes class III				C(23)	C(23)	C(23)	C(23)	C(23)	C(23)			
Rebuild/accessory uses for existing dwellings				P(6)	P(6)	P(6)	P(6)	P(6)	P(6)			
Transitional housing								P(7)	P(7)		P(1)	
Guest cottages												
Rooming and boarding of not more than three (3) persons												
Farm worker accommodations												
Accessory uses and buildings customarily appurtenant to a permitted use	A		P	A	A	A	A	A	A			
Accessory dwelling units								A(10)				
Accessory living quarters				A(14)	A(14)	A(14)	A(14)	A(14)	A(14)			
Live-work units									P(28)			
Home occupations	A	A		A(11)	A(11)	A(11)	A(11)	A(11)	A(11)	A(11)		
Service buildings										A		
Storage buildings and storage of recreational vehicles	P, but not fronting on PHS. No RV storage	A	P							A		
Drive-in churches; welfare facilities (including emergency shelters); retirement homes, convalescent homes, and other welfare facilities whether privately or publically operated, facilities for rehabilitation or				C	C	C	C	C(12)	C(12)		P(4)	
Health care and social assistance, except correctional institutions	P											
Designated manufactured home										P(25)		
Manufacturing Land Uses (Kent)												
Manufacturing, processing, blending and packaging of food & beverage products		C	P						P(23)		P(5)	
Manufacturing, processing, blending, and packaging of drugs, pharmaceuticals, toiletries, and cosmetics									P		P(5)	
Manufacturing, processing, blending, and packaging of dairy products and byproducts		C							P		P(5)	
Industrial laundry and dyeing (including linen supply and diaper services)	P	C							P			
Printing, publishing, and allied industries	P		P					C	P			
Chemicals and related products mfg.												
Contractor shops			P						P(5)(3)			
Custom arts and crafts products mfg.		P	P									
Computer, office machines, and equipment mfg.		C							P(3)			
Manufacturing and assembly of electrical equipment, appliances, lighting, radio, TV communications, equipment, and components		C							P(3)		P(5)	
Fabricated metal products mfg., custom sheet metal mfg., containers, hand tools, heating equipment, screw products, extrusion, coating, and plating									P			
Manufacturing and assembly of electronic and electrical devices, and automotive, aerospace, missile, aircraft, and similar products									P(3)		P(5)	
Hazardous substance land uses				A(7)			A(8)	A(7)	A(7)			
Offices incidental and necessary to the conduct of a principally permitted use	P	P		A	A	A			P			
Warehousing and distribution facilities		P	P						P(16)			
Rail-truck transfer uses												
Outdoor storage (including truck, heavy equipment, and contractor storage yards as allowed by development standards, KCC 15.04.190 and 15.04.195)		P						A	P			
Mini Warehouses self-storage	P, but not fronting on PHS.	P	P				C(19)	C	P			

Zoning Categories	Permitted Uses										
Key P = Principally Permitted Uses P* = Permitted Uses with ancillary retail sales S = Special Uses C = Conditional Uses A = Accessory Uses UU = Unclassified Uses	Des Moines			Kent							Federal Way
	Pacific Ridge Commercial (PR-C)	Community Commercial (C-C)	Highway Commercial (H-C)	Midway Transit Community 1 (MTC-1)	Midway Transit Community 2 (MTC-2)	Midway Commercial/Residential (MCR)	Community Commercial (CC)	General Commercial (GC)	Commercial Manufacturing 2 (CM-2)	Mobile Home Park (MHP)	Community Business (BC)
Manufacturing of soaps, detergents, and other basic cleaning and cleansing preparations		C									P(5)
Manufacturing of plastics and synthetic resins											P(5)
Manufacturing of synthetic and natural fiber and cloth											P(5)
Manufacturing of plywood, composition wallboard, and similar structural wood products											P(5)
Manufacturing of nonmetallic mineral products such as abrasives, asbestos, chalk, pumice, and putty											P(5)
Manufacturing of heat-resisting or structural clay products (brick, tile, or pipe) or porcelain products											P(5)
Manufacturing of machinery and heavy machine tool equipment for general industry and mining, agricultural, construction, or service industries											P(5)
Manufacturing, processing, assembling, and packaging of articles, products, or merchandise made from previously prepared natural or synthetic											P(5)
Manufacturing, processing, treating, assembling, and packaging of articles, products, or merchandise from previously prepared ferrous, nonferrous, or alloyed metals											P(5)
Complexes which include a combination of uses, including a mixture of office, storage, and light manufacturing uses		C							P		
Accessory uses and buildings customarily appurtenant to a permitted use		A	P	A(10)	A(10)	A(10)	A(9)	A(9)	A(9)		P(5)
Impound lots		P	P						C		
Transportation, Public, and Utilities Land Uses (Kent)											
Commercial parking lots or structures	P	P	P	C	C	C					
Transportation and transit facilities	P	P		C	C	C	C	C	C		P
Railway and bus depots, taxi stands				C	C	C					
Utility and transportation facilities: Electrical substations, pumping or regulating devices for the transmission of water, gas, steam, petroleum,	P	P	P	C	C	C	C	C	C		P
Public facilities: Firehouses, police stations, libraries, and administrative offices of governmental agencies, primary and secondary schools, vocational schools, and colleges	P	P	P	C	C	C	C	C	C		P
Accessory uses and buildings customarily appurtenant to a permitted use	P	P	P	A	A	A	A	A	A		P
Wireless telecommunications facility (WTF) by administrative approval	C	C	C	P(1)(3)	P(1)(3)	C	P(2)(3)	P(1)(3)	P(1)(3)		P(5)
Wireless telecommunications facility (WTF) by conditional use permit	C	C	C	C(4)(3)	C(4)(3)	C(4)(3)	C(5)(3)	C(4)(3)	C(4)(3)	C(8)	
EV charging station				A(9)	A(9)	A(9)	A(9)	A(9)	A(9)	A(9)	
Rapid charging station				A	A	A	A	A	A		
Wholesale and Retail Land Uses (Kent)											
Bakeries & confectioneries	P	P	P	P	P	P		P	P		P
Wholesale bakery		P	P					P	P		
Bulk retail		P		P(26)		P(26)		P	P		
Recycling centers											
Retail sales of lumber, tools, and other building materials, including preassembled products	P	P	P	P				P	P		
Hardware, paint, tile and wallpaper (retail)	P	P	P	P	P	P	P	P	P		P
Farm equipment	P	P					P	P	P		
General merchandise: Dry goods, variety and department stores (retail)	P	P	P	P	P	P	P	P	P		P
Food and convenience stores (retail)	P	P		P	P	P		P	P		P
Automobile, aircraft, motorcycle, boat, and recreational vehicles sales	P	P	P				P	P	P		
Automotive, aircraft, motorcycle, and marine accessories (retail)	P	P		P		P		P	P		
Gasoline service stations	P	P		S(6)			S(6)	S(6)	S(6)		P(3)
Apparel and accessories (retail)	P	P	P	P	P	P	P	P	P		P
Furniture, home furnishing (retail)	P	P	P	P	P	P	P	P	P		P
Eating and drinking establishments (no drive-through)	P	P	P	P	P	P	P	P	P		P
Eating and drinking establishments (with drive-through)	P	P	P				S(6)(20)	S(6)(20)			P(4)
Eating facilities for employees				P	P	P					
Planned development retail sales	P										P
Drive-through/drive-up businesses (commercial/retail - other than eating/drinking establishments)	P			P(24)		P(24)	P(20)	P(20)	P(20)		P(4)
Miscellaneous retail: Drugs, antiques, books, sporting goods, jewelry, florist, photo supplies, video rental, computer supplies, etc.	P	P	P	P	P	P	P	P	P		P
Liquor store	P	P	P	P	P	P	P	P	P		P
Farm supplies, hay, grain, feed, fencing, etc. (retail)	P	P	P				P	P	P		P
Nurseries, greenhouses, garden supplies, tools, etc.	P	P	P	P			P	P	P		P
Pet shops (retail and grooming)	P	P	P	P		P		P	P		P
Computers and electronics (retail)	P	P	P	P		P	P	P	P		P
Hotels and motels	P	P	P	P	P(25)	P		P	P		P(2)
Complexes which include combinations of uses, including a mixture of office, light manufacturing, storage, and commercial uses		P							P		P(7)
Outdoor storage (including truck, heavy equipment, and contractor storage yards as allowed by development standards, KCC 15.04.190 and 15.04.195)		P						A(19)	P(19)		P(7)
Accessory uses and buildings customarily appurtenant to a permitted use	P	P		A(17)	A(17)	A(17)	A(16)	A(16)	A(16)		P
Agriculturally related retail	P										P
Battery exchange station				A(23)	A(23)	A(23)	S(23)	S(23)	S(23)		

Zoning Categories	Permitted Uses										
Key P = Principally Permitted Uses P* = Permitted Uses with ancillary retail sales S = Special Uses C = Conditional Uses A = Accessory Uses UU = Unclassified Uses	Des Moines			Kent							Federal Way
	Pacific Ridge Commercial (PR-C)	Community Commercial (C-C)	Highway Commercial (H-C)	Midway Transit Community 1 (MTC-1)	Midway Transit Community 2 (MTC-2)	Midway Commercial/Residential (MCR)	Community Commercial (CC)	General Commercial (GC)	Commercial Manufacturing 2 (CM-2)	Mobile Home Park (MHP)	Community Business (BC)
Service Land Uses (Kent)											
Finance, insurance, real estate services	P	P	P	P	P	P	P	P			P
Personal services: Laundry, dry cleaning, barber, salons, shoe repair, laundrettes	P	P	P	P	P	P	P	P			P
Mortuaries	P	C	P	P				P			
Home day-care		P		P	P	P	P	P	P	P	P(4)
Day-care center	P	C	C	P	P	P	P	P	P	P	P(4)
Business services, duplicating and blue printing, travel agencies, and employment agencies	P	P		P	P	P		P	P		P
Building maintenance and pest control	P			P				P	P		P
Outdoor storage (including truck, heavy equipment, and contractor storage yards as allowed by development standards, KCC 15.04.190 and 15.04.195)								A	P		
Rental and leasing services for cars, trucks, trailers, furniture, and tools	P		P	P				P	P		P
Auto repair and washing services (including body work)	P	P(6)	P	P			C	P	P		P(5)
Repair services: Watch, TV, electrical, electronic, upholstery	P	P	P	P			P	P	P		P
Professional services: Medical, clinics, and other health care-related	P	P	P	P	P	P	P	P	P		P
Heavy equipment and truck repair	P							P	P		
Contract construction service office: Building construction, plumbing, paving, and landscaping	P			P(16)				P(16)	P		
Educational services: Vocational, trade, art, music, dancing, barber, and Churches	P	P	P	P	P	P		P	P		P
Administrative and professional offices - general	P	P	P	S(4)	S(4)	S(4)	S(4)	S(4)	S(4)		P(3)
Municipal uses and buildings	P	P	P	P	P	P	P	P	P		P
Research, development, and testing	P	P	C	P(13)	P(13)	P(13)	P(13)	P(13)	P(13)		
Planned development retail sales	P			P	C	P		P	P		P
Accessory uses and buildings customarily appurtenant to a permitted use	P	P	P	A(19)	A(19)	A(19)	A(18)	A(18)	A(18)		P
Boarding kennels and breeding establishments	A	P		C				C			P(8)
Veterinary clinics and veterinary hospitals	P	P		P(8)		P(8)	P(8)	P(8)	P(8)		P(2)
Administrative or executive offices which are part of a predominant industrial operation		P									
Offices incidental and necessary to the conduct of a principally permitted	P										P
Cultural, Entertainment, and Recreational Land Uses (Kent)											
Performing and cultural arts uses, such as art galleries/studios	P	P	P	P	P	P		P	P		
Historic and monument sites	P	P						P	P		
Public assembly (indoor): Sports facilities, arenas, auditoriums and exhibition halls, bowling alleys, dart-playing facilities, skating rinks, community clubs, athletic clubs, recreation centers, theaters (excluding school facilities)	P	P/C	P/C	C		C	P	P	P		
Public assembly (outdoor): Fairgrounds and amusement parks, tennis courts, athletic fields, miniature golf, go-cart tracks, drive-in theaters, etc.	C	C	C			C		P	P		
Open space use: Cemeteries, parks, playgrounds, golf courses, and other recreation facilities, including buildings or structures associated therewith	P	P	C	C(9)	C(9)	C(9)	C	P(7)/C	P(7)/C		P
Employee recreation areas											
Private clubs, fraternal lodges, etc.	P	P	C	P(5)/C	C	P(5)/C	C	P(5)/C	C		P
Recreational vehicle parks	C	C	C					C			
Accessory uses and buildings customarily appurtenant to a permitted use	P	P	P	A	A	A	A	A	A		P
Recreational buildings in MHP										A	
Resource Land Uses (Kent)											
Agricultural uses such as planting and harvesting of crops, animal husbandry (including wholesale nurseries and greenhouses		C	C								
Crop and tree farming											
Storage, processing, and conversion of agricultural products (not including slaughtering or meat packing)		C	C								
Accessory uses and buildings customarily appurtenant to a permitted use		P	P	A	A	A	A	A	A	A	
Roadside stands											

	DEVELOPMENT STANDARDS										
	Des Moines			Kent							Federal Way
	Pacific Ridge Commercial (PR-C)	Community Commercial (C-C)	Highway Commercial (H-C)	Midway Transit Community 1 (MTC-1)	Midway Transit Community 2 (MTC-2)	Midway Commercial/Residential (MCR)	Community Commercial (CC)	General Commercial (GC)	Commercial Manufacturing 2 (CM-2)	Mobile Home Park (MHP)	Community Business (BC)
Max Height	55'/85'	35'	35'	5 story/ 55'	16 story/ 200'	16 story/ 200'	3 story/ 40'	2 story/ 35'	2 story/ 35'		35-65'
Min Height	35' south of 216th										
Max Site Coverage				80%	100%	80%	40%	40%	50%	40%	
Min Lot Area	7,500			7,500	7,500	7,500	10,000	10,000	10,000	3,000	None
Lot Width	75'									40-50'	
Front Yard	None	0-10'*	60'	20'	0', except landscaping or parking.	20'	15'	20'	15'	10'	0-40', depends on use
Side Yard	None	0-10'*	0', except 10' from residential	0', except 20' from residential	0', except 20' from residential	0', except 20' from residential	0', except 20' from more restrictive zone	0', except 20' from residential	0', except 20' from residential	10'	0-20', depends on use
Rear Yard	15'		None, except 10' from residential	0', except 20' from residential. Or landscaping or parking.	0', except 20' from residential. Or landscaping or parking.	0', except 20' from residential. Or landscaping or parking.	20'	0', except 20' from residential. Or landscaping .	0', except 20' from residential	10'	0-20', depends on use
Floor Area Ratio	Varies: 3.5 for 35'; 4.0 for 55'; 5.5 for 85'		3.5								

USE	PARKING REQUIREMENTS		
	Des Moines (DMMC 18.44)	Kent Parking Standards for Specific Activities	Kent Midway Zones
Living Activities			
Single-family	Two parking spaces per dwelling unit.	Two (2) parking spaces per single-family dwelling.	
Duplex	Duplex and townhouse: Two parking spaces per dwelling unit and one parking space for every five dwellings for use as visitor parking. A minimum of one visitor parking space shall be provided.	Two (2) parking spaces per dwelling unit.	
Multifamily	Two parking spaces per dwelling. One guest parking space shall be provided per each 10 dwellings. For one-bedroom dwellings within the PR zone: one and one-half (1.5) parking spaces per dwelling.	One (1) parking space per unit for efficiency apartments in all sized developments; two (2) parking spaces for each dwelling unit for developments with forty-nine (49) or less dwelling units; one and eight-tenths (1.8) parking spaces per dwelling unit for developments of fifty (50) or more dwelling units.	In MTC-1, MTC-2, and MCR zoning districts, a minimum of three-fourths (0.75) parking space per dwelling unit, or conduct a parking feasibility study to determine need. No spaces provided for recreation vehicles. In MTC-1, MTC-2, and MCR zoning districts, one (1) parking space for every four (4) dwelling units, or conduct a parking feasibility study to determine need.
Mixed Use	Two parking spaces per dwelling unit, except in PR, 1 1/2 space per dwelling unit		
Retirement Apartments	One parking space per dwelling unit.		
Accessory dwelling unit	One parking space.	One (1) off-street parking space per accessory unit is required in addition to the required parking for the single-family home. The planning director may waive this requirement where there are special circumstances related to the property and its location. The surface of a required ADU off-street parking space shall comply with KCC 15.05.090(C).	
Boardinghouses and lodging houses	One space per occupant.	One (1) parking space for the proprietor, plus one (1) space per sleeping room for boarders or lodging use, plus one (1) additional space for each four (4) persons employed on the premises.	
Mobile and manufactured home parks		Two (2) parking spaces for each mobile home site.	
Recreational vehicle park		One (1) parking space for each site.	
Hotels	One(1) parking space per hotel room plus two parking spaces for a resident manager or employees, except may be reduced to 0.9 in PR and to 0.75 when airport shuttle service is provided. An approved stacked or valet parking plan my also reduce required conventional parking spaces.	One (1) parking space for each guest room, plus two (2) parking spaces for each three (3) employees.	In MTC-1, MTC-2, and MCR zoning districts, one (1) parking space for each guest room, plus two (2) parking spaces for every five (5) employees, or conduct a parking feasibility study to determine need.
Commercial Activities			
Banks	One space for each 800 square feet of gross floor are	One (1) parking space for each two hundred (200) square feet of gross floor area, except when part of a shopping center.	In MTC-1 and MCR zoning districts, one (1) parking space for every four hundred (400) square feet of gross floor area, except when part of a shopping center, or conduct a parking feasibility study to determine need; in MTC-2 zoning district, one (1) parking space for every five hundred (500) square feet of gross floor area, or conduct a parking feasibility study to determine need.
Professional and business offices	One space for each 800 square feet of gross floor are	One (1) parking space for each two hundred fifty (250) square feet of gross floor area, except when part of a shopping center.	
Shopping centers	C-C zone: one parking space per 300 square feet of gross floor area. D-C and PR zones: one parking space per 350 square feet of gross floor area. H-C zone: one parking space per 250 square feet of gross floor area, except there are a minimum of six spaces.	Four and one-half (4.5) spaces per one thousand (1,000) square feet of gross leasable area (GLA) for centers having GLA of less than four hundred thousand (400,000) square feet, and five (5) spaces per one thousand (1,000) square feet of GLA for centers having a GLA of over four hundred thousand (400,000) square feet.	In MTC-1 and MCR zoning districts, one (1) parking space for every four hundred (400) square feet of gross floor area, or conduct a parking feasibility study to determine need.
Restaurants, nightclubs, taverns and lounges	One parking space for each 125 square feet of gross floor area, except that none shall be required for establishments under 2,000 square feet located in the D-C and PR zones.	One (1) parking space for each one hundred (100) square feet of gross floor area, except when part of a shopping center.	In MTC-1 and MCR zoning districts, one (1) parking space for every two hundred (200) square feet of gross floor area, or conduct a parking feasibility study to determine need; in MTC-2 zoning district, a minimum of one (1) parking space for every three hundred (300) square feet of gross floor area, or conduct a parking feasibility study to determine need. No parking is required if use is three thousand (3,000) square feet or less and with a parking supply of at least twenty (20) spaces within five hundred (500) feet or one thousand (1,000) feet of a public garage.
Retail stores, supermarkets, department stores and personal service shops	One (1) parking space per 400 square feet of gross floor area	One (1) parking space for each two hundred (200) square feet of gross floor area, except when located in a shopping center.	In MTC-1 and MCR zoning districts, one (1) parking space for every four hundred (400) square feet of gross floor area, or conduct a parking feasibility study to determine need; in MTC-2 zoning district, one (1) parking space for every five hundred (500) square feet of gross floor area, or conduct a parking feasibility study to determine need. No parking is required if use is eight hundred (800) square feet or less and with a parking supply of at least twenty (20) spaces within five hundred (500) feet or one thousand (1,000) feet of a public garage.

USE	PARKING REQUIREMENTS		
	Des Moines (DMMC 18.44)	Kent Parking Standards for Specific Activities	Kent Midway Zones
Other retail establishments; furniture, appliance, hardware stores, household equipment service shops, clothing or shoe repair shops	Hardware: one space per 400 square feet of gross floor area.	One (1) parking space for each five hundred (500) square feet of gross floor area, except when located in a shopping center.	In MTC-1, MTC-2, and MCR zoning districts, one (1) parking space for every one thousand (1,000) square feet of gross floor area, or conduct a parking feasibility study to determine need. No parking is required if use is eight hundred (800) square feet or less and with a parking supply of at least twenty (20) spaces within five hundred (500) feet or one thousand (1,000) feet of a public garage.
Drive-in business		One (1) parking space for each one hundred (100) square feet of gross floor area, except when located in a shopping center.	In MTC-1 and MCR zoning districts, one (1) parking space for every four hundred (400) square feet of gross floor area, except when located in a shopping center.
Uncovered commercial area, new and used car lots, plant nursery	One space per 1,000 square feet of floor space of showroom and service facilities; but in no case shall there be less than six spaces provided.	One (1) parking space for each five thousand (5,000) square feet of retail sales area in addition to any parking requirements for buildings, except when located in a shopping center.	
Motor vehicle repair and services	One parking space for each 600 square feet of gross floor area.	One (1) parking space for each four hundred (400) square feet of gross floor area, except when part of a shopping center.	
Industrial showroom and display		One (1) parking space for each five hundred (500) square feet of display area.	
Bulk retail stores	C-C zone: one parking space per 300 square feet of gross floor area. D-C and PR zones: one parking space per 350 square feet of gross floor area. H-C zone: one parking space per 250 square feet of gross floor area, except there are a minimum of six spaces.	One (1) parking space for each three hundred fifty (350) square feet of gross floor area.	
Industrial Activities			
Manufacturing, research and testing laboratories, creameries, bottling establishments, bakeries, canneries, printing and engraving shops	Two parking spaces for each three employees on a maximum work shift, or one (1) space per 700 square feet of gross floor area; use whichever is greater.	One (1) parking space for each one thousand (1,000) square feet of gross floor area. For parking requirements for associated office areas, see "Professional and business offices." Maximum office area of two (2) percent of gross floor area may be included without additional parking requirements.	
Warehouses and storage buildings	Two parking spaces for each three employees or one space for each 1,500 square feet of gross floor area; use whichever is greater.	One (1) parking space for each two thousand (2,000) square feet of gross floor area. For parking requirements for associated office areas, see "Professional and business offices." Maximum office area of two (2) percent of gross floor area may be included without additional parking requirements.	
Speculative warehouse and industrial buildings with multiple use or tenant potential	One parking space for each 2,000 square feet of area.	One (1) parking space for each one thousand (1,000) square feet of gross floor area if building size is less than one hundred thousand (100,000) square feet, or one (1) parking space for each two thousand (2,000) square feet of gross floor area for buildings which exceed one hundred thousand (100,000) square feet of gross floor area. This is a minimum requirement and valid for construction permit purposes only. Final parking requirements will be based upon actual occupancy.	
Recreation-Amusement Activities			
Auditoriums, theaters, places of public assembly, stadiums, and outdoor sports areas	One parking space for every three persons based on occupancy load.	One (1) parking space for each four (4) fixed seats, or one (1) parking space for each one hundred (100) square feet of floor area of main auditorium or of principal place of assembly not containing fixed seats, whichever is greater.	In MTC-1 and MCR zoning districts, conduct a parking feasibility study to determine need.
Bowling alleys	One parking space for each three seats.	Five (5) spaces for each alley, except when located in a shopping center.	In MTC-1 and MCR zoning districts, three (3) parking spaces for each alley, except when located in a shopping center.
Dance halls and skating rinks		One (1) parking space for each two hundred (200) square feet of gross floor area, except when located in a shopping center.	In MTC-1 and MCR zoning districts, one (1) parking space for every five hundred (500) square feet of gross floor area, or conduct a parking feasibility study to determine need.
Golf driving ranges		One (1) parking space for each driving station.	
Miniature golf courses		One (1) parking space for each hole.	
Recreational buildings, whether independent or associated with a multifamily complex		One (1) parking space for each two hundred (200) square feet of gross floor area. Such spaces shall be located adjacent to the building and shall be designated for visitors by signing or other special markings.	

USE	PARKING REQUIREMENTS		
	Des Moines (DMMC 18.44)	Kent Parking Standards for Specific Activities	Kent Midway Zones
Educational Activities			
Senior high schools, public, parochial and private		One (1) space for each employee plus one (1) space for each ten (10) students enrolled. In addition, if buses for the transportation of children are kept at the school, one (1) off-street parking space shall be provided for each bus, of a size sufficient to park each bus. One (1) additional parking space for each one hundred (100) students shall be provided for visitors in the vicinity of or adjacent to the administration portion of the building or complex. Such parking spaces shall be so designated by signing or other special marking as approved by the traffic engineer.	
Colleges and universities and business and vocational schools		Two and one-half (2.5) parking spaces for each employee, plus one (1) space for each three (3) students residing on campus, plus one (1) space for each five (5) day students not residing on campus. In addition, if buses for transportation of students are kept at the school, one (1) off-street parking space shall be provided for each bus, of a size sufficient to park each bus. One (1) additional parking space for each one hundred (100) students shall be provided for visitors in the vicinity of or adjacent to the administration portion of the building or complex. Such parking spaces shall be so designated by signing or other special marking as approved by the traffic engineer	In MTC-1, MTC-2, and MCR zoning districts, conduct a parking feasibility study to determine need.
Elementary and junior high		One (1) parking space for each employee, plus one (1) parking space for every 50 student capacity (Capacity means the designed capacity of the school, even if actual enrollment varies by year). In addition, if buses for transportation of students are kept at the school, one (1) off-street parking space shall be provided for each bus, of a size sufficient to park each bus. Consideration for student loading/unloading and pick-up/drop-off areas shall be integrated in the site plan.	
Libraries and museums	One parking space per 250 square feet of gross floor area.	One (1) parking space for each two hundred fifty (250) square feet in office and public use.	
Day-care centers	One space for each 10 children or one for each staff member, whichever is greater, and one passenger loading and unloading space for each 20 children.	One (1) parking space for each employee, plus loading and unloading areas.	
Medical Activities			
Medical and dental offices	One space per 350 square feet of gross floor area	One (1) parking space for each two hundred (200) square feet of gross floor area, except when located in a shopping center.	In MTC-1, MTC-2, and MCR zoning districts, a minimum of one (1) parking space for every four hundred (400) square feet of gross floor area, or conduct a parking feasibility study to determine need.
Convalescent, nursing, and health institutions	One parking space for each two employees, plus one space for each four beds.	One (1) parking space for each two (2) employees, plus one (1) parking space for each three (3) beds.	
Hospitals	One parking space for each three beds, plus one parking space for each staff doctor, plus one parking space for each three employees.	One (1) parking space for each three (3) beds, plus one (1) parking space for each staff doctor, plus one (1) parking space for each three (3) employees.	
Religious Activities			
Churches, religious institutions, or other places of worship	One parking space per five seats in the principal place of assembly for worship, including balconies and choir loft. Where fixed seats consist of pews or benches, the seating capacity is computed upon not less than 20 lineal inches of pew or bench length per seat. If there are no fixed seats, then one parking space for each 40 square feet of gross floor area in such principal place of assembly or worship shall be provided.	One (1) space for each five (5) seats in the main auditorium/ gathering place; provided, that the spaces for any institution shall not be less than ten (10). One (1) seat is equivalent to seven (7) square feet, for institutions that do not have seats in the main gathering place. For all existing institutions enlarging the seating capacity of their auditoriums, one (1) additional parking space shall be provided for each five (5) additional seats provided by the new construction. For all existing institutions making structural alterations or additions which do not increase the seating capacity of the auditorium, no additional parking need be provided.	In MTC-1, MTC-2, and MCR zoning districts, one (1) parking space for every ten (10) seats in the main auditorium; provided, that the spaces for any church shall not be less than ten (10). For all existing churches enlarging the seating capacity, one (1) additional parking space shall be provided for every ten (10) seats provided by the new construction
Mortuaries or funeral homes		One (1) parking space for each one hundred (100) square feet of floor area of assembly rooms.	
Other uses		For uses not specifically identified in this section, the amount of parking required shall be determined by the planning department, based on staff experience, parking required for similar uses, and, if appropriate, documentation provided by the applicant.	

Scenario 3.0

ATTACHMENT 3

Transit Oriented Village

- High intensity transit supportive mixed-use with residential bias
- Strongly pedestrian oriented with small walkable blocks
- 35' to 200' height limit
- Lowered parking requirement
- Uses:
 - Market rate and affordable housing
 - Office
 - Retail
 - Hotel
 - Neighborhood services
 - Civic uses
- No single use, big box, industrial, or auto-dependent uses

Mixed Use - Pacific Ridge

- Auto-accommodating community and citywide retail and services
- Pedestrian oriented
- Mixed use with office or residential
- 35' to 85' Commercial height limit
- 35' to 200' Residential height limit
- Uses:
 - Residential
 - Community, citywide and regional retail
 - Office
 - Hotel

Mixed Use - Kent Highlands

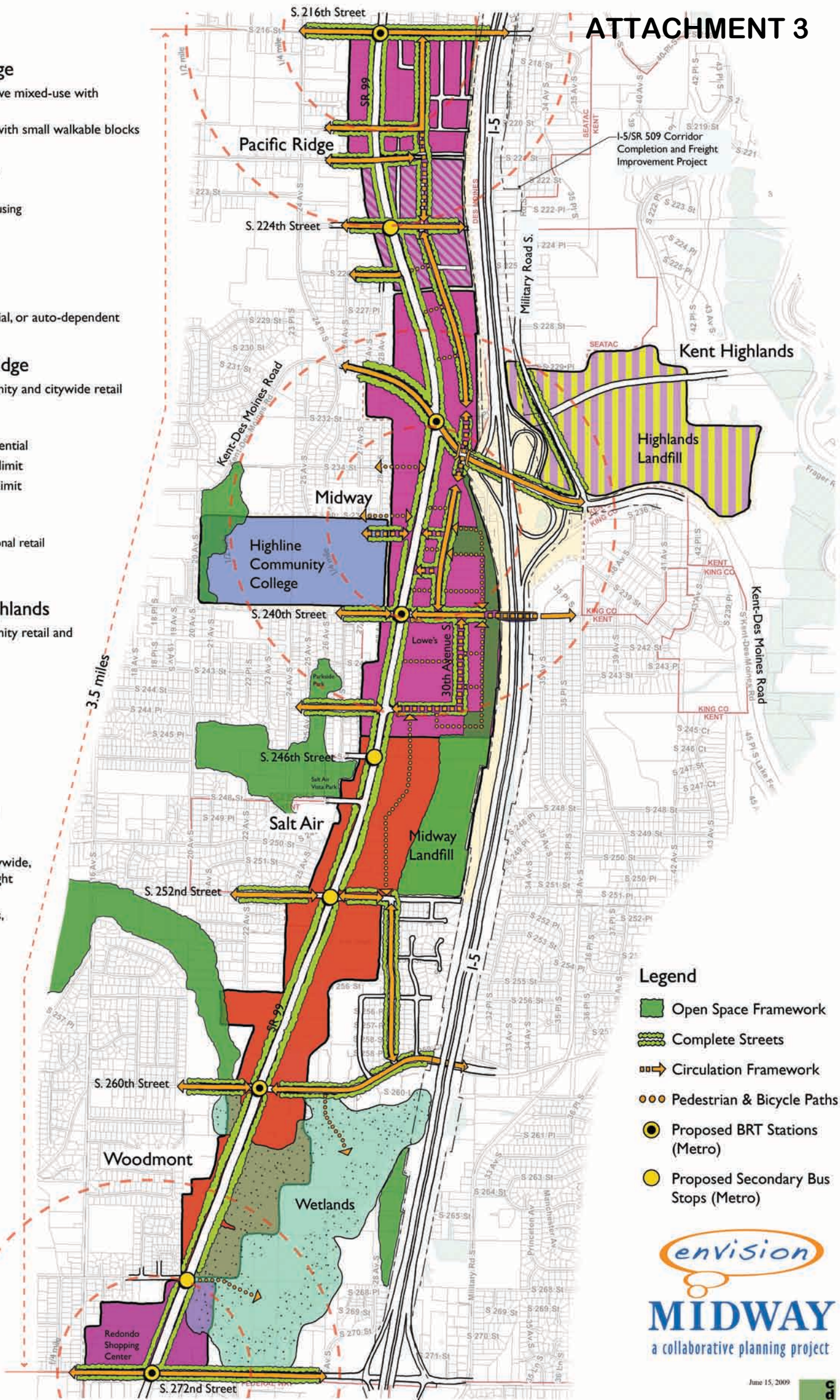
- Auto-accommodating community retail and services
- Pedestrian oriented
- Mixed use with residential
- 200' height limit
- Uses:
 - Residential
 - Community Retail
 - Hotel

Highway Commercial Corridor

- Wide range of community, citywide, or regional commercial and light industrial uses
- Primarily auto-dependent uses, with pedestrian supportive facilities
- 35' to 50' height limit
- Uses:
 - Regional and citywide retail
 - Automobile sales and service
 - Light Industrial and manufacturing
 - Trucking
 - Outdoor storage
 - Office
 - Flex-tech
 - Mixed use (on west side)
 - Live-work

Institutional

- Institutional mixed use residential or office
- Uses:
 - College academic
 - College oriented retail
 - College oriented office
 - Student and faculty rental housing



Attachment 4

Envision Midway Draft Work Products

(June 2009 – CTED Grant Deliverables)

Project Summary

Deliverable 3.2 – City of Des Moines Draft Subarea Plan

Deliverable 3.4 – City of Des Moines Draft Zoning Amendments

- **Design Guidelines**
- **Transit Oriented Development Overlay Options**

Staff Note:

The attached documents represent several of the draft work products that were submitted to the Washington Department of Community Trade and Economic Development (now Department of Commerce) as part of a grant deliverable for the Cities of Des Moines and Kent joint visioning and planning process for the Midway area, branded as “Envision Midway.” These draft work products reflect input from a diverse group of stakeholders that included community members, property owners, businesses, developers, local jurisdictions (Des Moines, Kent, SeaTac, Federal Way), public agencies (WSDOT, PSRC, King County Housing Consortium, Sound Transit, and Seattle Public Utilities), Des Moines Planning Agency, Kent Land Use and Planning Board, Des Moines City Council and Kent City Council. In addition, two developer forums were held to obtain input on draft land use scenarios that led to the creation of Land Use Scenario 3.0. It is recognized that further planning and analysis is required to refine the work completed during this Envision Midway planning effort.

Community Trade and Economic Development
Growth Management Services

Competitive 2007-2009 GMA Planning Grant

City of Kent Contract No. C08-63200-420

Deliverable 3.2

City of Des Moines Draft Subarea Plan

Envision Midway

Midway-Woodmont Subarea Plan

CTED Deliverable 3.2
June 24, 2009 DRAFT



TABLE OF CONTENTS

Acknowledgements.....	iii
Chapter 1. Background and Context	
1.1 Overview	1-1
1.2 Midway-Woodmont Subarea	1-2
1.3 The Planning Process	1-4
1.4 Public Input Summary.....	1-5
Chapter 2. Objectives	2-1
2.1 Vision.....	2-1
2.2 Plan Concept.....	2-1
Chapter 3. Plan Elements	3-1
3.1 Land Use	3-1
3.2 Urban Design	3-3
3.3 Housing	3-5
3.4 Transportation	3-5
3.5 Parks and Open Space	3-8
3.6 Implementation	3-9
3.7 Interjurisdictional Coordination	3-10
Chapter 4. Implementation Measures	4-1
4.1 Zoning Regulations, Zoning Map and Comprehensive Plan Amendments	4-1
4.2 Design Guidelines	4-2

List of Figures

Figure 1. Analysis Area	1-3
Figure 2. Scenario 3.0.....	2-3
Figure 3. Midway Light Rail Station Area Concept: SR 99	2-4

Appendices

Appendix A. Summary of Public Involvement

Appendix B. Des Moines Comprehensive Transportation Plan (2009)
Goals, Policies and Implementation Strategies Excerpts

Acknowledgements

As a regional collaboration planning project, the Midway-Woodmont Subarea Plan has benefited through the thoughtful participation and community input from the residents, stakeholders, property and business owners of the Cities of Des Moines and Kent.

Des Moines City Council:

Bob Sheckler, Mayor
Dan Sherman, Mayor Pro Tem
Scott Thomasson, Council Member
Susan White, Council Member
Ed Pina, Council Member
Dave Kaplan, Council Member
Carmen Scott, Council Member

Des Moines Planning Agency:

Aaron Bekkerus
Cass Prindle
Don Riecks
John Savage
Leslie Newman
Robert Polwarth
Shan Hoel

Des Moines Staff:

Tony Piasecki, City Manager
Pat Bosmans, City Attorney
Grant Fredricks, P.E., PBPW Director
Denise Lathrop, AICP, Planning Manager
Brandon Carver, P.E., Transportation Engineer II

Kent City Mayor & Council:

Suzette Cooke, Mayor
Debbie Raplee, Council President
Elizabeth Albertson, Council Member
Tim Clark, Council Member
Jamie Danielson, Council Member
Ron Harmon, Council Member
Deborah Ranniger, Council Member
Les Thomas, Council Member

Kent Land Use & Planning Board:

Jon Johnson, Chair
Dana Ralph, Vice Chair
Steve Dowell
Alan Gray

Aleanna Kondelis
Jack Ottini
Barbara Phillips

Kent Staff:

Fred Satterstrom, AICP, Community
Development Director
Charlene Anderson, AICP, Planning Manager
Gloria Gould-Wessen, AICP, Sr. Planner
Cathy Mooney, Sr. Transportation Planner
Kim Adams Pratt, Assist City Attorney

Consultants:

Berk and Associates
Cascade Design Collaborative

Midway Stakeholder Group:

Des Moines City Council, Scott Thomasson
Des Moines Planning Agency, Cass Prindle
Kent City Council, Elizabeth Albertson
Kent Land Use and Planning Board, Alan Gray
Kent Land Use and Planning Board, Barbara Phillips
Kent Salt Aire Neighborhood Council, Bridget
Meyers, Board President
Kent West Hill Neighborhood Council, Bob Loeliger,
Board Member
CTED, Sam Wentz, Growth Mgmt GIS
WSDOT, Tom Washington, Senior Transportation
Planner
Puget Sound Regional Council, Norman Abbott,
Director of Growth Mgmt Planning
Sound Transit, Eric Chipps, Senior Planner
Sound Transit, David Goldberg, Planner
King County METRO, Jack Latteman, Transportation
Planner
King County METRO, Katie Chalmers,
Transportation Planner
Seattle Public Utilities, Sean J. McDonald

Midway Stakeholder Group (Cont.):

City of Federal Way Public Works Dept. – Rick
Perez, P.E. Traffic Engineer
City of SeaTac Planning & Community
Development, Mike Scarey, Senior Planner
Federal Way School District – Rod Leland,
Facilities/Project Mgmt
Highline Community College – Larry Yok, VP
Administration
Highline Community College – Pete Babington,
Facility Director
Highline School District – Geri L. Fain, Assistant
Superintendent
Kent Chamber of Commerce – Cathy Fredriks, Vice
President
Clearpath, LLC, Rob Larsen, Project Manager La
Plaza
Dollar Store, John Muscatel, Property Owner
Fred Meyer, Randy Welk, Store Manager
Key Bank, Sarah Campbell, Manager
Lowes, Sandy Vaughn, Store Manager
Mack Truck Sales and Service, Gary Bottoms
Sunway Services, Matthew Chan, Property Owner

CHAPTER 1: Background and Context

1.1 Overview

In 2008, the City of Des Moines in partnership with the City of Kent, embarked on a joint visioning and planning process for the Midway area. Project funding was provided by a Washington Department of Community Trade and Economic Development Growth Management Act Planning Grant with the City of Kent as the lead agency. The project addresses inconsistent land use patterns along our shared “zipper border” with the City of Kent and anticipated high-capacity transit improvements along Pacific Highway South (SR 99) through the Midway and the Pacific Ridge neighborhoods (Figure 1).

The project included a dynamic and inclusive visioning process that employed new technology such as virtual reality, flash movies, and web based surveying platforms to create a shared vision for the area. Des Moines’ and Kent’s elected officials worked with state and regional transportation agencies, large property owners, businesses, and residents to find solutions that reflect the goals and needs of the community. A stakeholder committee, project website and community meetings were instrumental in obtaining public input into the planning and visioning for Midway.

Des Moines’ Comprehensive Plan General Planning, Land Use, Housing, Transportation and Pacific Ridge Elements contain goals and policies that supported the subarea planning effort. In addition to guidance found in the Des Moines Comprehensive Plan, the joint effort by the Cities of Des Moines and Kent Council Committees called “*Envision Midway*” provides specific direction through the lengthy public visioning effort. Together, they establish the framework for the goals and policies of the Midway-Woodmont Subarea Plan:

- Provide a mix of land uses that increase revenues, job opportunities, and housing choices.
- Reconcile development standards along the border between the Cities of Des Moines and Kent to be consistent and reflect the vision for the study area.
- Provide for public participation in the development of land use policies, development regulations, and implementation strategies for the study area.
- Provide appropriate land uses and regulations that support Bus Rapid Transit and Link Light Rail within the Pacific Highway corridor.
- Identify preferred alignments for light rail and the associated station and stop locations within Des Moines and Kent.
- Ensure design that provides a safe and inviting pedestrian environment.

This plan includes:

- A description of the Midway-Woodmont Subarea, objectives that further describe the City Council's Vision Statement, a summary of the public involvement process and input received, and a description of the Plan Concept.
- An overview of the Urban Village Plan Concept and the principal planning ideas and elements.
- A description of Plan Elements, and the recommended actions for land use, urban design, housing, transportation, parks and open space, and environmental management.
- A summary of the recommended implementation plan that describes a general phasing strategy for development and investments required to support the recommended actions.

1.2 Midway-Woodmont Subarea

The Midway-Woodmont Subarea is located along Pacific Highway South (SR-99) between Kent-Des Moines Road to the north and S 272nd Street to the south. The area is bisected by an irregular border with the City of Kent on the east and is bounded by the City of Federal Way on the south. The geographic area of Midway that is located within the City of Des Moines is relatively small and encompasses portions of the South Des Moines and Woodmont Neighborhoods. As such, the vision, preferred land use and implementation strategies resulting from the joint planning effort for Envision Midway, are addressed in this Subarea Plan, Des Moines Comprehensive Plan and Municipal Code as well as the City of Kent's Subarea Plan and Planned Action Ordinance for the balance of the Midway Neighborhood.

Midway's topography and elevation provide excellent opportunities for views of Mount Rainier, Puget Sound, and the Olympic Mountains. Nearby regional transportation facilities (existing and planned) provide excellent access to the area. Extensive roadway improvements through this area have been completed for Pacific Highway South in coordination with the City of Kent and Washington State Department of Transportation (WSDOT). These improvements represent considerable public investment in the area's infrastructure to improve traffic flow/capacity and vehicular/pedestrian safety. Seattle-Tacoma International Airport is approximately 4 miles to the north, access to I-5 is numerous, and future connections to the extension of SR-509 all adds to Midway's strategic location.

Many Midway properties are not improved to the extent presently allowed by the City of Des Moines Comprehensive Plan and the Zoning Code. Many properties are improved with older buildings and are likely to be redeveloped in the near future.

Pacific Highway South and the auto oriented commercial uses define the current land use for Midway. The street network creates large blocks 1/2 to 3/4 of a mile long. The area generally lacks park facilities. A larger passive park at S 244th (Parkside Park) in Des Moines and a small ½ acre park (Salt Air Vista Park) located

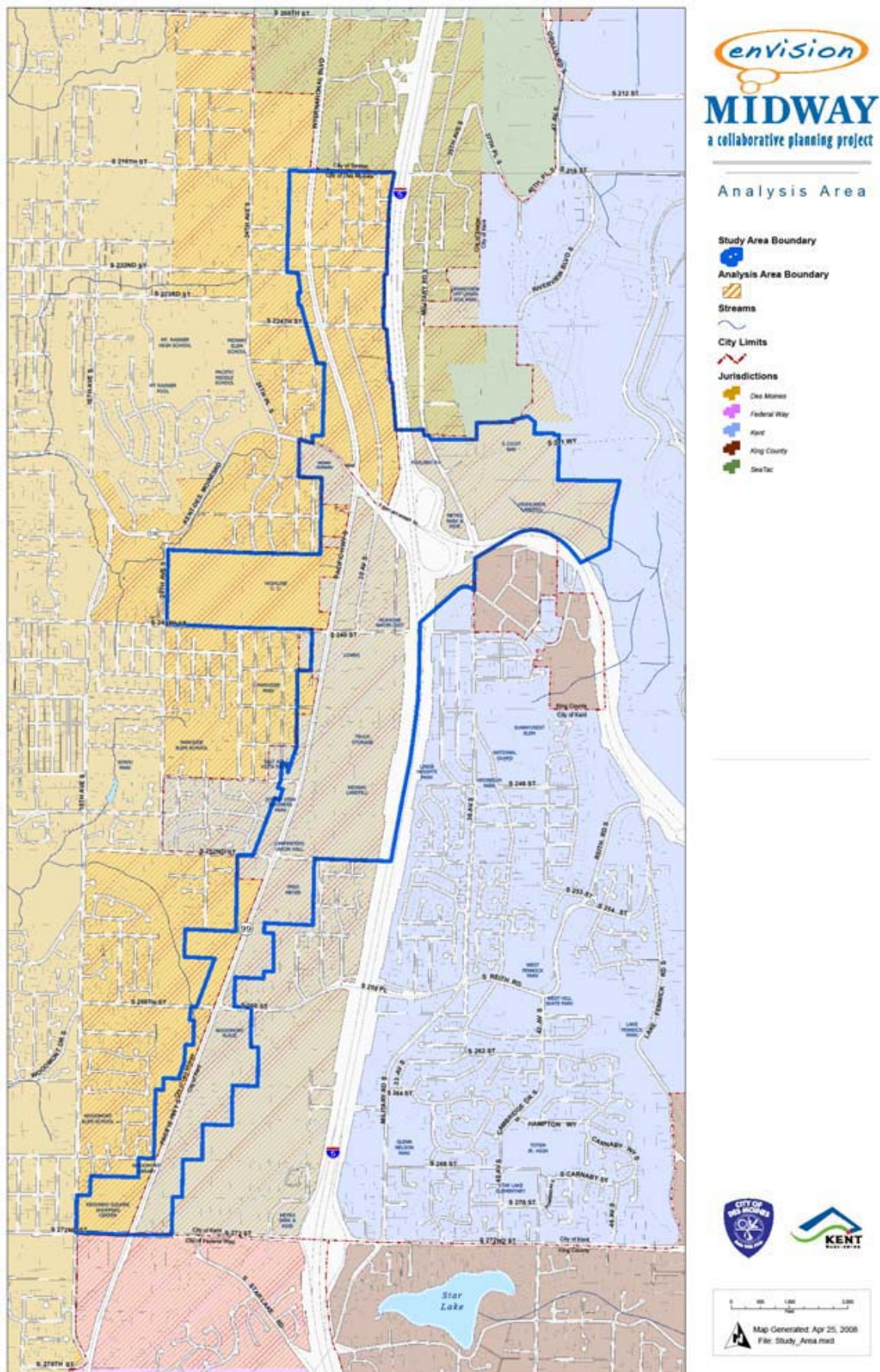


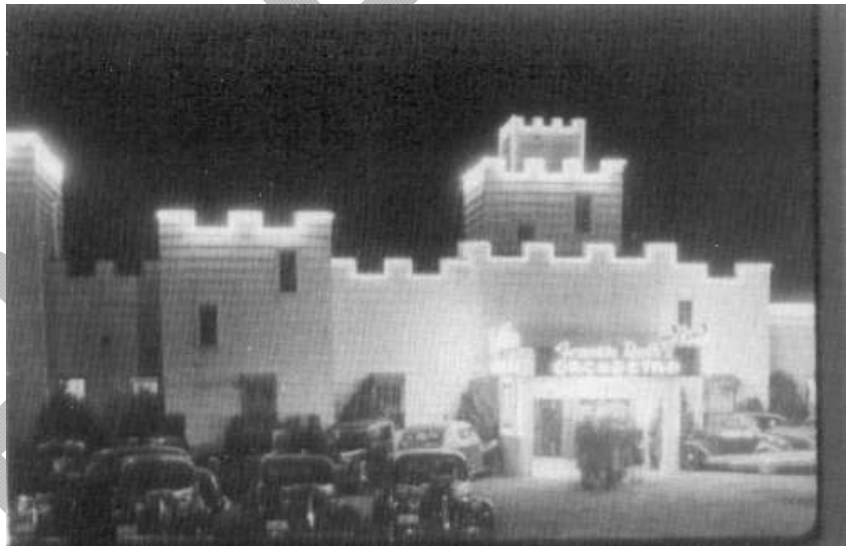
Figure 1. Analysis Area

west of SR-99 at S 248th in the City of Kent serve nearby residents from both cities. There are three wetlands within the area serving as visual open spaces as well as filters for urban runoff.

Due to its location and proximity to several major transportation linkages, age of buildings, other social and economic factors, Midway represents an opportunity to increase density without the adverse impacts that may occur elsewhere in the City.

Historically the name 'Midway' was a marketing tool used to denote the area's location halfway between Seattle and Tacoma. It was the perfect location to locate a nightclub the Spanish Castle which back in the 1930s and 40s brought people from around the region for a night out with Gordon Green's Orchestra. It continued operating into the late 60s where teens would go to dance to local bands like The Wailers, Paul Revere and the Raiders, Sonics and national acts like Jerry Lee Lewis and the Beach Boys. Even the iconic Midway Drive-in has made way for new development.

The Midway area has constantly been evolving. Many of the historic motels and small businesses that once served the weary traveler have made way for the new auto oriented development, namely strip malls that now serve local residences. Recently the iconic Midway Drive-in was replaced a by big box retail development. To drive along SR-99 today, you will find light industrial, outdoor storage yards, long-haul truck sales and service, mobile home



Spanish Castle – Source: Des Moines Historical

parks, a couple of small apartment complexes and the Redondo shopping center. There also are two closed landfills located in the City of Kent and owned by the City of Seattle Public Utilities that are being prepared for reuse and redevelopment. Highline Community College has recently completed a Master Plan to grow the campus in partnership with Eastern Washington University.

1.3 The Planning Process

Major changes are on the horizon for Midway. The expansion of Sound Transit's light rail system through the Midway area in the near distant future and the arrival of METRO's Bus Rapid Transit (BRT) in 2010 mark the beginning of a new era. High capacity transit provides the opportunity to re-think how Midway functions. This

new transportation investment will be a catalyst for a much more pedestrian-friendly and transit-supportive place.

From these considerations, Des Moines collaborated with the City of Kent, and undertook a major planning effort called 'Envision Midway'. The mission and a set of goals established by both Des Moines and Kent City Councils guided extensive public involvement with a Stakeholders Committee, a Developers Forum and outreach programs with the public. The Midway-Woodmont Subarea Plan is the result of this work. The overall thrust of this Plan is to guide Midway on a new path, where compact development consisting of a mix of uses thrives in an economically and environmentally sustainable future. Midway will become a 'smart growth' role-model for the region, a place where people live, work, and play.

This Subarea Plan conveys a range of actions. It establishes a vision and policy framework of the City's intention for the future of Midway. It illustrates the area's potential and is intended to inspire decisions of both the public and private entities. The implementation of the Plan will be through design guidelines, development regulations and incentives, capital investments, and other public and private strategies.

Transit oriented development (TOD) overlay zones are identified for the transit nodes along the Pacific Highway S corridor at S 216th Street in the Pacific Ridge Neighborhood, an area around Highline Community College and at S 272nd Street.

An area around the light rail transit station planned near Highline Community College will have a Planned Action Ordinance to encourage redevelopment around future Bus Rapid Transit and Light Rail Station areas. As the majority of this area around Highline Community College lies within the City of Kent, they have taken the lead to develop a Planned Action Ordinance for this TOD node. The land use, zoning, and design guidelines established by the Des Moines are intended to compliment those of Kent.

1.4 Public Input Summary

To date, four stakeholder meetings, two public open house, and two public workshops as well as Planning Agency and City Council briefings have been held to solicit input from community members, stakeholders, and elected officials regarding the future of Midway. These public outreach efforts are supplemented by interactive web-based technologies that include the project website at www.envisionmidway.com, two on-line community surveys, social network, and use of virtual reality planning tools. Input received from the Stakeholder Committee and public have been instrumental in helping shape the vision for the Midway study area as illustrated in Scenario 3.0 and the conceptual illustrations of potential station locations. Appendix A provides highlights of each meeting and the input received. Meeting summaries are available on the Envision Midway website.

CHAPTER 2: Objectives

This chapter includes the Vision Statement for Midway and a description of the Plan Concept as illustrated by Scenario 3.0. It should be noted that the Midway Urban Village Vision and Land Use Scenario reflect the fact that a large portion of Midway Neighborhood lies within the City of Kent.

2.1 *Midway Urban Village Vision*

In 2030, Midway Urban Village will be a busy place where commerce is conducted adjacent to, or mixed with, residential neighborhoods. The built form will be tall to capture the spectacular views along the ridgeline that stretches north and south. Buildings will be constructed out of quality materials and designed with consideration of human scale, with an emphasis on details that create a safe, comfortable and aesthetic environment. A variety of transportation modes will be available to residents, employees and visitors which will lessen the need for the automobile and the obligatory parking. Generous sidewalks, welcoming plazas and broad pedestrian thoroughfares connect residences and businesses to the bustling transit oriented village and the light rail station. The transit oriented village transitions to the south to a more auto-oriented, light industrial uses until S 272nd Street where another light rail station and transit oriented village is anticipated.

2.2 *Plan Concept*

This section describes the plan's fundamental concepts that translate the Council's vision into implementable actions and link them together in an organized framework. The plan incorporates the following conceptual directions:

Focus mixed-use development into village centers. The plan envisions two village type centers – one associated with the light rail station area near Highline Community College and one at the station area near S 272nd Street. A larger “core” mixed-use development area is focused near Highline Community College around an open space spine and encircled with multi-family residences. Buildings up to 200' are allowed in this primary mixed-use “core.” Two smaller mixed-use areas are located north and south of City Hall. The S 272nd Street is primarily neighborhood oriented providing local services and opportunity for offices, housing and mixed use development. Development up to 7 stories (about 55 feet) is encouraged in this mixed-use area.

Provide opportunities for auto-oriented uses. Land use intensity steps down from the core mixed-use area much like a wedding cake so that land uses and design treatments on the SR-99 spine between the HCC and S 272nd Street Village areas to allow for auto-oriented commercial and light industrial uses while accommodating some work force housing and mixed use. Building heights could range between 35 and 55 feet in this area.

A variety of housing types. To encourage a diversity of housing to meet the needs of current and future residents, the plan calls for a mix of multi-family,

townhouse, and cottage housing. These will provide housing choices, allow for affordable housing initiatives, reduce impacts and support desired commercial uses.

Scenario 3.0

As illustrated by Scenario 3.0 (Figure 2), the Midway corridor will be defined by the following:

A flourishing economy: Midway will be home to a range of employment opportunities that are synergistic with programs at Highline Community College and Eastern Washington University and unique to the businesses and employment associated with the employment needs of the Puget Sound region and international trade needs.

Vibrant mix of neighborhoods: Midway will contain a broad range of housing types for a broad range of incomes. Shopping and services will be conveniently located within walking distance.

Supportive parks and open space: Midway will have parks to serve the nearby residents, employees, and visitors. The large open spaces that are un-developable within the Kent-Highlands and Midway landfills will be converted to passive use where ever possible. If possible, the large wetlands will be used both for passive recreation and education.

A sense of place: Midway's neighborhoods will be distinct from Des Moines's Downtown, Business Park and Pacific Ridge business areas. It will build on its roadside past, ethnic heritage and eyes towards the future. Public investment in street lights and furniture will be consistent and coordinated with the City of Kent.

Multi-model transportation system: Midway's improved public transportation system with Bus Rapid Transit (BRT) and Sound Transit light rail will provide convenient and fast access to the north and south. With greater demand, reliable east/west transit connections will be provided. SR-99 will continue to act as a highway, while the side streets will be bicycle and pedestrian-friendly.

Capture and protect views: Midway will be dotted with high-rise buildings that ensure view is maintained and access to sunlight is available.

Sustainability and design: State-of-the-art techniques, materials, and design will be used to enhance and support the built and natural environment to create a more livable community.

Figure 4 shows a more detailed concept for the station area near Highline Community College. This concept illustrates a light rail station on the east side of SR-99, new streets, pedestrian connections, regional stormwater detention facility, parks, trails and open space network.

Scenario 3.0

Transit Oriented Village

- High intensity transit supportive mixed use with residential bias
- Strongly pedestrian oriented with small, walkable blocks
- 35' to 200' height limit
- Lowered parking requirement
- Uses:
 - Market rate and affordable housing
 - Office
 - Retail
 - Hotel
 - Neighborhood services
 - Civic uses
- No single use, big box, industrial, or auto-dependent uses

Mixed Use - Pacific Ridge

- Auto-accommodating community and citywide retail and services
- Pedestrian oriented
- Mixed use with office or residential
- 35' to 85' Commercial height limit
- 35' to 200' Residential height limit
- Uses:
 - Residential
 - Community, citywide and regional retail
 - Office
 - Hotel

Mixed Use - Kent Highlands

- Auto-accommodating community retail and services
- Pedestrian oriented
- Mixed use with residential
- 200' height limit
- Uses:
 - Residential
 - Community Retail
 - Hotel

Highway Commercial Corridor

- Wide range of community, citywide, or regional commercial and light industrial uses
- Primarily auto-dependent uses, with pedestrian supportive facilities
- 35' to 50' height limit
- Uses:
 - Regional and citywide retail
 - Automobile sales and service
 - Light industrial and manufacturing
 - Trucking
 - Outdoor storage
 - Office
 - Flex-tech
 - Mixed use (on west side)
 - Low-work

Institutional

- Institutional mixed use residential or office
- Uses:
 - College academic
 - College oriented retail
 - College oriented office
 - Student and faculty rental housing

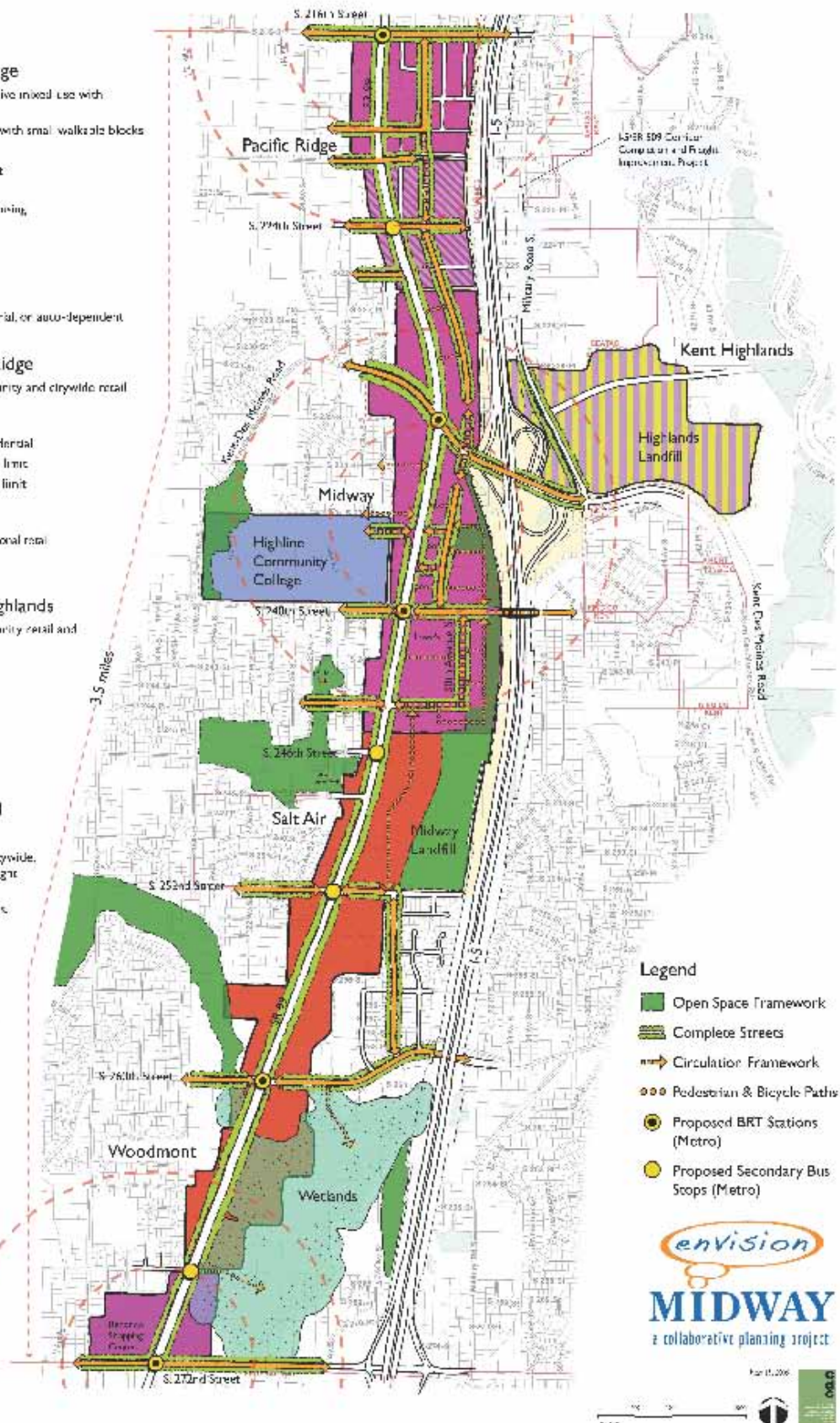


Figure 2. Land Use Scenario 3.0

[illegible]

- Removes conflict with autos
- Removes conflict with commerce
- Provides fast service
- First into existing high capacity transportation corridor
- Convenient E/W METRO link
- Serves urban density housing and jobs East of SR-99
- E/W recreational link across SR-99 at new intersection
- Supports major employment center (HCC)
- High development potential within 1/2 mile radius
- Allows business development at section's ground level
- Preserves intimate feel of 30th Ave "Great Street"

- Need to acquire some ROW
- Possible need to reconfigure access to properties
- Elevated rail impacts pedestrian environment
- Wide at-grade pedestrian crossing SR-99 increases potential for vehicle-pedestrian conflicts



CHAPTER 3: Midway Plan Elements

Over-arching land use goals, policies, and strategies are contained within Des Moines Comprehensive Plan. The Midway-Woodmont Subarea Plan provides new policy direction to study and develop land use regulations and strategies for the Midway –Woodmont Subarea and Transit Oriented Villages and/or Station Areas.

This Subarea Plan contains goals and policies for land use, urban design, housing, transportation, parks and open space, and environmental management and implementation strategies to achieve the goals. A key goal for the Midway Neighborhood is to:

Encourage Midway's future growth into dense, compact, transit oriented villages that provide jobs, housing, services and public open space to create a community supported by a high capacity mass transit light rail system that reduces reliance on the automobile, creating a 'green' sustainable community. Transit Oriented Villages will be located at nodes around light rail stations; however, the entire Pacific Highway South (SR-99) Transportation Corridor is considered in the Subarea Plan.

3.1 Land Use

The community vision for the Midway-Woodmont Subarea is one that supports high capacity transit with a variety of compact and dense uses. The variety of uses include retail, office, research, medical with residential mixed in. New Transit Oriented Villages are served by a grid of streets creating a series of small blocks that not only move people, but act as the public square where commerce takes place, you can rest and have a cup of coffee or take in a street performance. Supporting the public investments in transportation in and through the subarea guides the planning efforts. Even the more auto-oriented portion of the subarea is enhanced to make pedestrian movement more comfortable and appealing.

Goal MLU-1: To provide a mix of land uses that increases employment opportunities and housing choices in support of light rail and mass transit options within the Pacific Highway South (SR-99) Transportation Corridor and reduce dependency on automobiles.

Policy MLU-1.1: Focus a diversity and intensity of land uses at designated Transit Oriented Villages where future light rail stations will be located and where the height and size of development will be layered vertically to support the public investment in mass transit and maximize view potential.

Policy MLU-1.2: Establish a minimum and maximum floor area ratio (FAR) with a series of incentives to maximize intensity of land uses within designated Transit Oriented Villages at levels supportive of future light rail transit investments.

Policy MLU-1.3: Implement an incentive program that provides additional FAR and height within designated Transit Oriented Villages in exchange for investments in workforce housing, public amenities and infrastructure which will contribute to the public good.

Policy MLU-1.4: Allow stand alone land uses as part of a mix of uses near and within Transit Oriented Villages, with the exception of single-family residential.

Policy MLU-1.5: Encourage safe pedestrian linkages to mass transit stations and stops located within designated Transit Oriented Villages.

Policy MLU-1.6: Focus pedestrian-friendly high density retail, office, and residential development within designated Transit Oriented Villages where future light rail stations will be located and do not allow stand alone 'big box', drive-through, or other auto-oriented development patterns.

Policy MLU-1.7: Protect adjacent single-family neighborhoods from high-rise development by through height limits and urban design measures.

Goal MLU-2: To provide a mix of land uses that support local and regional needs in an auto-oriented commercial environment along the Pacific Highway South (SR-99) Transportation Corridor outside the transit oriented nodes.

Policy MLU-2.1: Support a mix of retail, light industrial, and residential uses that are easily accessible from SR-99 via motor vehicle or mass transit, including 'big box' and drive-through development.

Policy MLU-2.2: Encourage pedestrian linkages within private commercial and residential uses to nearby public amenities and the surrounding residential communities.

Goal MLU-3: To establish a street network within designated Transit Oriented Villages that is safe, narrow to keep speeds low and encourages walking, bicycling and transit use.

Policy MLU-3.1: Design streets to be urban in character, easy to cross, and where vehicular movement is slowed by design.

Policy MLU-3.2: Create a network of safe, attractive and identifiable linkages for pedestrians.

Policy MLU-3.3: Ensure that the pedestrian environment is safe through the use of streetlights, comfortable with places to rest and get out of the weather, and attractive with street trees, plantings, and continuity of streetscape features that are unique to the Transit Oriented Villages.

Policy MLU-3.4: Identify and designate particular streets to be shared with bicycles.

3.2 Urban Design

Successful urban environments have paid attention to the details. When you are strolling along a street are you buffeted from the traffic by trees? Are there comfortable places to rest? Can you easily cross the street? Are there interesting windows to peer into while making your way to your destination? The Transit Oriented Villages will be a new urban places located where light rail stations are anticipated. The buildings will be close to the sidewalks and people will be paying attention to the details. The Urban Design Element of the Midway-Woodmont Subarea Plan focuses on the details to ensure that Midway becomes a jewel where people want to live and do business.

Goal MUD-1: To attain a sense of place that is distinctive, aesthetically beautiful, and evokes permanence in an effort to create a dynamic public realm in designated Transit Oriented Villages where social interaction is supported and encouraged.

Policy MUD-1.1: Articulate and implement design guidelines that promote a pedestrian friendly, transit supportive, and unique identity for each of the Transit Oriented Villages in an effort to establish a sense of place.

Policy MUD-1.2: Maximize view potential by ensuring building heights are layered and high-rises are staggered to increase view opportunities.

Policy MUD-1.3: Conduct design review for all new construction and remodeling of existing structures within the designated Transit Oriented Villages.

Policy MUD-1.4: Ensure the use of quality and durable materials, and interesting architectural details are incorporated into design of new and remodeled structures, including such uses such as parking, mechanical services, or solid waste collection.

Policy MUD-1.5: Create a sense of place where public plazas, entrances, and pathways are integrated into the private and public realm for social interaction and to facilitate the use of public transportation.

Policy MUD-1.6: Wherever possible, ensure design guidelines and development standards are consistent with the City of Kent where city boundaries weave together.

Policy MUD-1.7: Establish a minimum building height in designated Transit Oriented Villages to ensure new uses support the public investment of light rail along SR-99.

Policy MUD-1.8: Encourage a diversity of building heights and footprints, continuous building façades that are modulated, with windows at ground floor all in an effort to provide a human scale and bring interest to the pedestrian environment.

Policy MUD-1.9: Minimize the visual impact of mechanical systems located at the street level and on rooftops, through screening and architectural design.

Policy MUD-1.10: Enhance curb cuts associated with parking facilities in an effort to create visual interest or enhance the environment.

Policy MUD-1.11: Encourage the use of awnings or other methods to shelter pedestrians from inclement weather.

Policy MUD-1.12: Establish standards for signs within the designated Transit Oriented Villages that acknowledges the human scale and slower motorized movement of internal street systems and pathways.

Policy MUD-1.13: Encourage public and private art that creates an identity and establishes a sense of place for the designated Transit Oriented Villages.

Policy MUD-1.14: Integrate Highline Community College into the surrounding community, drawing on its programs, facilities, and aesthetics giving it a stronger local and regional presence.

Goal MUD-2: To create Transit Oriented Villages based on an urban form that is environmentally sensitive and sustainable.

Policy MUD-2.1: Create landscaping standards that emphasize environmentally sustainable practices through plant selection, horticultural practices, and water retention, diversion and conservation.

Policy MUD-2.2: Emphasize natural drainage systems wherever feasible.

Policy MUD-2.3: Promote environmentally sustainable building design that takes into account sun orientation, water conservation, and practices such as the US Green Building Council LEED certification.

Goal MUD-3: To have a pedestrian friendly streetscape that ensures ease of movement and personal safety, is aesthetically pleasing, and provides a stage for public engagement within the Midway-Woodmont Subarea.

Policy MUD-3.1: Ensure that the pedestrian environment is safe, comfortable, and large enough for commercial activities to spill out onto the sidewalks without significantly impeding pedestrian movement in designated Transit Oriented Villages.

Policy MUD-3.2: Integrate transit into the built environment and urban fabric to support and encourage the use of transit services.

Policy MUD-3.3: Minimize sidewalk curb-cuts to create a safe pedestrian environment.

Policy MUD-3.4: Disallow drive-through features from new development in designated Transit Oriented Villages and phase out grandfathered non-conforming uses when redeveloped.

Policy MUD-3.5: Provide public access through private development to assure pedestrian connectivity to adjacent public open spaces.

Policy MUD-3.6: Reduce parking supply in designated Transit Oriented Villages in an acknowledgment of increased transit availability and the desire for a pedestrian friendly environment through measures such as prohibiting surface parking between sidewalks and buildings, screening private surface parking where it does occur, encouraging structured parking, and facilitating shared parking agreements.

Policy MUD-3.7: Establish maximum parking requirements to encourage the use of alternative modes of transportation (i.e., transit, car or van pool, bicycle, or walking).

3.3 Housing

Housing is a key part of the anticipated transformation of the Transit Oriented Villages and the associated redevelopment along the auto-oriented portions identified in the Midway-Woodmont Subarea Plan. Redevelopment will eliminate existing affordable housing, displacing families and the elderly. The community who participated in the vision for Midway was adamant that replacement housing be created so that people did not have to move far from their community, where some have lived for 30 years and more.

Goal MH-1: To promote a diversity of housing types that support a full range of incomes and household structure.

Policy MH-1.1: Within the designated Transit Oriented Villages, encourage market rate and workforce housing that is part of a mixed-use building or a stand alone residential development.

Policy MH-1.2: Provide for live-work housing options at medium densities within the auto-oriented portion of the Midway Subarea.

Policy MH-1.3: Promote affordable workforce housing in new housing stock. Regulatory incentives, public investments, and other strategies will assist in realizing a mix of housing types to create a diverse transit supported community.

3.4 Transportation

To support a pedestrian friendly transit oriented community in the Midway-Woodmont Subarea, a new street grid system consisting of small walkable blocks needs to be created. There exists an excellent north/south spine in 30th Avenue S requiring only some east/west connections to create a system of public spaces

where those who work, live, or visit can move safely, easily, and enjoyably. Extending 30th Avenue S from the Pacific Ridge neighborhood to S 246th Street will support the anticipated development that will accompany the high capacity transit coming to the area and create a north-south link that parallels SR-99. In addition, there are opportunities for adding or enhancing east-west connections between Kent and Des Moines.

Des Moines Comprehensive Transportation Plan (CTP) is a twenty-year road map for the City that aims to “create and maintain an efficient and safe multi-modal transportation system that provides mobility for all users – residents, businesses, employees, students and visitors.” Development of the CTP began in the spring of 2008 and culminated with its adoption on June 11, 2009 (Ordinance No. 1458).

The CTP has been developed to meet the transportation demand associated with the planned and expected growth in population and jobs through year 2030. Policies are focused around Transportation and Land Use, Street System, Concurrency, Public Transit, Pedestrian and Bicycle Facilities, Parking, Funding, Environmental, and Transportation Strategies for Sustainability. The CTP addresses transportation facilities and services that are within the City or under its control. At the same time, Des Moines is influenced by what happens beyond the City limits. Appendix B contains specific goals, policies and implementation strategies excerpted from the CTP that acknowledge and support the planning efforts with the City of Kent to Envision Midway.

In addition to the CTP, the following transportation goals and policies support the vision for the Midway-Woodmont Subarea:

Goal MT-1: To establish a connected street system that encourages walking and bicycling, supports transportation investments, including existing and future mass transit, and connects surrounding single-family neighborhoods to Midway while protecting them from the impacts of spillover traffic.

Policy MT-1.1: Within the designated Transit Oriented Villages, design and develop streets that support a new compact urban place by providing a safe and aesthetically interesting experience to all users of the public right of way.

Policy MT-1.2: Create design guidelines for a street hierarchy within the designated Transit Oriented Villages that addresses the pedestrian environment and provides for new local needs while considering regional vehicular trips differently (Slows street while keeping safe).

Policy MT-1.3: Design and build ‘green streets’ where street trees, landscaping and sustainable stormwater drainage systems aesthetically enhance the public domain.

Policy MT-1.4: Provide pedestrian amenities along the public and private sidewalks such as seating, human scale lighting, transit shelters, and weather protection within the designated Transit Oriented Villages.

Policy MT-1.5: Provide safe mid-block pedestrian crossings when urban block sizes exceed 600 linear feet (excluding SR-99) and through-block passages for pedestrian connectivity within the designated Transit Oriented Villages.

Policy MT-1.6: Provide on-street parking that ensures a safe pedestrian environment, where cross-walks are designed to be prominent to vehicular traffic within the designated Transit Oriented Villages.

Policy MT-1.7: Work with the City of Kent to consider the feasibility of connecting the Pacific Ridge neighborhood north of SR-516 to the Midway via a 30th Avenue S bridge over SR-516.

Policy MT-1.8: Identify and, where feasible, connect local and regional bicycle and pedestrian trails to the designated Transit Oriented Villages.

Policy MT-1.9: Work with Puget Sound Energy and other utility providers to underground or relocate overhead wires along 30th Avenue S.

Goal MT-2: Integrate the future high capacity light rail transit service and associated station locations into the urban design and functionality of the street systems.

Policy MT-2.1: Work with Sound Transit during all phases of planning for the extension of Link light rail to ensure Des Moines' preferred rail alignment and station locations are realized and the development of the light rail system supports business and benefits the future residents and employers within designated Transit Oriented Villages.

Policy MT-2.2: Provide a safe, elevated crossing over SR-99 at the proposed light rail station near Highline Community College.

Policy MT-2.3: Integrate any proposed parking structure accompanying a light rail station into the urban landscape by adding commercial uses at ground floor, active plaza space, and art while minimizing the impact of vehicular traffic to the pedestrian environment.

Policy MT-2.4: Work with transit agencies and private entities to ensure communities, businesses, and park and ride facilities located east and west of the future light rail stations are connected to high capacity transit.

Policy MT-2.5: Identify and preserve rights-of-way necessary for future transportation projects to ensure proposed development is compatible with planned transportation improvements.

Goal MT-3: Design and fund street improvements identified through the Midway-Woodmont Subarea Plan and accompanying environmental mitigation to serve the Transit Oriented Village.

Policy MT-3.1: Whenever possible, limit access along arterials or highways, using instead local streets or private internal circulation roads to connect land uses and public amenities.

Policy MT-3.2: Work with the City of Kent and Washington State Department of Transportation on improvements to SR-99 identified in the PAO/EIS and the extension of SR-509 to best serve the surrounding community.

3.5 Park & Open Space

Dense, compact urban areas require public places to be outdoors away from the urban environment. The vision for Midway's Transit Oriented Villages acknowledges the need for open space and identifies many different avenues to provide opportunities to exercise, relax, and gather that involve both public and private entities.

Goal MP&OS-1: To create and integrate public and private investments into an aesthetically beautiful and functional park and open space system that serves the community's needs, as well as the needs of the entire city.

Policy MP&OS-1.1: Utilize city owned properties that have recreational or educational potential and integrate wherever possible with existing facilities.

Policy MP&OS-1.3: Coordinate with the City of Kent, Highline Community College and Sound Transit to identify a location for a large civic plaza/park to serve employees, residents and visitors to the Transit Oriented Village located at S 240th Street.

Policy MP&OS-1.6: Engage with neighboring jurisdictions, school districts, and others in an effort to share existing facilities through joint use agreements.

Policy MP&OS-1.7: Consider shuttle service to nearby local and regional park facilities in an effort to expand recreational access without use of a single occupancy automobile.

Goal MP&OS-2: To coordinate with the City of Kent to create a regional stormwater detention pond to serve new development along SR-99 within the Transit Oriented Development at S 240th Street, and also function as a passive recreational open space.

Policy MP&OS-2.1: Coordinate with the City of Kent to consider opportunities for a regional stormwater detention facility to contribute aesthetically, recreationally and environmentally to the urban landscape of the Transit Oriented Village at S 240th Street.

Policy MP&OS-2.2: Coordinate with the City of Kent in establishing a funding mechanism to build the detention pond and associated recreational and aesthetic features.

Policy MP&OS-2.3: Coordinate with the City of Kent on the programming of the detention facility for ecosystem education and neighborhood adopt-a-park to create a community focal point.

Policy MP&OS-2.4: Encourage natural drainage systems in public and private development where feasible, as an alternative or offset to traditional stormwater treatment and controls.

3.6 Implementation

The vision for Midway is ambitious, transforming the auto-oriented retail strip into more compact, dense, transit-supportive land uses. The subarea plan designates Transit Oriented Village overlays where light rail transit stations are planned near Highline Community College at S 240th Street and at S 272nd Street and identifies proposed land use and public infrastructure improvements as well as ongoing coordination with the City of Kent. Changes and improvements will come overtime, and a successful implementation strategy will require a city funding strategy utilizing existing revenue sources and new financing tools.

Goal MI-1: To provide an effective process and appropriate tools that will implement the vision for the Midway-Woodmont Subarea.

Policy MI-1.1: Implement the Midway-Woodmont Subarea Plan using a combination of development regulations and incentives, capital investments, and other public and private strategies.

Policy MI-1.2: Identify and reserve the right of way needed to achieve the public infrastructure and amenities identified in the Midway-Woodmont Subarea Plan.

Policy MI-1.3: Establish a mechanism that identifies needed infrastructure and amenities to support designated Transit Oriented Villages at S 240th and S 272nd Streets and creates a financial strategy that shares the development cost for those improvements across the various parties that directly benefit from the improvements.

Policy MI-1.4: Provide a mechanism for private development to dedicate and build public infrastructure improvements at the time of development as part of a phased approach to improving transportation connectivity.

Policy MI-1.5: Encourage consolidation of small parcels in an effort to coordinate and integrate the objectives of the subarea plan. Consider utilizing tools such as master planned development, development agreements or other processes to facilitate site planning and permit process.

3.7 Inter-jurisdictional Coordination

Envision Midway was a joint visioning effort by the Cities of Kent and Des Moines, engaging numerous agencies and institutions that have a stake in the outcome. The shared city boundary on the west side of SR-99 needs to be consistent to facilitate future development. Continued discussion and coordination needs to occur since many of the changes anticipated in this plan will take decades to be realized.

Goal MIC-1: To reconcile regulatory differences between the City of Des Moines and the City of Kent along the shared city boundaries along the western portion of SR-99 to facilitate economic growth and stability.

Policy MIC-1.1: Ensure that the Transit Oriented Village located at S 240th Street has similar allowed uses and development regulations along the shared western boundary of SR-99.

Policy MIC-1.2: Enter into signed agreements to facilitate development where private properties are within both the City of Des Moines and the City of Kent.

Policy MIC-1.3: Encourage staff to work with their counterpart within the City of Kent to promote development and economic sustainability.

Policy MIC-1.4: Establish mechanisms to regularly communicate and coordinate on issues of mutual importance.

Policy MIC-1.5: Continue to work with Kent on land use issues along the shared boundary west of SR-99.

Goal MIC-2: To continue coordination with regional and state transportation agencies on matters of transportation investments, planning and construction.

Policy MIC-2.1: Coordinate with Sound Transit, King County METRO, and Washington State Department of Transportation to ensure facilities and services are provided over time.

CHAPTER 4: Implementation Measures

4.1 Zoning Regulations, Zoning Map and Comprehensive Plan Amendments

The Envision Midway planning effort has identified several zoning and comprehensive plan amendments that will be required to implement the Vision for the Midway-Woodmont Subarea.

Zoning Regulations

Proposed zoning amendments related to the permitted uses, parking, landscaping, mixed-use and sign regulations are provided as CTED Deliverable 3.0. These amendments have been coordinated to provide consistency/compatibility with the City of Kent regulations for the Midway area. Proposed amendments establish new zoning districts for the Midway-Woodmont Subarea that recognize designated Transit Oriented Villages near Highline Community College at S 240th Street and at S 272nd Street while providing for highway commercial uses in the area between S 244th Street and S 260th Street.

Comprehensive Plan Amendments

Chapter 18.84 DMMC, the Comprehensive Plan of the Des Moines sets forth the process and standards of review that must be used by staff, the Planning Agency and the City Council in analyzing proposed amendments to the Comprehensive Plan and associated maps, including initiation of amendments, schedule for initiation and review of amendments, contents for application for amendment and decision criteria. Applications for amendment of the DMCP may be submitted to the Planning, Building and Public Works Department between January 1st and June 30th of each calendar year (DMMC 18.84.060(1)).

Four proposed administrative amendments described below are proposed to implement the Envision Midway project:

1. Amend the Comprehensive Plan Land Use Map to change the land use designation for Tax Parcels # ____ - ____ from COM Commercial to MW-M Midway-Woodmont Mixed.
2. Amend the Comprehensive Plan Land Use Map to change the land use designation for Tax Parcels # ____ - ____ from COM Commercial to MW-C Midway-Woodmont Commercial.
3. Amend the Comprehensive Plan to add the Midway-Woodmont Element and Design Guidelines.

4. Amend the Comprehensive Plan to reflect amendments to the development regulations associated with the Envision Midway project and amending Title 18 of the Des Moines Municipal Code (DMMC).

Proposed amendments will be submitted as part of the City's 2009 Comprehensive Plan amendment process along with a staff report that will include a detailed analysis of the merits of each proposal, maps of each site and a staff recommendation, based upon the established decision criteria.

4.2 Design Guidelines

The redevelopment of the Midway-Woodmont Neighborhood offers a unique opportunity to recast a challenged neighborhood into a cohesive, healthy and vital part of the community. This transition will be highly dependent on the quality of the development that occurs within the area. Design guidelines are a powerful and predictable tool that can be used to both ensure a high quality built environment and significantly reduce the risk of inappropriate development.

Example Design Guidelines (CTED Deliverable 3.2) intended to foster development of the Midway-Woodmont Subarea into a transit-friendly community. The Design Guidelines do not set a particular style of architecture or design theme. Rather, they will establish a greater sense of quality, unity, and conformance with Des Moines' physical assets and civic role. The Design Guidelines will work with improvements to streets and parks and the development of new public facilities to create a dynamic setting for civic activities and private development. It is important to note that these Guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.

APPENDICES

Appendix A: Summary of Public Involvement

Stakeholder Committee Meetings

Stakeholder Committee Meeting #1, May 21, 2008: The focus of the meeting was to share information on transportation and transit in the study area and identify criteria for planning around transit station areas. Des Moines and Kent staff provided an overview of the comprehensive plans and zoning, underlying conditions and upcoming developments.

Representatives from Washington State Department of Transportation, King County Metro and Sound Transit provided an overview of current and planned projects in the area (SR 509, Bus Rapid Transit, and light rail). Committee members and staff then broke out into three groups to begin visioning on transit routes and station locations and discuss planning criteria. Participants were asked to brainstorm criteria for possible transit routes and station locations, while keeping in mind the following questions:

- How do the different transportation modes interrelate?
- How can they be best aligned to support each other?
- What routes and station locations are most likely to attract users?
- What do good route and station locations achieve?

Stakeholder Committee Meeting #2, June 18, 2008: The purpose of the meeting was to:

- Consider how transportation and development affect each other;
- Review factors that affect development and redevelopment opportunities in the study area;
- Consider the key components of a sustainable transit oriented development (TOD); and
- Consider where TOD nodes might be located.

Kent and Des Moines staff and Cascade Design Collaborative (consultant) presented information on transportation and land use development and factors affecting development and redevelopment. This information was intended to help committee members understand the following questions:

- What is Transit Oriented Development (TOD)?
- How do land uses and transit systems influence each other?
- What are the constraints and opportunities for development?
- What are some tools and incentives that support successful development?
- What could redevelopment look like in Midway?

Committee members then broke out into small groups to discuss and vision land use options for the Midway Study Area. Each group was assigned a specific geographic area within the Study Area to focus on. Based on station location criteria developed at the May 21st meeting, participants were asked to brainstorm where station locations are best suited and identify the possible land use options that would support a TOD keeping in mind the following questions:

- What existing land uses would support transit investment?
- What's missing to support a vibrant and sustainable community?
- What opportunities or limitations exist that support your option?

General observations for the Study Area related to zoning that allows high rises (up to 20 stories) to take advantage of views, provide flexibility for mix of uses and activities and provides key areas for auto-oriented uses. Discussion of general land use focused on three key areas: 1. North of Kent-Des Moines Road (KDR) = predominantly high-density residential/mixed use (MU); 2. South of KDR = High density MU, small store fronts, services for students; 3. South of 240th = auto oriented services on larger parcels, with visual corridor to connect to landfills. It was suggested that the land use pattern should be modeled after the Pacific Ridge development standards where retail and commercial uses are located along Pac Hwy and residential uses to the east. Metro's Bus Rapid Transit (BRT) was seen as providing reliability until the future of light rail is determined. The area around Highline Community College (HCC) was seen as a logical location/terminus for a light rail station with a parking facility. There was also discussion about the need for east-west feeder transit to support the light rail. Connectivity for pedestrians and vehicles within Midway was a recurring topic among all the groups.

Stakeholder Committee Meeting #3, September 24, 2008: The purpose of this meeting was to consider and refine the land use Scenario 1.0, an alternative that reflected the thoughts and ideas generated from meetings with Stakeholders, the community and a Developers Forum. Additionally, possible Light Rail Stations locations and alignments were presented and discussed with the intent to identify the merits and issues surrounding each option and identify a preference. The alternatives were presented by Kent and Des Moines staff. The Stakeholders broke out into three working groups and after an hour, discussed the conclusion each group had come to.

November 12, 2008 Stakeholder Committee Meeting #4: The purpose of Meeting #4 was to discuss Scenario 2.0, a refinement of the original land use concept, as well as light rail alignment, both of which reflect the thoughts and ideas generated from the Stakeholder Committee and the community. The primary changes in Scenario 2.0 related to circulation. The super blocks were broken up by new streets that have a more pedestrian oriented feel and a new bridge over I-5 at S 240th was identified. Pedestrian/ bicycles paths extended to connect surrounding neighborhoods to the new Transit Oriented Village and to the large wetlands located off S 272nd Street. Scenario 2.0 focused in greater detail around Highline

Community College. Three conceptual illustrations of potential station locations were provided to give a sense of what a transit oriented village would look like in terms of bulk, open space, site access, possible station locations, and commercial orientation. Each Stakeholder Committee member was given 5 dots to vote for their preferred station location/s with the results as follows: SR-99 = 50 dots, 30th Avenue S. = 15 dots, and I-5 = 4 dots.

Community Meetings / Workshops

May 28, 2008 Public Open House: Twenty-two citizens attended the open house – 12 from Kent, 8 from Des Moines and 2 from SeaTac and Seattle. A key goal of the project is to create and enhance opportunities for community input in planning processes. The following represents how people found out about the open house: 14 – Mailer, 4 – Newspaper, 1 - Kent In-Box, 1 – A Friend and 2 – Other.

For the open house, staff developed a series of visuals with questions aimed at soliciting feedback from citizens. Questions included:

Do you live or work in Midway?

- What are the great things about Midway?
- What would you change?

How do you use Midway? People were asked to put a dot by the businesses, services, parks and activities they use and respond to the following questions:

- What would have to change for you to use the area?
- What's missing?

Can you envision Midway? Three boards showed images of mixed use, housing and retail/commercial uses with the following questions:

- What do you like about these images?
 - o Building Design?
 - o Landscaping?
 - o Pedestrian Environment?
 - o Parking?
- What don't you like about these images?

We received a lot of good feedback. Things people like about Midway include Highline Community College (HCC), newer development such as Lowes, Fred Meyer and Starbucks, views, situated half way between Tacoma and Seattle, Jackson Trailer Park (home). Things that people would like in Midway include: my town to be vitalized, to feel the energy, increased building height relative to distance from PacHwy, HCC to be a place that brings the community together, a park (with a stage, picnic tables, and BBQ), up scale shops, movie theater/arts center at HCC, sidewalks that go east/west, more crosswalks on PacHwy, and provisions for bicycles (bike lanes, bike racks, etc.).

Issues identified included gangs, crime, drug dealing and prostitution along SR 99, and poorly maintained property. Some people expressed concern that Midway would not change until these issues are taken care of while others felt that a clear plan for the future would generate a sense of pride in the area that in turn would prompt investment in the area. A long-time (30 years) resident of a mobile home park in Midway wanted to ensure that if redevelopment affects mobile home parks, that residents will be treated equitably.

July 9, 2008 Public Workshop: The purpose of the workshop was for the public to begin visioning and discussing land use options for the Midway Area (similar to the Stakeholder Committee Meeting #2). Participants were split into three discussion groups and assigned specific sub-areas to explore what types of land uses might support transit, define what development might look like (i.e., mix of uses, height, pedestrian vs. auto oriented), and identify possible transit alignments. The study area was divided into five sub-areas (Pacific Ridge, Kent Highlands, Midway, Salt Air, and Woodmont) and illustrations of different land use types that were provided to each table for the purpose of stimulating discussion. Each table recorded their ideas and reported back to the group.

In general participants saw the Midway area as a place where commercial, office, and residential uses could easily mix. One group noted that the European model of compact development best supported transit and that new development should make it easy to walk to services. All agreed that ensuring safety for transit riders was a key to ridership.

One group thought the segment of SR-99 south of Kent-Des Moines Road "really drab" and suggested adding frontage improvements to encourage new businesses to locate in Midway. When discussing light rail alignments, some expressed concern that locating light rail on SR-99 would require enlarging the ROW, taking property from already small parcels and making them unusable; others noted that an overpass at Kent-Des Moines Road would be necessary if light rail were located along 30th Avenue S. Other important transportation improvements included bike lanes, better pedestrian connections to the Park & Ride lot (off Military Road), Bus Rapid Transit stops (along SR-99) and Highline Community College, and strong east/west transit connections to the light rail station.

For the Woodmont area, there was discussion about commercial competition and the proximity of so many shopping centers (e.g., Redondo, Woodmont and Fred Meyer) and the ability to be economically successful. Participants saw the area as family friendly and affordable with a mix of condominiums, townhouses and cottage housing and building heights up to 5 stories. They envisioned the declining Woodmont Shopping Center converting to a medical/health care hub and the large wetland being used as an educational resource for Highline Community College.

July 30, 2008 Developers Forum: Developers with experience in mixed-use, transit oriented development and affordable housing were invited to comment on

the land uses, densities and built forms proposed in three alternative land use concepts for the Midway Study Area. The alternatives reflect a synthesis of ideas derived from the Stakeholders Committee, interested citizens and business owners who participated in an open house or workshop, and staff charrettes. Key points made at the developers forum included:

- Transit is key to support higher density; Transit Oriented Development (TOD) should be at nodes, leaving auto-oriented development to flourish along SR-99;
- Allow the market to decide the height, bulk and parking requirements – direct development through Design Guidelines and minimum parking requirements as determined by a parking study;
- Midway has natural advantages that make it desirable – geography, views, location, transportation, college, trees, open space, parks;
- Build TOD around current employment center – Highline Community College (HCC);
- Concentrate efforts and define the area so that the outside world can visualize it and join in;
- Establish view corridors to protect views;
- Land assembly is a barrier with which government can assist; and
- Government could build first affordable housing for transition of mobile home park residents.
- Other issues discussed ranged around parking and rentals versus condominiums.

October 15, 2008, Pubic Workshop: Similar to Stakeholder Committee meeting #3, the second public workshop was intended to consider and refine a proposed land use Scenario 1.0, an alternative that reflected the thoughts and ideas generated from meetings with Stakeholders, the community and a Developers Forum. Additionally, possible Light Rail Station locations and alignments were presented and discussed with the intent to identify a preference. Thirteen participants were organized into one roundtable discussion group to explore what development might look like (i.e., land uses, heights, pedestrian vs. auto oriented), to consider safety improvements, and identify possible transit alignments.

March 18, 2009, Public Open House: An open house was held to share the planning work that has been shaped by input from the community and the Stakeholders group. Key items displayed at the meeting included:

- Study Area Map
- 3 Land Use Alternatives that were developed based on input from the first public open house and Stakeholder Committee Meeting #1. Pros/ cons were listed for each alternative based on developer input.
- Land Use Scenario 1.0 with pros/ cons and key issues listed based on Stakeholder Committee and Community input.
- Land Use Scenario 2.0 with pros/ cons and key issues listed.

- 3 Station Area Profiles considering light rail station locations and alignments with key questions soliciting community input:
 - o What do you like?
 - o What's missing? What should be changed?
 - o What do you think of these options?
- Pacific Highway Station Location that illustrated the land use and circulation framework around a potential light rail station at SR 99 and Highline Community College which incorporated input from the Stakeholder Meeting #4 and the Kent and Des Moines joint City Council input.
- Pacific Highway Station – Sketch Up Massing Model illustrating the placement of buildings in the landscape with various birds eye views

City Council Meetings

February 7, 2008: Staff briefed the City Council on the joint planning project. This included an overview of the project, planning objectives, process, actions and work products as well as the next steps for the Planning Agency and City Council. Councilmember Scott Thomasson volunteered to serve as the Council representative and was appointed to the Stakeholder Committee.

February 11 and 20, 2008: Des Moines' Council Finance and Economic Development Committee and Kent's Council Planning and Economic Development Committee held joint meetings for the purpose of collectively defining the direction of the project by articulating the mission, defining goals and establishing study area boundaries for the project and providing input on the makeup of the Stakeholder Committee.

March 6, 2008: Staff briefed Council on the work of the joint Council committees and the interlocal agreement with Kent that would be coming before Council. Council asked for clarification on the role of the Stakeholder Committee for the Midway Project and on how Council will be involved throughout this planning process.

The project's mission and goals will serve to guide the public process. The Stakeholders Committee represents interested agencies, institutions, property and business owners, residents, and jurisdictions within and adjacent to the study area. There are no "Stakeholder Deliverables." The role of the stakeholder committee will be to provide input and recommendations as we move through the Midway planning process. The Stakeholders Committee tasks are:

1. Identify preferred high-capacity transit routes and station locations for Kent and Des Moines;
2. Identify possible land use and zoning changes and implementation strategies;
3. Participate in developing design guidelines for the streetscape and the built form (i.e., parking, building, and landscaping);

4. Provide advisory recommendations to Kent and Des Moines staff and elected officials.

A schedule showing the overall planning process and how staff envisions involving the Planning Agency, Council and Council Finance and Economic Development Committee over the course of the Midway project was provided. This included review processes associated with Des Moines' deliverables and opportunities for early input and feedback loops as draft and final work products are developed.

January 12, 2009: The City of Kent's Council Planning and Economic Development Committee and Des Moines' Finance and Economic Development Committee reconvened to hear about the progress on the Envision Midway project. The purpose of the meeting was to:

- Review Envision Midway land use Scenario 2.0 and proposed rail station location alternative and discuss the merits & concerns; and
- Provide direction on shared matters – Regulations, design guidelines, and infrastructure investments to realize the vision of Midway.

March 5, 2009: Staff briefed the Council Public Safety and Transportation (PS&T) Committee and full Council on the work completed to date on the Envision Midway project. Discussion focused on:

- Scenario 2.0 Highlights
- Light Rail Station Locations
 - o SR 99 at Highline Community College
 - o 30th Avenue S
 - o I-5
- Circulation Network, Open Space, Land Use, and Building Height, Bulk & Scale
- Upcoming CTED deliverables

Representatives from the PS&T Committee recommended that a light rail alignment through the study area should be located east of the centerline of SR 99. This would allow flexibility for locating an alignment down SR 99, 30th Avenue or I-5.

June 4, 2009: Staff briefed Council on the following draft deliverables consistent with the CTED grant:

- Draft Subarea Plan for the portions of the Midway Study Area in Des Moines;
- Proposed zoning amendments that reflect the land use pattern identified in Scenario 3.0;
- Draft Transit Oriented Design Guidelines for TOD nodes at S 216th Street, Highline Community College and S 272nd Street; and
- Visual Reality Guidebook (joint effort) – a 'How To' guidebook based on the lessons learned from using virtual reality software and web-based tools for

public visioning process (i.e., hardware requirements, software used, staff time commitment, and assessment of the public's use).

- A flash movie of this station area depicting hypothetical land use and station area around Highline Community College was shown.

Council expressed a desire for more discussion regarding Des Moines preferred light rail alignment and station locations, and land use around S 272nd Street. Future actions identified for completion by the end of 2009 include comprehensive plan amendments and area-wide rezones, followed by the development of a subarea plan (if needed), and design guidelines.

Planning Agency Meetings

February 4, 2008: Staff briefed the Planning Agency on the joint planning project. This included an overview of the project, planning objectives, process, actions and work products as well as the next steps for the Planning Agency and City Council. Cass Prindle and John Savage volunteered to serve as the Planning Agency representatives on the Stakeholder Committee.

September 8, 2008: Staff briefed the Agency on work completed to date to create a more sustainable urban area in Midway by providing for a mix of uses and housing and creating jobs while anticipating Bus Rapid Transit in 2010 and the potential of Light Rail extending south from the airport. Staff indicated that the Cities of Kent and Des Moines have been reviewing positive assets of the Midway area and dealing with some of the development regulations inconsistencies between the cities. The discussion highlighted the input from two stakeholder meetings, a public open house and a developer forum that were held.

December 2, 2008: Staff briefed the Planning Agency on the work completed to date on the Envision Midway project. Discussion focused on:

- Scenario 2.0 Highlights
- Light Rail Station Locations
 - o SR 99 at Highline Community College
 - o 30th Avenue S
 - o I-5
- Circulation Network, Open Space, Land Use, and Building Height, Bulk & Scale
- Upcoming CTED deliverables

Appendix B

Des Moines Comprehensive Transportation Plan (2009)

Excerpts – Goals, Policies and Implementation Strategies

Des Moines Comprehensive Transportation Plan (CTP) is a twenty-year road map for the City which sets the policies, goals, and strategies that will help guide decisions regarding the existing and envisioned transportation system, including the approval of development proposals, and transportation investments in the street network for all modes of travel – walking, biking, driving, and transit. Development of the CTP began in the spring of 2008 and culminated its adoption on June 11, 2009 (Ordinance No. 1458). The CTP has been developed to meet the transportation demand associated with the planned and expected growth in population and jobs through year 2030. The goals and policies established in the CTP form the foundation for the Transportation Element of the City's Comprehensive Plan.

The CTP establishes the future network for auto traffic by designating the Street Classification System and identifying the capacity improvement projects needed to support the planned growth. The CTP identifies a priority pedestrian network where sidewalks are envisioned to provide access to schools, parks, public facilities, commercial centers, and transit. The CTP identifies a bicycle system where bike lanes and bike routes help guide cyclists through and about Des Moines with connections to the Des Moines Creek Trail and the planned Barnes Creek Trail, leading to destinations beyond Des Moines boundaries.

A vision for future transit in Des Moines shows both the planned regional transit improvements with Rapid Ride Bus Rapid Transit on Pacific Highway South and Link Light Rail stations in Midway near Highline Community College and near South 272nd Street and Star Lake. The transit vision for Des Moines also clarifies the need for high frequency, day-long service to get riders around town, to regional centers, and to deliver them to three important transit hubs/ activity centers within Des Moines – Downtown, the Midway/College neighborhood, and the Gateway at South 216th Street and Pacific Highway South.

The CTP addresses transportation facilities and services that are within the City or under its control. At the same time, Des Moines is influenced by what happens beyond the City limits. The following goals, policies and implementation strategies excerpted from the CTP acknowledge and support the planning efforts with the City of Kent to Envision Midway.

4.3 Goals and Policies

Transportation and Land Use

Goal TR 1: Design and construct a transportation system to serve the land use pattern set forth by the Land Use Element of the Comprehensive Plan.

TR 1.1: Build a street network that connects to the regional transportation system and to the local street networks in adjacent communities.

TR 1.2: Ensure consistency between land use and the transportation plan so that transportation facilities are compatible with the type and intensity of land uses.

Street System

Goal TR 2: Provide a street network that serves the needs of Des Moines residents, businesses, emergency services, and visitors.

TR 2.1: Establish a functional classification system for the street network, consisting of a hierarchy of street functions that generally describes their intended use.

TR 2.2: Provide convenient access to business districts and centers including management of traffic congestion.

TR 2.3: Provide a connected street network or grid pattern that distributes traffic over more streets providing people with more travel routes.

TR 2.4: Protect residential neighborhoods from overflow and cut through traffic through the City's Neighborhood Traffic Calming Program.

TR 2.5: Provide opportunities for residents and business owners to give comments on Des Moines' transportation system.

TR 2.6: Monitor and identify traffic safety concerns, and develop potential corrective measures as necessary.

TR 2.7: Establish street design and construction standards.

TR 2.8: Acquire additional right-of-way (consistent with RCW 35.79) for street segments that contain insufficient right-of-way to allow streets to be developed to the City's desired street classification.

TR 2.9: Identify excess, unused, or unnecessary right-of-way for vacation.

TR 2.10: Plan a street network that provides convenient access within and between neighborhoods.

TR 2.11: Require new development to build streets that connect with or will connect in the future with streets on adjacent developments providing access between neighborhoods.

TR 2.12: Require new development to dedicate and improve abutting right-of-way as necessary to meet street design and construction standards.

TR 2.13: Consolidate access to properties along principal, minor, and collector arterials, where practical, to maximize the capacity of the street and reduce potential safety conflicts.

TR 2.14: Use Intelligent Transportation System (ITS) strategies to optimize the existing street network.

TR 2.15: Preserve and maintain the existing streets.

Concurrency

Goal TR 3: Require construction of transportation facilities needed to support new growth and achieve adopted level of service standards on the City's transportation network.

TR 3.1: Maintain level of service (LOS) standards that provide for growth and maintain mobility on the existing transportation system.

TR 3.2: Deny approval if a proposed development will cause the LOS to fall below the City's adopted LOS standards, unless the developer makes improvements to mitigate the impacts, concurrent with the development.

Public Transit

Goal TR 4: Encourage the expansion of public transit services to provide convenient and affordable transportation alternatives for all residents and employees.

TR 4.1: Promote transit use and support programs that improve transit coverage and service within Des Moines.

TR 4.2: Encourage King County Metro and Sound Transit to expand the number of transit routes serving Des Moines and to increase the frequency and span of service on existing routes.

TR 4.3: Require developments to provide convenient pedestrian access to transit stops from new commercial, multifamily, and single family subdivisions. Developments should incorporate facilities, such as transit shelters, bus pullouts, internal circulation paths and landing areas that foster transit ridership.

TR 4.4: Support plans by other agencies to construct park-and-ride lots that are convenient for Des Moines' residents.

TR 4.5: Support increased transit service to park-and-ride lots and major transfer points.

TR 4.6: Support regional plans for high capacity transit (HCT) and opportunities that extend the regional transit system (including BRT and light rail) to provide convenient connections to Des Moines.

TR 4.7: Encourage and support the passenger-only ferry demonstration project and require connecting shuttles to area park-and-ride lots and the downtown neighborhood.

TR 4.8: Support Sound Transit light rail (LRT) station(s) in Pacific Ridge, Midway, and Redondo areas on Pacific Highway South.

TR 4.9: Support frequent local service linking Downtown, Des Moines businesses and Highline Community College with HCT on Pacific Highway South.

TR 4.10: Work with Sound Transit to establish a light rail transit stop at South 216th Street.

TR 4.11. Work with Sound Transit on station area planning for Midway and South 272nd Street stations.

TR 4.12. Coordinate with the City of Kent to implement the Envision Midway subarea plan.

Pedestrian and Bicycle Facilities

Goal TR 5: Provide a connected network of non-motorized transportation facilities to provide access to local and regional destinations, and support a healthy lifestyle.

TR 5.1: Build a non-motorized transportation network to provide safe pedestrian and bicycle movement.

TR 5.2: Promote multi-modal facilities and services within walking/ bicycling distances of residential and commercial developments. Constructing sidewalks and walkways within pedestrian corridors that link neighborhoods to schools, parks, transit routes, and businesses is a high priority. Provide bicycle parking at key transit hubs and activity centers in Des Moines.

TR 5.3: Require all new roadway construction, reconstruction, or widening projects on arterials to include sidewalks. Street maintenance activities, including pavement overlays should provide upgrades for curb ramps.

TR 5.4: Enhance the attractiveness of the Downtown Neighborhood as a pedestrian environment using features such as benches, landscaping, lighting, drinking fountains, bicycle racks, and public art.

TR 5.5: Work with the Kent, Federal Way and Highline School Districts as well as neighborhood associations to support programs that encourage walking and bicycling to local schools.

TR 5.6: Design pedestrian crossings consistent with standards in regard to crosswalks, lighting, median refuges, corner sidewalk widening, ramps, signs, signals and landscaping.

TR 5.7: Provide a bicycle network that supports the use of bicycles as a means of general transportation as well as a recreational activity. Construct new streets with sufficient width to allow for bicycling on identified bicycle corridors.

TR 5.8: Encourage new and existing schools, multi-family and commercial developments to provide bicycle racks and other amenities to support bicycling.

TR 5.9: Require new or redeveloping properties to design and build sidewalks along property frontage.

TR 5.10: Prioritize pedestrian and bicycle improvements that provide access to schools, parks and other public buildings. Provide bicycle racks at schools, parks, and other public buildings.

Parking

Goal TR-6: Establish parking strategies that support economic activity, transportation, circulation, and existing and future land uses.

TR 6.1: Require new development in the Downtown neighborhood to provide a sufficient number of parking spaces either on-site or in a shared parking structure.

TR 6.2: Restrict or limit parking on principle arterials with the exception of Marine View Drive in the Downtown neighborhood. limitations or unique neighborhood characteristics.

TR 6.3: Provide short term on-street parking on other streets unless prevented by right-of-way limitations or unique neighborhood characteristics.

TR 6.4: Set and enforce parking limits to address parking concerns in neighborhoods.

TR 6.5: Encourage flexible and innovative parking solutions for new commercial development.

Funding

Goal TR-7: Pursue funding for transportation improvements from all potential sources.

TR 7.1: Seek funding for projects in the Transportation Improvement Program (TIP).

TR 7.2: Allocate resources to the CIP and TIP in the following ranked priority: 1) safety enhancements; 2) preservation, maintenance and operation of existing facilities; 3) capacity improvements; 4) projects that improve multiple modes while taking full advantage of funding opportunities as they arise.

TR 7.3: Coordinate with other jurisdictions to fund transportation improvements and participate in joint efforts that improve inter-jurisdictional facilities and achieve economies of scale on similar projects.

TR 7.4: Partner with neighboring cities or regional transit agencies/providers in order to improve state and federal funding opportunities.

TR 7.5: Prepare a multi-year financing plan for right-of-way acquisition and transportation improvements.

TR 7.6: Evaluate traffic generated by new development and require off-site improvements to the transportation system that are needed to maintain adopted level of service standards.

TR 7.7: Maintain an impact fee system that equitably and proportionately charges new development for identified growth related improvements to the transportation system.

TR 7.8: Emphasize investments for the preservation and maintenance of the City's existing transportation facilities. Seek funding from a variety of sources and consider pursuing new opportunities for street maintenance revenue.

TR 7.9: Seek funding to correct locations with identified traffic safety concerns.

Goal TR-8: Strive to minimize impact on the environment for all transportation projects and consider context sensitive design strategies when appropriate.

TR 8.1: Balance transportation services with the need to protect the environment.

TR 8.2: Incorporate street trees and landscaping into the design of transportation facilities.

TR 8.3: Provide transportation facilities that fit the character of the neighborhoods through which they pass.

TR 8.4: Construct streets and other transportation facilities using construction methods that minimize adverse impacts upon surface water runoff, drainage patterns, and environmentally sensitive areas.

TR 8.5: Where determined necessary, incorporate sound absorption devices, landscaping, earthen berms and other natural or artificial features that help mitigate adverse noise, light and glare impacts generated by surface transportation facilities.

TR 8.6: Operate the traffic system to minimize congestion and air quality impacts.

Transportation Strategies for Sustainability

Goal TR-9: Reduce congestion, air pollution and fuel consumption through TDM and CTR Programs.

TR 9.1: Use transportation demand management (TDM) strategies to reduce single-occupant vehicle travel and encourage alternative modes of travel. These strategies include parking management, individualized marketing, ridesharing and support of non-motorized travel.

TR 9.2: Work with employers to provide commute trip reduction (CTR) measures in the work place that promote alternatives to driving alone. Encourage businesses to minimize peak hour commuting through the use of strategies such as flextime and telecommuting.

TR 9.3: Encourage new commercial development to implement measures that promote greater use of transit, carpools, van pools, and bicycles.

4.4 Funding and Implementation

The CTP consists of improvements to the street network, safety and operations, priority pedestrian network, bicycle network, provisions for transit facilities and the management of on-street public parking. The following recommended transportation improvement projects shown in Table 1 support the implementation of Envision Midway project. Estimated costs to implement these projects are provided as input to the funding strategy for implementing the CTP, and are shown in 2009 values.

Table 1: Recommended Transportation Improvement Projects that Support Envision Midway*

Project Type	Location	Project Description / Limits	Capacity	Safety	Operations	Development	Cost \$ Million (2009)
Arterial Widening Projects							
Kent-Des Moines Road	Marine View Drive to Pacific Highway South (SR 99)	Widen to three lanes west of 16th Avenue South and to five lanes east to Pacific Highway South with bicycle lanes, sidewalks and landscaping.	X	X	X		\$25.1
Intersections							
South 216th Street	Pacific Highway South	<u>Without SR 509 project:</u> Add one shared left through lane and right turn pockets eastbound and westbound.	X		X	X	[1]
South 216th Street	Pacific Highway South	<u>With SR 509 project:</u> Add eastbound and westbound through lanes. Retain eastbound right turn lane. Change eastbound and westbound left turn signal phasing to protected.	X		X	X	[1]
South 220th Street	Pacific Highway South	Widen for left turn pockets, adjust roadway profile and approach grades, and revise signal phasing to remove split phases.	X		X	X	\$0.7
Safety and Operations							
South 216th Street	at Pacific Highway South	Add red light camera enforcement.		X			[5]
Pacific Highway South	at South 224th Street	Change westbound left turn phasing to protected/permitted.		X			\$0.1

Project Type	Location	Project Description / Limits	Capacity	Safety	Operations	Development	Cost \$ Million (2009)
Safety and Operations (cont.)							
South 240th Street	at 20th Avenue South	Widen to provide two-way left-turn lane/refuge pocket along segment. Widen to provide left turn lane at intersection. Improve sight distance at intersection. Install traffic signal if warranted.		X	X		\$1.7
South 240th Street (Kent)	at Pacific Highway South	Add dual left turn for eastbound approach, revise signal phasing. Coordinate with City of Kent.	X		X	X	Kent
South 260th Street (Kent)	at Pacific Highway South	Monitor safety and coordinate with City of Kent.		X			Kent
South 272nd Street	east of 16th Avenue South	Consider access control at development driveway access.		X	X	X	\$0.1
Kent-Des Moines Road	at Pacific Highway South	Improve vehicle detection and signal timing. Carry lane markings through intersection to better define channelization. Add red light camera enforcement.		X	X		\$0.1
System Preservation and Management							
Pacific Highway South	South 216th Street to South 272nd Street	Fiber optic signal interconnect.	X		X		[6]
Parking Management Plan	Downtown and HCC areas	Develop parking management strategy and apply program and actions.		X	X		\$0.2
South 224th Street Bike Lanes		24th Avenue South to Eastern City Limits (0.44 mi)					\$2.9
South 240th Street Bike Lanes		Marine View Drive South to Pacific Hwy South (1.26 mi)					\$6.0

Project Type	Location	Project Description / Limits	Capacity	Safety	Operations	Development	Cost \$ Million (2009)
Bicycle Projects							
South 216th Street Bike Lanes		Marine View Drive South to I-5 (1.57 mi)					[1]
30th Avenue South Bike Lanes		Kent-Des Moines Road to South 231st Street (1.10 mi)					\$7.3
Kent-Des Moines Road Bike Lanes		Marine View Drive South/South 227th Street to Pacific Highway South (1.83 mi)					[8]
Bicycle Route Network and Wayfinding Signs		Citywide to Citywide (13.08 mi)					\$0.1
Transit							
Transit Hubs		Provide connections to other hubs in Des Moines and to other parts of the region – to the north, east and south.					
Downtown Transit Hub		Develop transit center hub in Downtown to provide convenient service to SeaTac Airport, Pacific Ridge transit hub and Midway/HCC transit hub, along with connections to Burien Transit Center and Kent Commuter Rail Station.					
Midway/Highline Community College Transit Hub/Station		Work with Highline Community College, King County Metro and the Envision Midway planning effort to locate and implement a transit hub, with connections to the Rapid Ride service on Pacific Highway South and other regional destinations, plus connections to Downtown Des Moines and Pacific Ridge transit hubs. Work with Sound Transit on station area planning for Midway Station.					

Project Type	Location	Project Description / Limits	Capacity	Safety	Operations	Development	Cost \$ Million (2009)
Transit							
Pacific Ridge Transit Hub		Work with King County Metro and Sound Transit to develop transit hub near the intersection of Pacific Highway South and South 216th Street to serve the developing Pacific Ridge Neighborhood and the Des Moines Creek Business Park with connections to Midway/HCC and Downtown Des Moines transit hubs. This location could become a light rail stop.					

* Selected projects

are excerpts from Table 8-1 of the City of Des Moines Comprehensive Transportation Plan (2009)

[1] Included in South 216th Street Project.

[6] Incorporated in Rapid Ride BRT Project.

[8] Included in Kent-Des Moines Road Project.

Community Trade and Economic Development
Growth Management Services

Competitive 2007-2009 GMA Planning Grant

City of Kent Contract No. C08-63200-420

Deliverable 3.4

City of Des Moines Draft Zoning Amendments

- ❖ *Design Guidelines*
- ❖ *Transit Oriented Development overlay options*



Midway-Woodmont Design Guidelines

*CTED Deliverable 3.4
June 24, 2009 DRAFT*



Introduction

- **Council direction to model guidelines for the Midway Corridor after the Pacific Ridge Design Guidelines (PRDG)**
- Organization:
 - Document is divided into four sections (see outline) with Section I Introduction focusing on the intent of the Midway-Woodmont Design Guidelines (MWDG); Section II Midway-Woodmont Neighborhood Context and Priority Design Objectives focusing on vision, mission and goals for the Midway-Woodmont Subarea; Section III Design Guidelines which are grouped by topic similar to PRDG; and Section IV Definitions (pending).
 - The PRDG were used to the extent feasible; they are cumbersome to follow, text is lengthy, and design principles are intended for a larger scale neighborhood.
 - Staff reorganized and simplified sections, added more photos/illustrations, and modeled standards after smaller community/neighborhood examples – Burien, Kirkland and Seattle Neighborhood Design Guidelines (i.e., West Seattle, Lake City).
 - Yellow highlight indicates where information is pending and red text with green highlight denotes questions and/or comments for Council/staff.
 - Document uses a hierarchy of numbering with bullets. Could continue with alpha/numeric format versus extensive use of bullets.
 - Note - final document will be formatted and produced using Publisher/Photoshop.
- Application:
 - Design guidelines currently focus is on the Pacific Ridge Neighborhood.
 - Should design guidelines (DG) eventually apply to the Marina District, Business Park and Midway-Woodmont TOD areas as well? If so, can provide introductory sections that express vision for each area (e.g., Kirkland DG).

Comments and Questions for Council/Staff:

- Consider modifying directives of the MWDG to say “should” versus “shall” as guidelines are intended to provide design guidance rather than being prescriptive – rely on the Code for actual development regulations (i.e., height, bulk, scale, parking, etc.).
- Do we still want to promote a “Contemporary Northwest Nautical” theme in the Transit Oriented Areas? Nothing in architectural literature search comes up for this. Only references are descriptions in our code regarding boat themes, sails, etc.
- How do we want the alleys to function? Do we want to promote use by pedestrians as well as service deliveries? Many communities have done this very successfully.
- Do we want to specify loading and garbage areas from alleys?
- A major element of the site design, pedestrian environment and architectural concept is the dimension of sidewalk. From our street standards we have learned that the sidewalk width for commercial is 6 feet plus possible planting strip. Would it be reasonable to extend the sidewalk width to 12 feet, which would include planting strip and trees? This mimics Pacific Ridge design guidelines.
- Do we want to specify uniform tree species for street ROW?
- Sign standards should also be modified to reflect the design principles in MWDG.

Proposed Outline – Midway-Woodmont Design Guidelines

I. Introduction

- A. General Intro** discussing intent and framework of MWDG. Consider graphic like in Kirkland DG that illustrates all of the concepts being addressed in the MWDG.
- B. Purpose of Midway-Woodmont Design Guidelines**

II. Midway-Woodmont Neighborhood Context and Priority Design Objectives

III. Design Guidelines

A. Site Planning

- A.1. Responding to Site Characteristics**
 - Gateways**
 - Heart Locations**
- A.2. Street Compatibility**
- A.3. Entrances Visible from the Street**
- A.4. Human Activity**
- A.5. Respect for Adjacent Sites**
- A.6. Transition Between Residence and Street**
- A.7. Residential Open Space**
- A.8. Parking and Vehicle Access**
- A.9. Location of Parking on Commercial Street Fronts**
- A.10. Corner Lots**

B. Height, Bulk and Scale

C. Architectural Elements and Materials

- C.1. Architectural Context**
- C.2. Architectural Concept and Consistency**
- C.3. Human Scale**
- C.4. Exterior Finish Materials**
- C.5. Structured Parking Entrances**

D. Pedestrian Environment

- D.1. Pedestrian Open Spaces and Entrances**
- D.2. Blank Walls**
- D.3. Design of Parking Near Sidewalks**
- D.4. Visual Impact of Parking Structures**
- D.5. Screening of Dumpsters, Utilities and Services Areas**
- D.6. Personal Safety and Security**

E. Landscaping

- E.1. Reinforce Existing Landscape Character of Neighborhood**
- E.2. Landscape to Enhance the Building and / or Site**
- E.3. Landscape Design to Address Special Site Conditions**

F. Signs

- F.1. Signage Concept**
- F.2. Sign Placement**
- F.3. Sign Design**

IV. Definitions

I. Introduction

This document sets forth a series of Design Guidelines that will be used by the City of Des Moines for Administrative Design Review (ADR). The Planning Official will use these guidelines to interpret the development regulations established in the DMMC. The guidelines are also intended to assist project developers and their architects by providing graphic examples of the intent of the City's guidelines and regulations.

The purpose of the Design Guidelines is to establish a flexible design framework defined by a menu of design options for creating diverse and high quality commercial and multi-family construction projects in the Midway Urban Villages (Figure 1).

The Design Guidelines are envisioned to complement the requirements established in the Des Moines Municipal Code (DMMC). The DMMC coupled with the Street Development Standards provide clear requirements for public rights-of-way and site and building requirements such as setbacks, lot coverage, landscape buffers, signage, and allowable land uses. The Design Guidelines are meant to shape the form of the area, paying particular attention to site design, building form and character.

The Guidelines present a clear set of objectives for improving pedestrian areas and improving the quality and diversity of building designs as defined by the goal and intention statements and through graphics and photos illustrations. These Guidelines include a set of examples for how these objectives are to be met. The menu of design options define a minimum condition for approval and identify a variety of design examples and options.

The Design Guidelines do not set a particular style of architecture or design theme. Rather, they will establish a greater sense of quality, unity, and conformance with Des Moines' physical assets and civic role. The Design Guidelines will work with improvements to streets and parks and the development of new public facilities to create a dynamic setting for civic activities and private development. It is important to note that these Guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.

This document is divided into four sections with Section I Introduction focusing on the intent of the Midway-Woodmont Design Guidelines (MWDG); Section II Neighborhood Context and Priority Design Objectives focusing on the vision for Midway; Section III Design Guidelines; and Section IV Definitions.

II. Midway-Woodmont Neighborhood Context and Priority Design Objectives

Successful urban environments have paid attention to the details. When you are strolling along a street are you buffeted from the traffic by trees? Are there comfortable places to rest? Can you easily cross the street? Are there interesting windows to peer into while making your way to your destination? The Transit Oriented Villages will be a new urban places located where light rail stations are anticipated. The buildings will be close to the sidewalks and people will be paying attention to the details.

The overriding objective of the Midway-Woodmont Design Guidelines (MWDG) is to ensure that Midway becomes a jewel where people want to live and do business. The following design guidelines share this objective, with an emphasis on siting and design conditions and priorities supported by the community, to guide the design of new development in a manner that fosters the creation of a transit oriented neighborhood

Through the Envision Midway planning process, Des Moines and Kent City Councils clearly stated its desire to “transform the Midway community into a sustainable urban area which enhances commercial development and optimizes its geographic location, wide range of transportation options, educational institutions, and views.” Stated goals clearly express the importance of design in creating and maintaining a sense of place and enhancing the economic vitality of the Midway Neighborhood:

1. *Provide a mix of land uses that increase revenues, job opportunities, and housing choices.*
2. *Reconcile development standards along the border between the Cities of Kent and Des Moines to be consistent and reflect the vision for the study area.*
3. *Provide for public participation in the development of land use policies, development regulations, and implementation strategies within the study area.*
4. *Provide appropriate land uses and regulations that support Bus Rapid Transit within the Pacific Highway corridor.*
5. *Identify preferred alignments for light rail and the associated station and stop locations within Kent and Des Moines.*
6. *Ensure design that provides a safe and inviting pedestrian environment.*

After much input from the community and stakeholders, the following vision statement was crafted to reflect their dreams for Midway's future.

In 2030, Midway will be a busy place where commerce is conducted adjacent to, or mixed with, residential neighborhoods. The built form will be tall to capture the spectacular views along the ridgeline that stretches north and south. Buildings will be constructed out of quality materials and designed with consideration of human scale, with an emphasis on details that create a safe, comfortable and aesthetic environment. A variety of transportation modes will be available to residents, employees and visitors which will lessen the need for the automobile and the obligatory parking. Generous sidewalks, welcoming plazas and broad pedestrian thoroughfares connect residences and businesses to the bustling transit oriented village and the light rail station. The transit oriented village transitions to the south to a more auto-oriented, light industrial uses until S 272nd Street where another light rail station and transit oriented village is anticipated.

The MWDG directly address these objectives. It is especially important that development projects in Transit Oriented Villages addressing the following:

- Employ façade modulation and articulation to provide appropriate human and architectural scale, view corridors, and visual interest.
- Locating the buildings adjacent to the public sidewalk or orienting the building to a plaza or publicly accessible open space that is located adjacent to the sidewalk.
- Provide for a continuous area of commercial and mixed use development.
- Providing sidewalks along the street rights-of-way that are at least 12 feet wide. The sidewalk environment can include storefronts near the sidewalk, minimal interruption by vehicular driveways, awnings for weather protection, public open space, street trees, attractive landscaping, and integrated signs and lighting.
- Providing pedestrian-oriented facades and entrances along public rights-of-way and designated pedestrian pathways. “Pedestrian-oriented facades” generally feature window areas or window displays, artwork or other amenities along the majority of the ground floor, and substantial weather protection.
- Minimizing paved surfaces devoted to vehicle circulation and parking. Below- grade or in-structure parking is strongly recommended.
- Minimizing the impact of driveways on pedestrian travel.
- Ensuring that public open spaces and pedestrian travel routes have sidewalks or other walkways, are safe and well lit, and respond to *Crime Prevention through Environmental Design* (CPTED) principles.

III. Design Guidelines

A. Site Planning

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

- Site characteristics
- Street compatibility
- Corner lots
- Human activity
- Transition between residence and street
- Residential open space
- Parking and vehicle access

A.1. Responding to Site Characteristics

Intent – The siting of buildings should respond to specific site conditions and opportunities such as location on prominent intersections, unusual topography, significant vegetation and views, or other natural features.

Gateways

Gateways are transition locations, places that mark entry or departure points to a neighborhood for automobiles and pedestrians. They are sites that create opportunity for identification of a physical marker for the community to notice they are entering a special place. Methods to establish gateways should consider the site's characteristics such as topography, views or surrounding building patterns. Elements could include building out to meet the corner where appropriate, or tools such as:

- Setbacks to allow for pedestrian friendly spaces;
- Signage;
- Landscaping;
- Artwork;
- Façade treatments.



Figure showing Midway-Woodmont Boundaries.

The following intersection locations have been identified as gateways to the Pacific Ridge, Midway and Woodmont Neighborhoods due to the level of traffic flow, general visibility and/or development potential.

- South 216th Street and SR-99
- Kent-Des Moines Road and SR-99
- South 272nd Street and SR-99

Heart Locations

Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building's primary entry and façade should respond to the heart location. Special street treatments are likely to occur and buildings will need to respond to these centers of commercial and social activity.

The following locations have been identified as heart locations within the Midway-Woodmont Subarea:

- South 216th Street and SR-99
- South 240th Street and SR-99 near Highline Community College
- South 272nd Street and SR-99

Guideline

- Encourage provision of “outlooks and overlooks” for the public to view Puget Sound, Olympic Mountains and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or setbacks of the building to enhance views.
- Reinforce community gateways and heart locations through the use of architectural elements, streetscape features, landscaping and signage.
 - Gateways can be defined through landscaping, artwork, and references to the history that create a sense of place.
 - Heart Locations can be defined by amenities such as: pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas.

Figure showing gateway and heart locations.

Also, photos illustrating such locations.

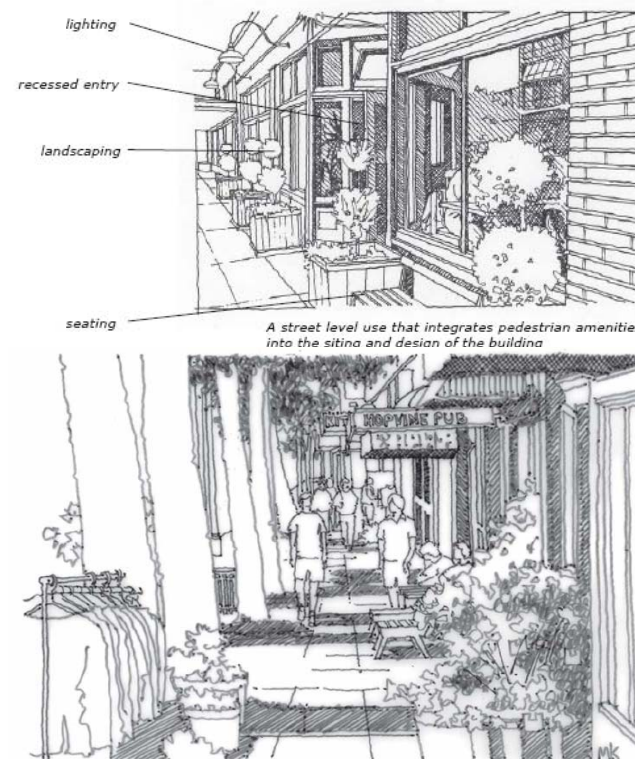
A.2. Street Compatibility – Relationship to Street

Intent – The vision for street level uses in the Midway-Woodmont Subarea is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment.

Guideline

Sidewalk-related spaces should appear safe, welcoming and open to the general public. The siting of buildings should acknowledge and reinforce the desirable spatial characteristics of the right-of-way. Entries should be clearly identifiable and visible from the street.

- Reinforce the scale of the street wall with well-organized commercial and residential bays and entries.
- Further articulate the street level facade to provide a comfortable pedestrian experience with placement of street trees, exterior lighting on buildings, planters and overhead weather protection.
- Provide street trees with tree grates or in planter strips, using appropriate species to provide summer shade, winter light and year-round visual interest.
- Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.
- The ground floors of buildings should appear inviting to the public by containing commercial uses and public open spaces with direct entry from the sidewalk. Vary in size, width and depth to accommodate a variety of appropriate uses and activities for the site and vicinity. This includes providing multiple entries at the street.
- Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where there is sufficient width)
- On Mixed Use Corridors, at least one primary business and residential entry should be oriented to the primary public street. Secondary and service entries should be located off the alley, side street or parking lots.
- Clearly indicate main entries to new commercial and multiple family residential buildings through design, material changes, lighting and street visibility.



Street level faced with recessed entrances, pedestrian oriented signs and street trees.

- In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances. At least one building entrance, preferably the main one, should be prominently visible from the street. To increase security, it is desirable that other entries also be visible from the street; however, the configuration of existing buildings may preclude this.
- When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street. Units facing the courtyard should have a porch, stoop, deck or seating area associated with the dwelling unit.
- In residential projects, front yard fences over four (4) feet in height that reduce visual access and security should be avoided.

A.3. Street Corners

Intent – Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding visual interest to the street while providing clear space for movement.

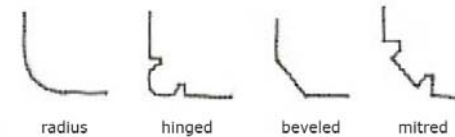
Guideline

New buildings should reinforce street corners, while enhancing the pedestrian environment.

- Special features and strong building forms should be used to visually anchor the block. Larger setbacks are encouraged to provide wider sidewalks or plazas. Focal elements such as public art, landscaping or a community information kiosk should be considered at some intersections.
- Public space at the corner, whether open or enclosed, should be scaled in a manner that allows for pedestrian flow and encourages social interaction. To achieve a human scale, these spaces should be well defined and integrated into the overall design of the building.



Building form and elements are oriented to the corner.



Site
Planning

DESIGN GUIDELINES

- Consider:
 - providing seating;
 - incorporating art that engages people;
 - setting back corner entries to facilitate pedestrian flow and allow for good visibility at the intersection.
- Building forms and design elements and features at the corner of key intersections should create gateways for the neighborhood. These buildings should 'announce the block' through the inclusion of features that grab one's interest and mark entry.

A.4. Human Activity

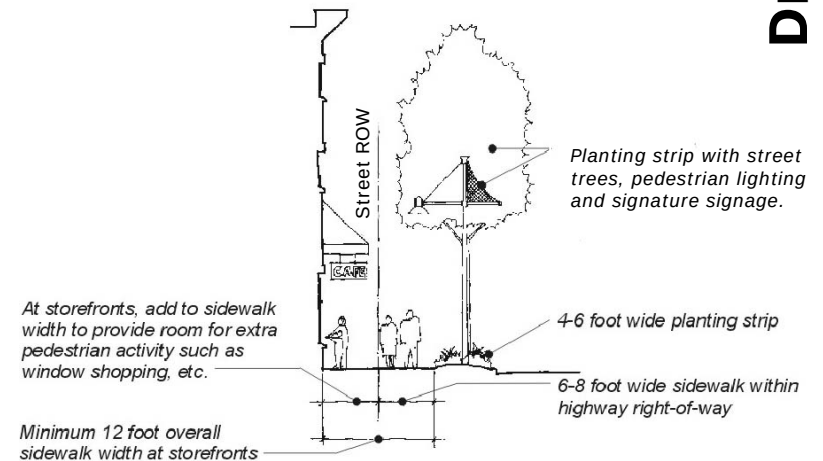
Intent – New development should be sited and designed to encourage human activity on the street. Sidewalks are the principal place of pedestrian movement and casual social interaction. Designs and uses should complement this function.

Guideline

- **Outdoor Dining.** Consider setting portions of the building back to create spaces at street level for pedestrian-oriented activities. Take the "indoors" outdoors by spilling interior space (e.g. dining areas, merchandise displays) onto plazas and walkways and bring the "outdoors" into the building by opening interior spaces to sunlight and views of sidewalk activity. Outdoor eating and drinking opportunities are encouraged along street-level building facades.
- **Pedestrian orientation and activity** should be emphasized in the Midway-Woodmont Subarea. While most streets feature narrow sidewalks relative to the volume of pedestrian traffic, wider sidewalks and more small open spaces for sitting, street musicians, bus waiting, and other activities would benefit these areas. Pedestrian-oriented open spaces, such as wider sidewalks and plazas, are encouraged as long as the setback does not detract from the "street wall."



A well-marked, articulated building entrance that is oriented to the sidewalk and provides overhead cover.

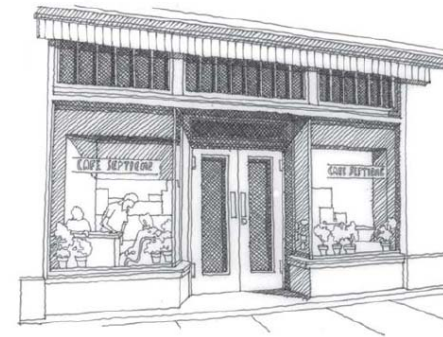




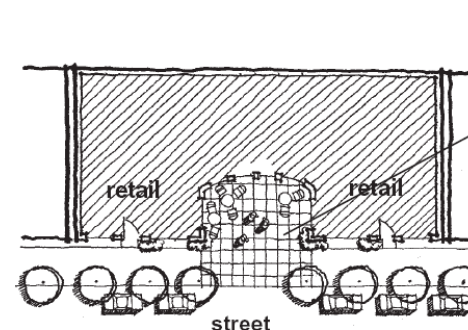
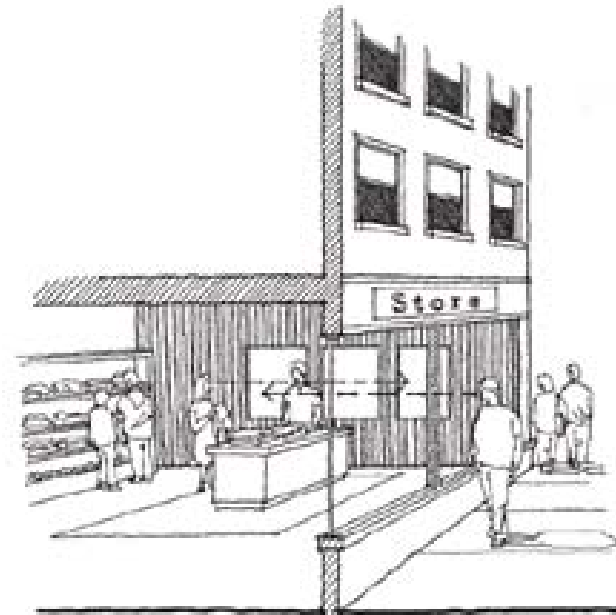
Site
Planning

DESIGN GUIDELINES

- Individualized Storefronts. A diversity of scale and appearance of storefronts contributes to the success and vitality of the business district. The community encourages opportunities for individual retail businesses to personalize or modify their storefronts. Such modifications could include awning or canopy design, sign design, window design and street-level building surface materials.
- Street level transparency. The intention of transparency in the street level facades of commercial and civic buildings is to provide for interaction between people in the interior of a building and people near the exterior of a building - particularly on the sidewalk - through a direct visual connection. The following are examples of less desirable design treatments that are discouraged:
 - windowless walls;
 - mirrored or non-transparent glass or glass block;
 - display cases;
 - narrow windows not meeting the intent above;
 - windows located above waist level to persons outside the building on the sidewalk;
 - windows into areas that are too small, shallow, or narrow to support normal human activity (e.g. the back of a tall display case, a narrow hallway); and
 - any interior wall, equipment, or functional layout that hampers the intent of transparency stated above.
- Create graceful transitions at the streetscape level between the public and private uses.
- Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.
- Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.
- Create businesses and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities.
- Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.



Emphasize human-scale design: the individual interacts with the street level of a building in an intimate fashion, and rich visual details at the street level add interest and character to the façade, setting the stage for an active street environment and reinforcing pedestrian comfort.



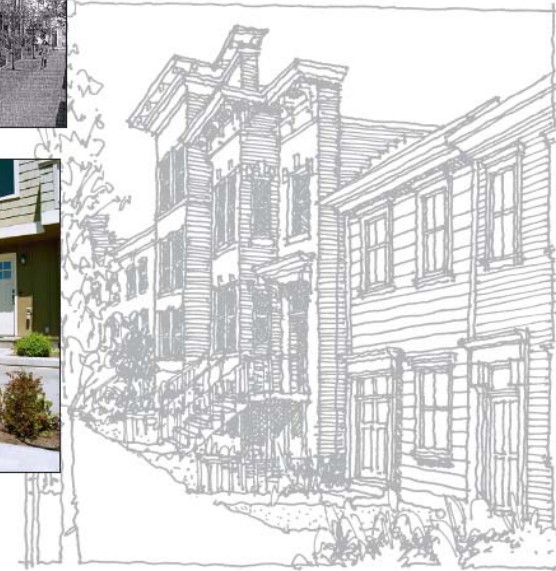
at are accessible to the general public, generate walk-in business and contribute to a high level of pedestrian activity at street level. Consider extending street-level spaces out to the sidewalk with multiple entrances and open spaces featuring decorative paving, street furniture and artwork. Retail uses should front such spaces.

A.5. Transition between Residence and Street

Intent – For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

Guideline

- Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas.
- Residential entries should be set back from the street. On side streets, stoops with elevated entries and open spaces are positive features.
- Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.



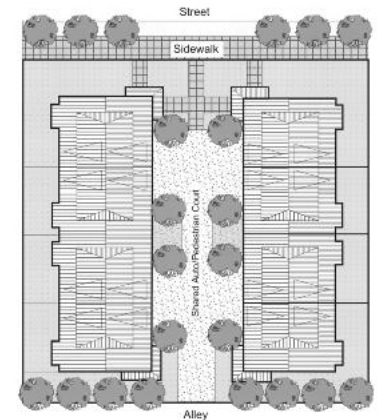
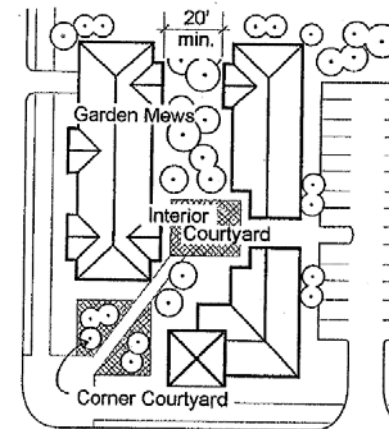
Residential building entrances that enhance the streetscape.

A.6. Residential Open Space

Intent – Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Guideline

- New residential development shall conform to the requirements of Chapter 18.45, DMMC, "Multifamily Recreational Areas."
- Residential buildings shall be organized and sited to create usable open space.
- Design outdoor space to be inviting and promote contact among neighbors and provide security and privacy for individual units.
- Open spaces shall be oriented to take advantage of views and sunlight. When possible, orient outdoor courtyards, terraces, and gardens to face west, east, or preferably south. Use deciduous trees to permit sunlight penetration in the winter and shading in the summer.
- If possible, incorporate the open space into the architectural concept (see Guideline 2.A.1.) and/or spatial layout of residential units.



Example of residential open space concepts.



Site
Planning

DESIGN GUIDELINES

A.7. Parking and Vehicle Access

(Note: info also in sections C & D)

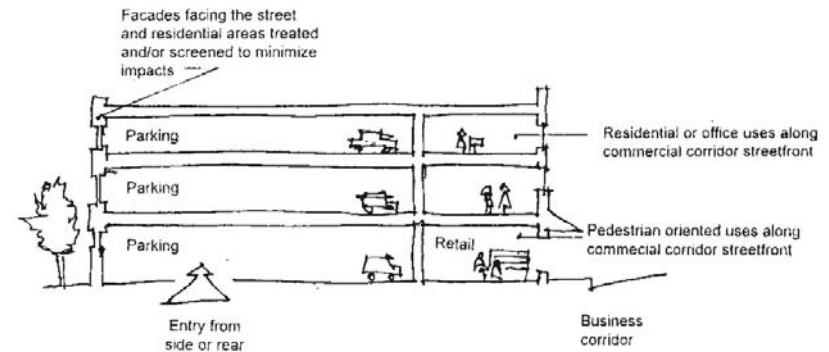
Intent – Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

Guideline

- Parking on a commercial street front should be minimized and where possible should be located behind a building.
- Site and design driveways to minimize conflicts between vehicles and pedestrians. Minimize the number of curb cuts and width of driveways and curb cuts along these streets.
- Install contrasting paving materials or colors to distinguish between pedestrian and vehicle circulation areas, especially at crosswalks and driveways. Unless otherwise authorized by the Planning Official, the paving material should be Davis Colors' "Spanish Gold" colored concrete with a 2' x 2' score pattern.
- Provide additional lighting at pedestrian crossings and where security is a concern.
- Ensure that landscaping where vehicle and pedestrian movements intersect does not block pedestrians' and drivers' views.
- Separate service vehicle access and loading zones from pedestrian areas where possible.
- Use on-site directional signs to clearly mark vehicular routes.
- Use raised walkways, bollards, wheel stops, and/or landscaping to physically separate vehicles and pedestrians.
- Minimize the number of access points to the site by:
 - Using shared driveways and/or shared parking facilities with neighboring properties, &
 - Sharing access drives and circulation routes between customers, employees and service traffic, where possible.
- Properties shall be limited to one entry/exit **per ___ linear feet** of street frontage unless otherwise authorized by the Planning Official.



Design parking on ground floor behind shops and residential parking underground.



- Below grade parking is encouraged with access located on alleys or side streets. Access from Marine View Drive South and 7th Avenue South is discouraged.
- Consider placing parking underground for all new development within the Transit Oriented Villages. Where this is not feasible, parking lots should be located behind buildings or in the interior of a block- design a well-proportioned and unified parking structure. Large parking lots should be visually and functionally segmented into smaller areas with planted medians, walkways, lighting, etc.
- Consider placing retail at the ground level of a parking structure along the primary facade, where appropriate.
- Parking structure facades should be treated with high quality materials and given vertical articulation and emphasis similar to the principal structure. The facade should be designed to visually screen cars.
- Pedestrian entries should be clearly visible and architecturally expressed on the exterior of the building.
- Off-street bicycle rack parking and on-site storage areas are strongly encouraged.
- Creatively designed, clean and functional alleys should provide for vehicular access and pedestrian linkages. Lighting shall be provided for pedestrian safety. Amenities such as seating and planters should be provided to encourage pedestrian circulation.



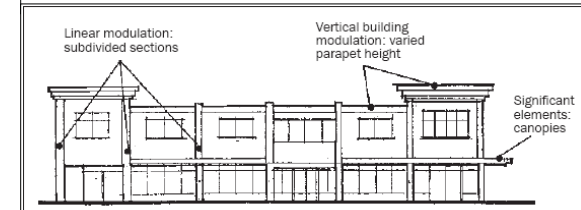
Bicycle racks and storage areas.

B. Height, Bulk and Scale

Intent – Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies and zoning for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

Guideline

- Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Marine View Drive
- Relate proportions of buildings to the width and scale of the street.
- Consider using architectural features to reduce building scale such as:
 - landscaping;
 - trellis;
 - complementary materials;
 - detailing;
 - accent trim.
- Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.
- Breaking up Building Mass. Building mass should be broken into distinct but related sections that reflect the desired scale and character of the Midway-Woodmont Subarea. This can be achieved through changes in building height and setbacks, materials, coloring, and architectural detailing. Street-front facades are discouraged to extend beyond 60' without this architectural consideration.
- Several strategies for building modulation are preferred:
 - Bay windows, if consistent with the building's architectural vocabulary, are encouraged on street-facing façades. Preferably, bay windows should be no more than 14' wide.
 - Using a variety of modulation methods helps avoid monotony along the street frontage.



vertical modulation

horizontal modulation



Height,
Bulk &
Scale

DESIGN GUIDELINES

C. Architectural Elements and Materials

Special elements in a building façade create a distinct character in an urban context. Each element must be designed for an appropriate urban setting and for public or private use. A building should incorporate special features that enhance its character and surroundings. Such features give a building a better defined “human scale.”

Requirements for specific architectural features should be avoided and variety encouraged. Building designs should incorporate one or more of the following architectural elements: arcade, balcony, bay window, roof deck, trellis, landscaping, awning, cornice, frieze, art concept, or courtyard. Insistence on design control should take a back seat to encouraging the use of such elements.

The following guidelines address architectural elements and materials as they relate to architectural context, concept and consistency, human scale, exterior finish materials and structured parking entrances.

C.1. Architectural Context

Intent - To attain a sense of place that is distinctive, aesthetically beautiful, and evokes permanence in an effort to create a dynamic public realm in designated Transit Oriented Villages where social interaction is supported and encouraged..

Guideline

- New buildings proposed should emulate well-defined architectural character and siting patterns.



Application of architectural elements to create distinct character.



Design that emulates well-defined architecture.



Architectural
Elements &
Materials

DESIGN GUIDELINES

C.2. Architectural Concept and Consistency

Intent – Building design elements, details and massing should create a well proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roof line or top of the structure should be clearly distinguished from its facade walls. The roofscape — in addition to the streetscape — is an important design element.

Guideline

- Views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from elevated areas.

C.3. Human Scale

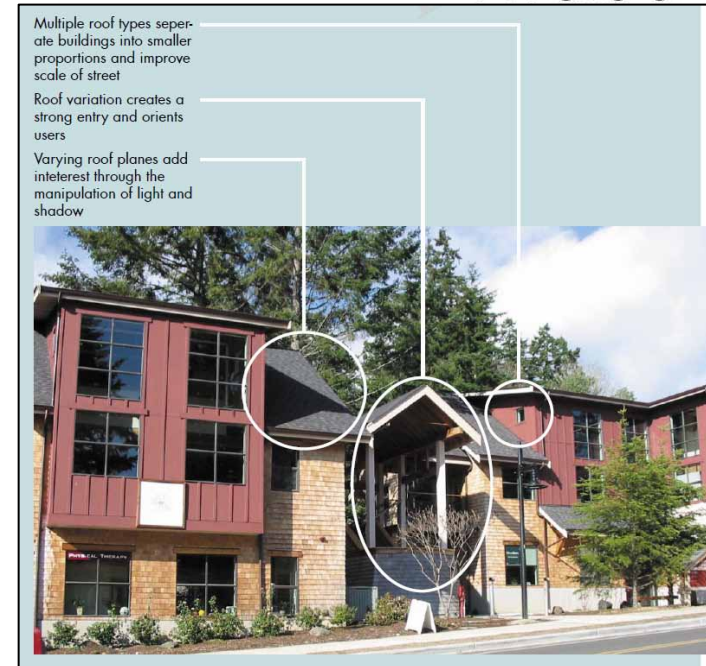
Intent – The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

Guideline

- Design buildings when possible to encourage multi-tenant occupancy and walk-in traffic at the street level.
- Generous street-level windows and entrances will animate the street.
- Use façade treatments and changes in materials to distinguish the ground level of building from the upper levels, especially where a building orients to the street and/or defines public space.
- Establish a rhythm of vertical and horizontal elements along the street-level façade. For instance, the regular cadence of display windows and shop entrances enhances the pedestrian experience.
- Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.
- Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.



Distinguish the ground level of a building from the upper levels to help define public space. Give greater attention to detail at the street level of a building to satisfy the pedestrian, and include elements such as overhead cover, blade signs, lighting



Architectural
Elements &
Materials

DESIGN GUIDELINES

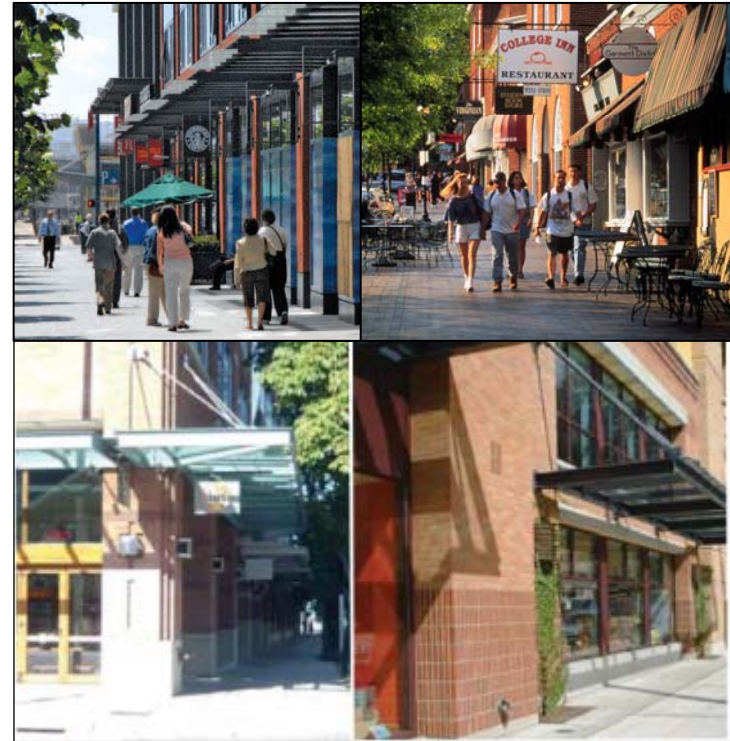
- Overhead weather protection should be designed with consideration given to:
 - continuity with weather protection on nearby buildings;
 - when opaque material is used, the underside should be illuminated; and
 - the height and depth of the weather protection should provide a comfortable scale for pedestrians.

C.4. Exterior Finish Materials

Intent – Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Guideline

- Consider each building as a high-quality, long-term addition to the Midway-Woodmont Subarea; exterior design and building materials should exhibit permanence and quality appropriate to an urban setting. A well-built structure contributes to a more pleasant and humane built environment.
- Employ especially durable and high-quality materials at the street level, minimize maintenance concerns, and extend the life of the building. Examples of appropriate building materials for use at the street level include: brick, stone, terra-cotta or tile, and transparent glass (wood?). These materials should be applied at a scale appropriate for pedestrian use.
- Use materials, colors and details to unify a building's appearance; buildings and structures should be built of compatible materials on all sides.
- Consider limiting the number of materials and colors used on the exterior of an individual building so that there is visual simplicity and harmony. If intense color is used it should only be used as an accent in a carefully executed and balanced color scheme. Buildings sided primarily in vinyl or metal are discouraged.
- Design architectural features that are an integral part of the building. Avoid ornamentation and features that appear “tacked-on” or artificially thin.
- The use of opaque or highly reflective glass is discouraged.



Buildings using high quality materials at the street level.



Compatible colors and materials unify a building composition.



Architectural
Elements &
Materials

DESIGN GUIDELINES

- New buildings should emphasize durable, attractive, and well-detailed finish materials, including:
 - Brick (especially appropriate).
 - Concrete (if it features architecturally treated texture or color, other - - refined detailing, and/or complementary materials).
 - Cast stone, natural stone, tile.
 - Stucco and stucco-like panels, if they feature an even surface and properly trimmed joints and edging around doors and windows. Heavily textured finishes with obvious trowel marks are not generally appropriate.
 - Stucco should be avoided in areas that are susceptible to vandalism and graffiti. Stucco and stucco-like panels must be detailed and finished to avoid water staining and envelope failure.
 - Overhangs and protective trim are encouraged to increase weather resistance.
 - Art tile or other decorative wall details.
 - Wood, especially appropriate for residential structures and upper stories of commercial and mixed-use buildings.
- The materials listed below are discouraged and should only be used if they complement the building's architectural character and are architecturally treated for a specific reason that supports the building and streetscape character:
 - Masonry units. If concrete blocks (concrete masonry units or "cinder blocks") are used for walls that are visible from a public street or park, then the concrete or concrete block construction should be architecturally treated in one or more of the following ways:
 - Use of textured blocks with surfaces such as split face or grooved.
 - Use of colored mortar.
 - Use of other masonry types, such as brick, glass block, or tile, in conjunction with concrete blocks.
 - Treated to avoid the gray "weeping" effect of wet concrete masonry.
 - Provided with substantial wood or metal trellis and maintained vine planting such as flowering hydrangea vine, or other non-pest vine.
 - Metal siding. If metal siding is used as a siding material over more than 25% of a building's façade, the metal siding should have a matted finish in a neutral or earth tone, such as buff, gray, beige,



Use of durable, attractive and well-detailed finish materials.



Architectural
Elements &
Materials

DESIGN GUIDELINES

tan, cream, white, or a dulled color such as barn-red, bluegray, burgundy, or ocher. If metal siding is used over 25% of the building façade, then the building design should include visible window and door trim painted or finished in a complementary color and corner and edge trim that covers exposed edges of the sheet metal panels.

- Vinyl siding.
- Sprayed-on finish with large aggregate.
- Mirrored glass. This is especially inappropriate when glare could be a potential problem.
- Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.
- Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.
- Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes.
- Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.
- Light standards should be compatible with other site design and building elements.



Architectural
Elements &
Materials

DESIGN GUIDELINES

C.5. Structured Parking

(could move to A. Site Design or D. Pedestrian Environment)

Intent – The visual impact of parking garages should be minimized.

Guideline

- Parking structures should include active uses such as retail or other appropriate uses at the ground level along the street frontage.
- Parking structures should be architecturally consistent with exterior architectural elements of the primary structure, including roof lines, façade design, articulation, modulation and finish materials. Visually integrate parking structures with adjacent buildings when they exhibit an appropriate level of architectural quality.
- Buildings built over parking should not appear to “float” over the parking area, but should be linked with ground-level uses or screening. Parking at grade under a building is discouraged unless the parking area is completely enclosed within the building or wholly screened with walls and/or landscaped berms.
- Parking structures and vehicle entrances should be designed to minimize views into the garage interior from surrounding streets. Methods to help minimize such views may include, but are not limited to landscaping, planters and decorative grilles and screens.
- Security grilles for parking structures should be architecturally consistent with and integrated with the overall design. Chain link fencing is not permitted for parking structure fencing.



Example of structured parking with mixed use and active uses at the street level.



Architectural
Elements &
Materials

DESIGN GUIDELINES

D. Pedestrian Environment

Designing buildings and related site improvements for pedestrians is fundamental for creating an environment that encourages walking, biking and transit use. Pedestrian facilities and amenities provide a variety of areas to accommodate shoppers, residents, employees and Visitors.

Within the Midway-Woodmont Subarea, a portion of the required open space should be designed as pedestrian-oriented space, particularly along designated pedestrian streets. Bicycle and pedestrian features should be considered whenever roadway or other capital improvements are considered.

The following guidelines address the pedestrian environment as it relates to pedestrian open spaces and entrances, blank walls, design of parking near sidewalks, visual impact of parking structures, screening of dumpsters, utilities and service areas, and personal safety and security.

D.1. Pedestrian Open Spaces and Entrances

Intent – Design projects to attract pedestrians to the transit and commercial uses in the Transit Villages. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities to create lively, pedestrian-oriented open space should be considered.

Guideline

- New developments are encouraged to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. Proposed elements include:
 - curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow;
 - pedestrian-oriented street lighting; and
 - street furniture.
- When portions of a building are set back, consider providing small pedestrian open spaces with seating amenities to create a lively streetscape.
- Define outdoor spaces using a combination of building and landscape. Scale outdoor spaces for human comfort. Outdoor spaces should be proportioned to their surroundings and envisioned use.



Street and pedestrian scale lighting.



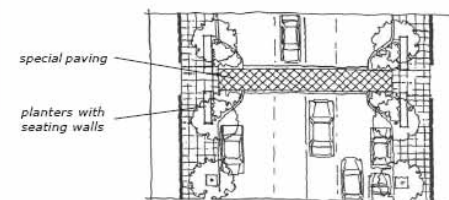
curb bulb



special paving



benches



Streetscape amenities help buildings connect to and enhance centers of commercial and social activity.



lighting

D.2. Blank Walls

Intent – To reduce the visual impact of blank walls by providing visual interest. Although blank walls are generally not encouraged along public streets and pedestrian ways, there may be a few occasions in which they are necessary for functional purposes. Special treatment for blank walls longer than 20 feet that are visible from pedestrian walkways and parking areas shall be provided. Incorporate one or more of the following methods to soften the appearance of blank walls that face pedestrian walkways and parking areas.

Guideline

- A vertical trellis in front of the wall with climbing vines or plant materials.
- A planting bed or raised planter in front of the wall and establish plant materials that will obscure or screen a significant portion of the wall's surface within three years.
- Artwork (a mosaic, mural, sculptural relief, etc.) over a significant portion of the blank wall surface.
- A change of materials or texture in the wall and/or accent with architectural details.
- Other methods that meet the intent of these criteria may be proposed.



Trellis, art and varied material offer visual appeal on blank walls

D.3. Design of Parking Near Sidewalks

Intent – Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

Guideline

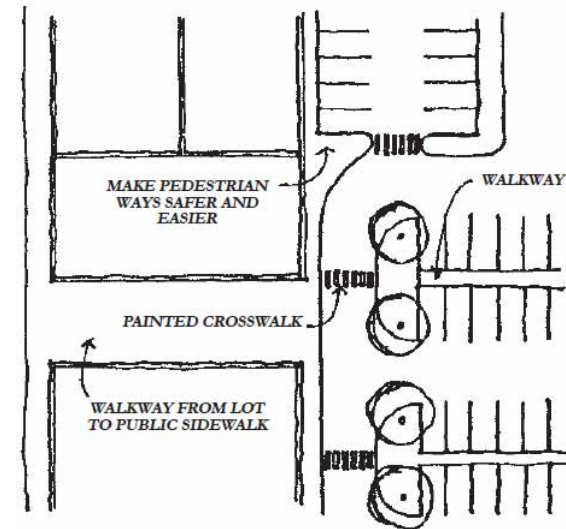
- Separate parking areas adjacent to public rights-of-way from the sidewalk by a low screen wall 24 to 36 inches high, a continuous hedge (24 to 36 inches high at plant maturity), or other screening element approved by the City. The screen walls must be constructed of permanent materials compatible with the materials of the proposed building. Plant materials, layout, and installation, including irrigation, shall be as approved by the City.
- Provide trees spaced not more than 30 feet on center. (See also Des Moines Municipal Code 18.41.290-360) The required height stated in these guidelines is lower for visibility and security.
- Providing parking below grade is preferred.

D.4. Visual Impact of Parking Structures

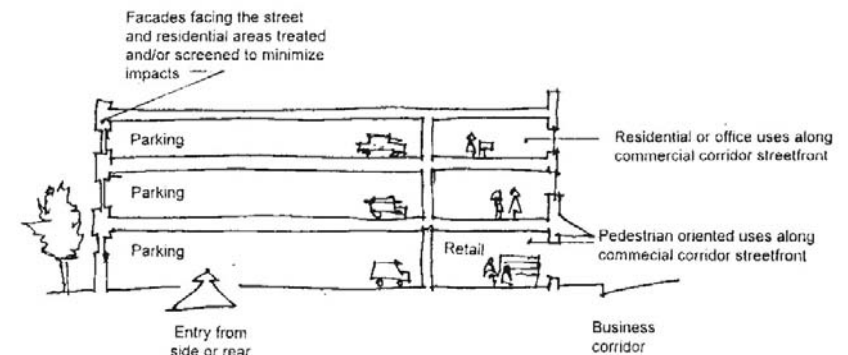
Intent - Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses. The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.

Guideline

- The auto access from should be the alleys unless no feasible alternative exists. Located at the rear property line, the design of the parking façade could potentially be neglected. The City would like to see its alleys improved as a result of new development. The rear portion of a new building should not turn its back to the alley or residential street, but rather embrace it as potentially active and vibrant environment. **Policy Decision – Intent reflects more positive image**
- The parking portion of a structure should be compatible with the rest of the building and the surrounding streetscape. Where appropriate, consider the following treatments:
 - Integrate the parking structure with building's overall design.



Parking lot design should be clear and well organized.



Example of how parking structures can be incorporated into a new development.



Pedestrian
Environment

DESIGN GUIDELINES

- Provide a cornice, frieze, canopy, overhang, trellis or other device to “cap” the parking portion of the structure.
- Incorporate architectural elements into the facade.
- Recess portions of the structure facing the alley to provide adequate space to shield trash and recycling receptacles from public view.

Guideline

- Parking structures should include active uses such as retail or other appropriate uses at the ground level along the street frontage.
- Parking structures should be architecturally consistent with exterior architectural elements of the primary structure, including roof lines, façade design, articulation, modulation and finish materials. Visually integrate parking structures with adjacent buildings when they exhibit an appropriate level of architectural quality.
- Buildings built over parking should not appear to “float” over the parking area, but should be linked with ground-level uses or screening. Parking at grade under a building is discouraged unless the parking area is completely enclosed within the building or wholly screened with walls and/or landscaped berms.
- Parking structures and vehicle entrances should be designed to minimize views into the garage interior from surrounding streets. Methods to help minimize such views may include, but are not limited to landscaping, planters and decorative grilles and screens.
- Security grilles for parking structures should be architecturally consistent with and integrated with the overall design. Chain link fencing is not permitted for parking structure fencing.



D.5. Screening of Dumpsters, Utilities and Services Areas

Intent – The visual presence of service areas for businesses, customers and surrounding property owners should be minimized:

- To reduce potential conflicts between users of service areas, customers and surrounding property owners.
- To ensure continued access to service areas.

The visual and aural impacts of service areas such as loading docks, trash and recycling collection points, and utility maintenance areas should be minimized through site design, landscaping and screening. **(Do we want to specify loading and garbage areas from alleys?)**

Guideline

- Service areas include, but are not limited to, trash dumpsters, compactors, ground level mechanical equipment, utility vaults, loading zones, outdoor storage areas, trash and recycling areas, and other intrusive site features.
- Locate service areas so that negative visual and auditory (noise) impacts on the street and adjacent properties are minimized.
- Avoid siting utility equipment where it displaces significant landscaping, or where servicing the equipment would damage landscaping. Provide access to equipment that requires regular servicing.
- Screening enclosures, walls and fences shall be architecturally integrated with the development's architecture.
- Provide sufficient landscaped screening around service areas, integrating landscaping with other site and adjacent public landscaping, where possible. However, do not create security hazards by providing a blind spot or hiding area.

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

D.6. Personal Safety and Security

Intent – Reduce crime and create an increased feeling of security and safety through increased activity at street level achieved through building design and improved pedestrian and gathering areas. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

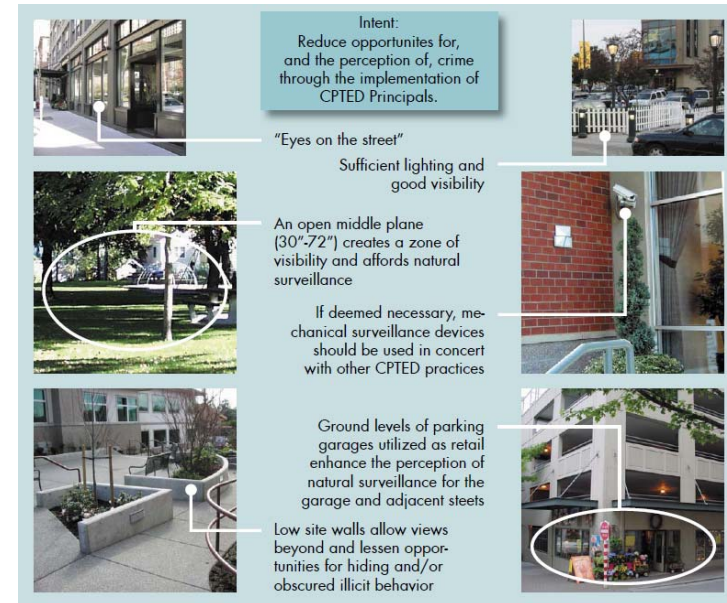
Guideline

- Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are:
 - enhanced pedestrian and street lighting;
 - well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street;
- Effective lighting systems provide needed visibility for your storefront, drawing attention to key functional or aesthetic elements such as doorways, windows, signage, sidewalks, or architectural details. Strategic lighting can also deter criminals and increase the perception of safety for passing customers.
- There are several different kinds of lighting: entranceway lighting, sign lighting, merchandise storefront lighting, energy-saving night lighting, decorative detail lighting, and general area lighting. Each lighting type performs a different job and should attract attention to what it illuminates, not to the light fixture or bulb.
- Brighter is not always better.
- Security lighting can be at a relatively low level. Glare is light that beams directly from a bulb into eye. It hampers the vision of pedestrians, cyclists, and drivers. If lights are overly bright, they actually make it easier for a criminal to hide in the deep shadows produced by objects in the harsh light. Lights should point downward or toward the building or sign and not into the sky.
- Darkness can be better than lighting if no one is around to witness and report crimes or if lighting helps criminals to see what they are doing. Consider using motion-detector lights or timers when lights are not needed late at night. If an area is usually dark, people will more likely notice if it is suddenly lit up. Do not light back doors that cannot be seen by others.



Pedestrian
Environment

DESIGN GUIDELINES



Design principles to enhance personal safety and security.



Pedestrian
Environment

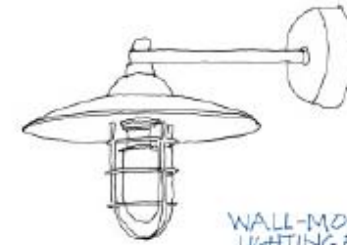
DESIGN GUIDELINES

Encouraged

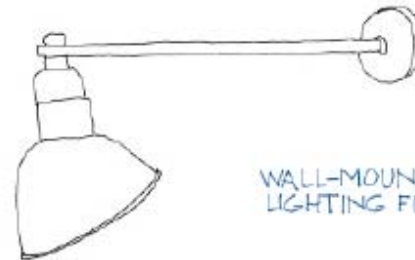
- Downward-directed lighting at all building entrances and along walkways to maintain security while not casting excessive glare
- Light fixtures that complement the entire façade
- Casting light only where needed
- Hiding or shielding security lighting, such as floodlights
- Lighting signs from above, rather than behind
- Lighting recessed doorways
- Hiring professionals for lighting design, construction, and installation
- Energy saving light bulbs

Discouraged

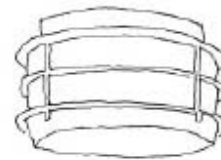
- Lights directed toward streets, sidewalks, or adjacent properties
- Lights that are too bright
- Backlighting awnings



WALL-MOUNTED
LIGHTING FIXTURE



WALL-MOUNTED
LIGHTING FIXTURE



CEILING-MOUNTED
LIGHTING FIXTURE

These styles of lighting
fixtures are encouraged.

E. Landscape Design

An important aspect of a pedestrian-oriented business district is its physical setting. Natural features of a place are key to residents' and visitors' perception. This section lays out guidelines which serve to merge the design of structures and places with the natural environment. It discusses concepts behind new landscaping as well as the maintenance and protection of existing natural features.

Landscape design is intended to:

- Ensure that private landscaping reinforces, complements and enhances public streetscape improvements.
- Create positive visual elements of the Midway-Woodmont Subarea.
- Ensure that landscape design is an integral part of overall site design and reinforces site functions.
- Use landscape design to advantage in the economic revitalization of the Midway-Woodmont Subarea.
- Use landscape design to soften the transition between different land uses.
- Ensure that landscape design does not compromise site safety.
- Achieve greater continuity and transition between public streetscape and the private landscape design so that the two appear unified.
- Augment the visual impact of plantings in the public right-of-way.
- Improve the pedestrian environment.



Landscaping reinforces and enhances the streetscape.

Create Landscape Character for the Midway-Woodmont Neighborhood

Intent – Private landscaping should reinforce the character of neighboring properties and abutting streetscape and the positive visual elements of the Midway-Woodmont Subarea.

Guideline

- Support the creation of a hierarchy of passive and active open space within the Midway-Woodmont Subarea. This may include pooling open space requirements on-site to create larger spaces.
- Design landscaping to meet LEED criteria when feasible. This is a priority in the Midway-Woodmont neighborhood. **Policy decision - promotes environmental sustainability**
- Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat.
- Retain existing, non-intrusive mature trees or replace with large caliper trees.
- Water features are encouraged including natural installations.
- Reference the Des Moines Street Design and Construction Standards for appropriate landscaping and lighting options for the area.

Landscape to Enhance the Building and/or Site

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

Guideline

- Integrate artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include arts district, maritime, etc. **(Insert "Northwest Nautical" themes?)**



People places.

Landscape Design to Address Special Site Conditions

Intent – The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, and natural areas.

Guideline

- Take advantage of views to the waterfront and Olympic Mountains.

Optional text from PRDG:

1. A landscape design concept should demonstrate a clear and appropriate aesthetic statement.

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

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

2. A landscape design concept should reinforce the site design and fulfill the functional requirements of the development, including screening and buffering.

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

- a) *Screening:* Landscaping can provide for visual screening of incompatible adjacent land uses or activities. It can also be used to screen service areas or other unattractive site or

architectural features. Projects are encouraged in which landscaping is used to break up parking areas and screen parking areas from pedestrian walkways. However, screening should address security concerns and not create areas without passive surveillance (i.e., visibility from occupied buildings or active pedestrian-oriented areas).

- b) *Safety*: Vertical plantings can be used to 'mark' a pedestrian walkway, making it more visible from parking areas or driveways. Landscape strips can be used to separate pedestrian areas from vehicle areas.
- c) *Framing*: Landscaping can be used to frame and direct views.

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

One of the primary goals of these design guidelines is to improve the pedestrian and visual environment of the Midway-Woodmont Subarea. Landscaping can play an important role in meeting this goal. A mix of shade trees, shrubs and groundcover is encouraged for every major landscape area on the site.

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

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

F. Signs

F.1. Signage Concept

Intent – Design signs that are creative, engaging and appropriate for the pedestrian scale and character that is envisioned for the Midway-Woodmont Subarea. The signage concept for the area includes a hierarchy of elements based on use and function such as:

- Site signage for gateways, heart locations, wayfinding, and Midway-Woodmont identity
- Building signage for addressing and landmarking
- Tenant signage to encourage expressive individualization

Guideline

- Signage should be designed to compliment the architectural concept of the building in scale, detailing, use of color and materials, and placement. The following are suggestions for integrating signage with the architectural concept:
 - Locate wall signs on specific architectural elements, such as a canopy or fascia
 - Provide for sign locations in the building design
 - Do not obscure important design features on building facades with signs
 - Coordinate color schemes or architectural details on signs, such as moldings, with the architectural scheme
 - Emphasize special building features, such as an entry or display window, with properly scaled signage

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

- Signage should reflect the pedestrian scale of the neighborhood, add interest to the street level environment, and reduce visual clutter.
- Signs direct users to a site and within the site and users are typically either driving or walking. Three-inch-high letters can be read at 120 feet and six-inch letters can be read at 300 feet. Pedestrian-oriented signs are most effective when located within 15 feet of the ground plane.



Example of wall signs on fascia with overhead lighting.



Artistic and unique signage.



Signs

- Specific preferences include:
 - Blade signs attached to a building façade
 - Creative, detailed, artistic and unique signage
 - Signs with lighting attached (e.g., drop lights over a sign)
- Non-conforming signs should be phased out when properties redevelop or a business use changes. These types of signs are discouraged or not allowed **(this may be best in DMMC)**:
 - Large illuminated or animated box signs
 - Post-mounted signs
 - Signs that rotate or have rotating or moving part(s)
 - Monument signs **(not conducive to pedestrian environment trying to achieve)**



Encouraged



Example of blade signs.



Discouraged

Following are examples of illustrations and optional text we could incorporate that would help guide and improve upon signage on existing buildings as new tenants come in or properties are remodeled.

Corner Lots

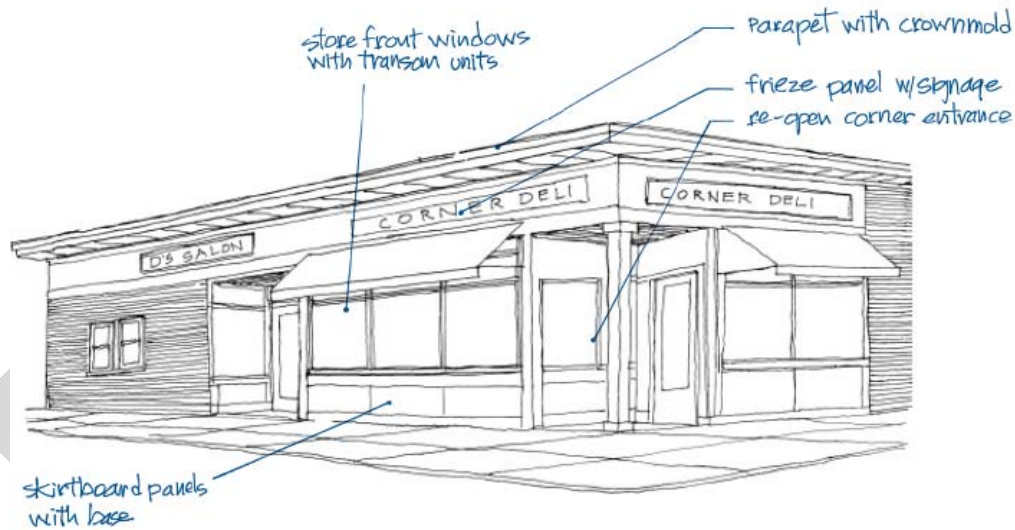


DESIGN GUIDELINES



BEFORE

On this commercial building, several things are discouraged: the sign band is covered, the original building material and window sizes are covered with siding, and the recessed doorway is enclosed with plywood.



CORNER ONE-STORY STOREFRONT: AFTER

Canopies

Canopies, or awnings, are roof-like structures above a window or door, projecting over the sidewalk. They are typically made of canvas or metal and can shelter customers, merchandise, and storefront windows from direct sunlight. Awnings also provide space for signage and decoration, to enhance the pedestrian experience and welcome customers.

Awnings visually mark door and window locations. They help visually define the width of an individual store and can contribute to business identity. On a single building with multiple storefronts, individual awnings should be located at each storefront opening and be consistent in size, profile, and location to distinguish each business and reveal building details. Multiple awnings on a single building do not need to be identical.

Awnings & Canopies

Encouraged

- Attaching awnings to the building at or below the lower edge of the sign band
- Awnings with dimensions that match the window and door openings
- Awnings made of canvas and waterproof cloth designed to resist fading and tearing
- Colors that coordinate with the building and area
- Retractable awnings that allow flexibility to respond to changing weather
- Using awnings to cool interiors and save energy
- Awnings that are in proportion to the building
- Under-awning lights designed to illuminate the sidewalk and storefront
- Awnings with thin profiles that do not obscure the building and storefront

Discouraged

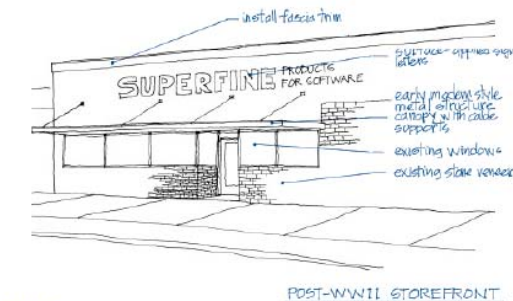
- Reflective or glossy finishes that obscure a reader's view
- Rigid materials such as aluminum, vinyl or plastics that are sensitive to weather conditions, especially wind
- Obscuring architectural details of the façade
- Using a continuous awning across two buildings to join them as one business
- Backlighting awnings



BEFORE
This large metal awning overwhelms the small building.



BEFORE
The aluminum awning on this building is too small for the size of the building and obscures the upper portion of the windows.



AFTER
A canopy is more consistent with this building's horizontal style and emphasizes the window band as a principal element of the façade.

The storefront signage tremendously affects the business. Signs make a strong first impression and can be a creative demonstration of a business' character. Signs should clearly communicate the name and identity of business. Four to seven words are the most passersby can effectively read. Well-designed signs market a business through quick impact. There are many different kinds of signs which can be effective if appropriate to the site and well designed.

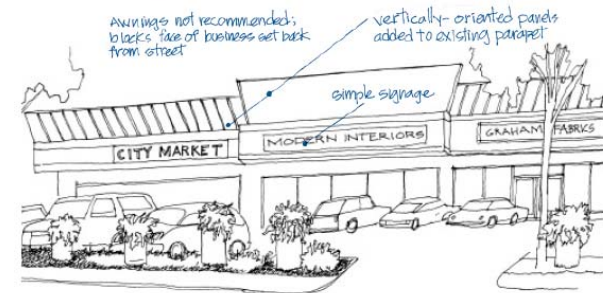
- Projecting/hanging signs are double-sided and project from a building over the sidewalk. Pedestrians on the sidewalk see them best.
- Window signs are graphics and/or lettering applied directly to the storefront windows and best seen at pedestrian level.
- Wall signs are attached to the primary façade and best viewed looking straight at the building from across the street. Wall signs are usually located in the sign band, the portion of the façade that is just above the storefront on the first floor and below the second floor windows. The sign band provides space for building signage in a consistent place from storefront to storefront. Even if building does not have a traditional sign band marked by architectural details, the similar look can be achieved by placing a wall sign in the area where a sign band would be located.

Encouraged

- Solid, brightly-colored signs that contrast with the building's wall colors
- Type fonts and colors that are legible from a distance
- Collaborating with artists to design a unique sign that represents your business
- Mounting signs no more than one story above the sidewalk
- Graphic or three-dimensional, fixed signs that include an icon of the business
- Using neon to indicate a business name or trade, but not to advertise specific products
- Contrasting letter and background colors to increase readability
- Posting the property address number on the building to help customers and delivery services locate your store
- Using durable materials
- Displaying the business name or logo on a window sign that does not obscure views
- Lights mounted to illuminate a sign
- Hiring professionals for sign design, construction, and installation
- Relighting historic neon signs and maintaining other historic signs



BEFORE
Signs are well-located, but are backlit and overwhelm this low building.



AFTER
Simple, clear sign text in the sign band is encouraged.

1960'S ERA STRIP SHOPPING CENTER



Discouraged

- Blocking storefront windows with too many signs
- Overwhelming the building with a sign that is too large
- Long, complicated messages
- Small, difficult-to-read lettering
- Covering architectural details with signage
- Signage mounted on top of the building
- Internally-illuminated or backlit plastic signs
- Using banners as permanent signage
- Neglecting maintenance on old signs



IV. Definitions

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

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

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

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

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

Articulation - See *Architectural Details*.

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

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

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

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

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

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

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

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

Frieze - A horizontal band that runs above doorways and windows or below the cornice. The frieze may be decorated with designs or carvings.

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

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

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

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

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

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

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

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

- Visual and pedestrian access into the site from the public right-of-way,

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

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

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

A "pedestrian-oriented space" shall not have:

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

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

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

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

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

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

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

DRAFT - Proposed Development Regulations for the Cities of Kent and Des Moines

Zoning Districts

	City of Kent Proposed		City of Des Moines Proposed	
	KCC 15.04.190 Commercial and Industrial zone development standards.		New Zones proposed that correspond with the Pacific Ridge and Community Commercial Development Standards as modified.	
	<i>Mixed Use</i>	<i>Mixed Use</i>	<i>Mixed Use</i>	
	MTVO-W Midway Transit Village Overlay- West	MTVO-E Midway Transit Village Overlay - East	MW-TV Midway-Woodmont Transit Village	MW-C1 Midway-Woodmont Commercial 1
Maximum Density: Dwelling Units Per Acre	60.0 du/ac	(1)	No established FAR. Propose 60-70 dus/ac based on Pacific Ridge EIS (Current achieved density = 30.0 du/ac)	No established FAR. Propose 50.0 du/ac (based on achieved density for RM 900 zone @ 35'); 2.0 - 3.0 FAR
Minimum lot area: Sq.Ft. or acres, as noted	7500 sf	7500 sf	7500 sf	No minimum lot area.
Minimum lot width: feet (4)	75 ft	75 ft	75 ft	
Side yard of flanking street of a corner lot	(4)	(4)		No side yard required when side lot line abuts public ROW
Rear yard	(5)	(5)	15 ft	No rear yard setback
Additional setbacks /distances between buildings				10 ft when lot line abuts a residentially zoned property
Height limitation: in stores not to exceed in feet	Height Maximum: 55 ft; Height Minimum: 25 ft (6)	Height Maximum: 55 ft; or 200 ft with approval (7); Height Minimum: 25 ft (6)	Height Maximum: 55 ft west of Pac Hwy; 35 ft within 20 ft of a SF residential property; 45 ft within 40 ft of SF residential property; Height Minimum: 35 ft	Height Maximum: 55 ft; Height Minimum: None
Maximum impervious surface: % of total parcel area				
Zero lot line and cluster (24)				
Signs	KCC 15.06 (see attached)		DMMC 18.42 (see attached)	
Off-Street Parking	KCC 15.05 (see 15.05.070)		DMMC 18.44 (see attached)	
Landscaping	KCC 15.07 (see 15.07.060[G][H])		DMMC 18.41 (see attached)	
Multifamily transition area				

DRAFT - Proposed Development Regulations for the Cities of Kent and Des Moines
Zoning Districts

	City of Kent Proposed		City of Des Moines Proposed	
	KCC 15.04.190 Commercial and Industrial zone development standards.		New Zones proposed that correspond with the Pacific Ridge and Community Commercial Development Standards as modified.	
	<i>Mixed Use</i>	<i>Mixed Use</i>	<i>Mixed Use</i>	
	MTVO-W Midway Transit Village Overlay - West	MTVO-E Midway Transit Village Overlay - East	MW-TV Midway-Woodmont Transit Village	MW-C1 Midway-Woodmont Commercial 1
Multifamily design review				
Additional Standards	(8)(9)(10)		On-site recreation area per DMMC 18.45	
	(see attached Midway Design Guidelines)		General Site Design Requirements (DMMC 18.31.100) and General Building Design Requirements (DMMC 18.31.110) and attached Midway-Woodmont Design Guidelines 18.31.100 General Site Design Requirements (1) Design Guidelines. Design guidelines shall be adopted for new construction within Pacific Ridge. All development proposals shall demonstrate substantial compliance, as determined by the Community Development Director, with the adopted Pacific Ridge design guidelines. The guidelines shall provide objectives and techniques for ensuring that new construction provides lasting benefit to the community; minimizes incompatibility among land uses; and promotes crime prevention. Design guidelines shall address site design issues including, but not limited to, the following: (a) Placement and orientation of buildings and building entrances; (b) Vehicular access, parking, and circulation; (c) Pedestrian orientation and access; (d) Orientation to transit; (e) Placement and screening of service and loading area; (f) Landscaping; (g) Freestanding signage; (h) Screening of parking and other site features; (i) Placement and design of open space;	

DRAFT - Proposed Development Regulations for the Cities of Kent and Des Moines
Zoning Districts

City of Kent Proposed			City of Des Moines Proposed	
KCC 15.04.190 Commercial and Industrial zone development standards.			New Zones proposed that correspond with the Pacific Ridge and Community Commercial Development Standards as modified.	
<i>Mixed Use</i>		<i>Mixed Use</i>	<i>Mixed Use</i>	
MTVO-W Midway Transit Village Overlay- West		MTVO-E Midway Transit Village Overlay - East	MW-TV Midway-Woodmont Transit Village	MW-C1 Midway-Woodmont Commercial 1
Additional Standards			(j) Crime prevention; and (k) Exterior lighting. [Ord. 1267 § 2(part), 2000.]	
	(see attached Midway Design Guidelines)		18.31.110 General Building Design Requirements	
			(1) Design Guidelines. Design guidelines shall be adopted for new construction within Pacific Ridge. All development proposals shall demonstrate substantial compliance, as determined by the Community Development Director, with the adopted Pacific Ridge design guidelines. The guidelines shall provide objectives and techniques for ensuring that new construction provides lasting benefit to the community; minimizes incompatibility among land uses; and promotes crime prevention. Design guidelines shall address site design issues including, but not limited to, the following:	
			(a) Building height, bulk, and scale;	
			(b) Building modulation and fenestration;	
			(c) Building silhouette and roof design;	
			(d) Placement and orientation of building entrances, common areas, activity areas, balconies, and other features;	
	(see attached Midway Design Guidelines)		Design Guidelines, cont'd:	
			(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	
			(2) Minimum floor-to-ceiling height for dwellings. Dwellings shall have a minimum floor-to-ceiling height of eight feet, six inches;	
			(3) The width of the building above the third-level floor shall not exceed 80 percent of the width of the building at street level;	

DRAFT - Proposed Development Regulations for the Cities of Kent and Des Moines
Zoning Districts

	City of Kent Proposed		City of Des Moines Proposed	
	KCC 15.04.190 Commercial and Industrial zone development standards.		New Zones proposed that correspond with the Pacific Ridge and Community Commercial Development Standards as modified.	
	<i>Mixed Use</i>	<i>Mixed Use</i>	<i>Mixed Use</i>	
	MTVO-W Midway Transit Village Overlay- West	MTVO-E Midway Transit Village Overlay - East	MW-TV Midway-Woodmont Transit Village	MW-C1 Midway-Woodmont Commercial 1
Additional Standards			(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, façade treatment, marquees, etc. shall conform to the provisions set forth by Title 12 DMMC, the Uniform Building Code, and the following provisions:	
			(a) Structural encroachments into the right-of-way shall be capable of being removed without impact upon the structural integrity of the primary building;	
			allowed;	
	(see attached Midway Design Guidelines)		(c) Except for awnings, signs, and marquees, the maximum horizontal encroachment into the right-of-way shall be two feet;	
			(d) The maximum horizontal encroachment in the right-of-way by signs shall be four feet;	
			(e) The maximum horizontal encroachment in the right-of-way by awnings and marquees shall be six feet;	
			(f) The minimum horizontal distance between the structural encroachment and the curbline shall be two feet;	
			(g) Except for awnings over the public sidewalk which may be continuous, the maximum length of each balcony, bay window, or similar feature that encroaches the right-of-way shall be 12 feet;	
			(h) Structural encroachments into the right-of-way shall maintain adequate distance away from utility, transportation, or other facilities as determined by the Community Development Director in consultation with the Public Works Director;	
			(i) 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	
			(j) In reviewing a proposed structural encroachment into the public right-of-way, the Community Development Director may include conditions as may be reasonably needed to ensure that the structure is consistent with the purpose of the PR zone, and to minimize the likelihood of adverse impacts. The Community Development Director shall deny the request if it is determined that adverse impacts cannot be mitigated satisfactorily. [Ord. 1267 § 2(part), 2000.]	

DRAFT - Proposed Development Regulations for the Cities of Kent and Des Moines
Zoning Districts

City of Kent Proposed		City of Des Moines Proposed	
KCC 15.04.190 Commercial and Industrial zone development standards.		New Zones proposed that correspond with the Pacific Ridge and Community Commercial Development Standards as modified.	
<i>Mixed Use</i>	<i>Mixed Use</i>	<i>Mixed Use</i>	
MTVO-W Midway Transit Village Overlay- West	MTVO-E Midway Transit Village Overlay - East	MW-TV Midway-Woodmont Transit Village	MW-C1 Midway-Woodmont Commercial 1

Kent Development Conditions for Midway

- 1 No maximum density, rather height limit determines the amount of dwelling units.
- 2 A maximum setback of 10 feet is required along the east and west side of SR-99.
- 3 None, except as required by landscaping, or if off-street parking is provided onsite. See Midway design review criteria.
- 4 No minimum setback is required, with the exception of the corner. See the Midway design review criteria.
- 5 No rear yard is required, except abutting a residential district, and then the rear yard shall be twenty (20) feet minimum.
- 6 A minimum of two (2) stories shall be built.
- 7 Additional height can be acquired by employing incentive program. See the Midway design review criteria.
- 8 The Midway design review requirement shall apply.
- 9 Development plan approval is required as provided in KCC 15.09.010.
- 10 The performance standards as provided in KCC 15.08.050 shall apply.

(DOCUMENT EXTRACTS)

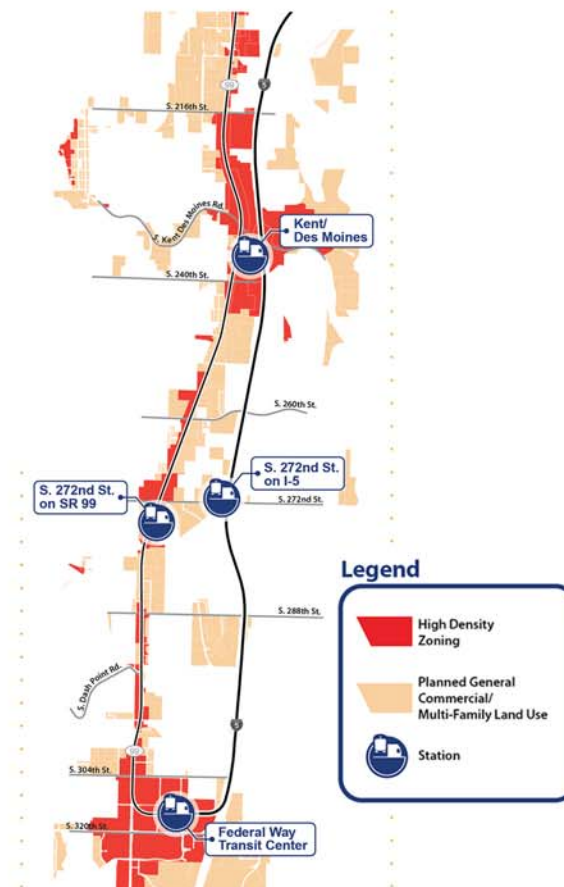
Federal Way Transit Extension

Alternatives Analysis and EIS Scoping
Briefing Booklet

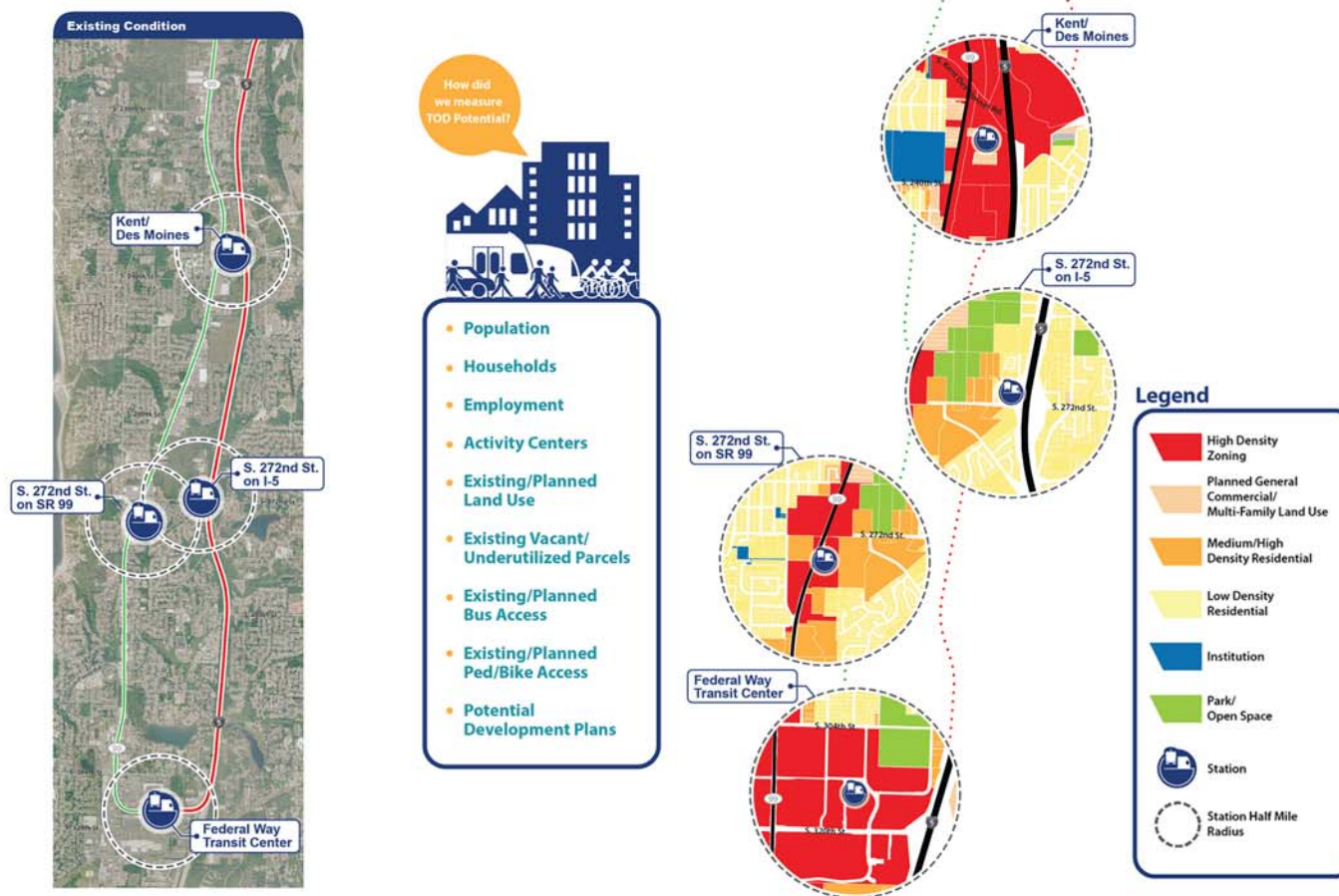
September 2013



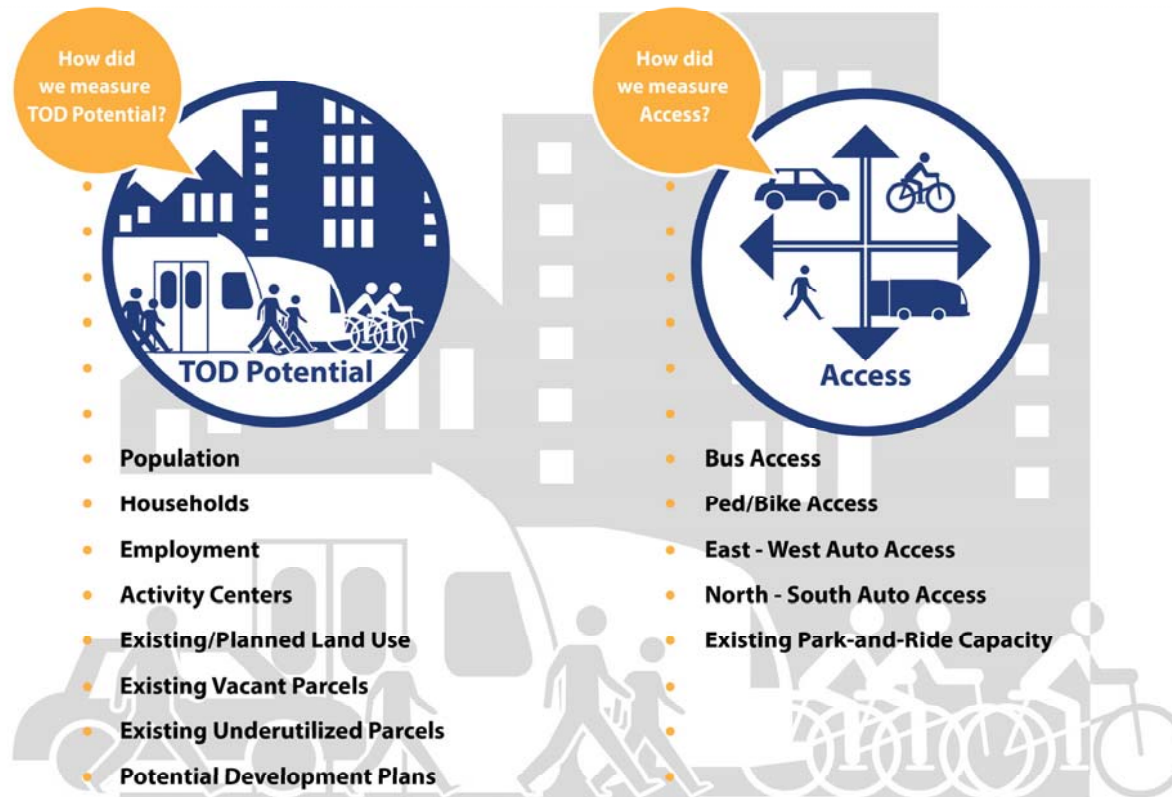
Sound Transit is evaluating alternatives to extend high capacity transit from the future Angle Lake light rail station on South 200th Street in SeaTac to the Federal Way Transit Center.



The graphic on the right illustrates the high density zoning and the planned commercial and multi-family land uses within 1/4 mile of the alignment alternatives. TOD potential is generally higher along the SR 99 alignment alternatives.



The analysis of TOD potential for stations generally looked at the area within ½ mile of the station locations. The stations at Kent/Des Moines and the Federal Way Transit Center would generally be in the same location for all alternatives, but the South 272nd Street station would be in different locations for the SR 99 and I-5 alternatives. The South 272nd Street station on SR 99 would have higher TOD potential.



*The voter-approved ST 2 Plan included stations at Kent/Des Moines and S. 272nd. Additional stations that are not funded or approved for construction were evaluated as part of the alternatives analysis process. Additional funding and satisfaction of voter-approved standards for inclusion in the ST 2 Plan would be required for stations not identified in the ST 2 Plan.

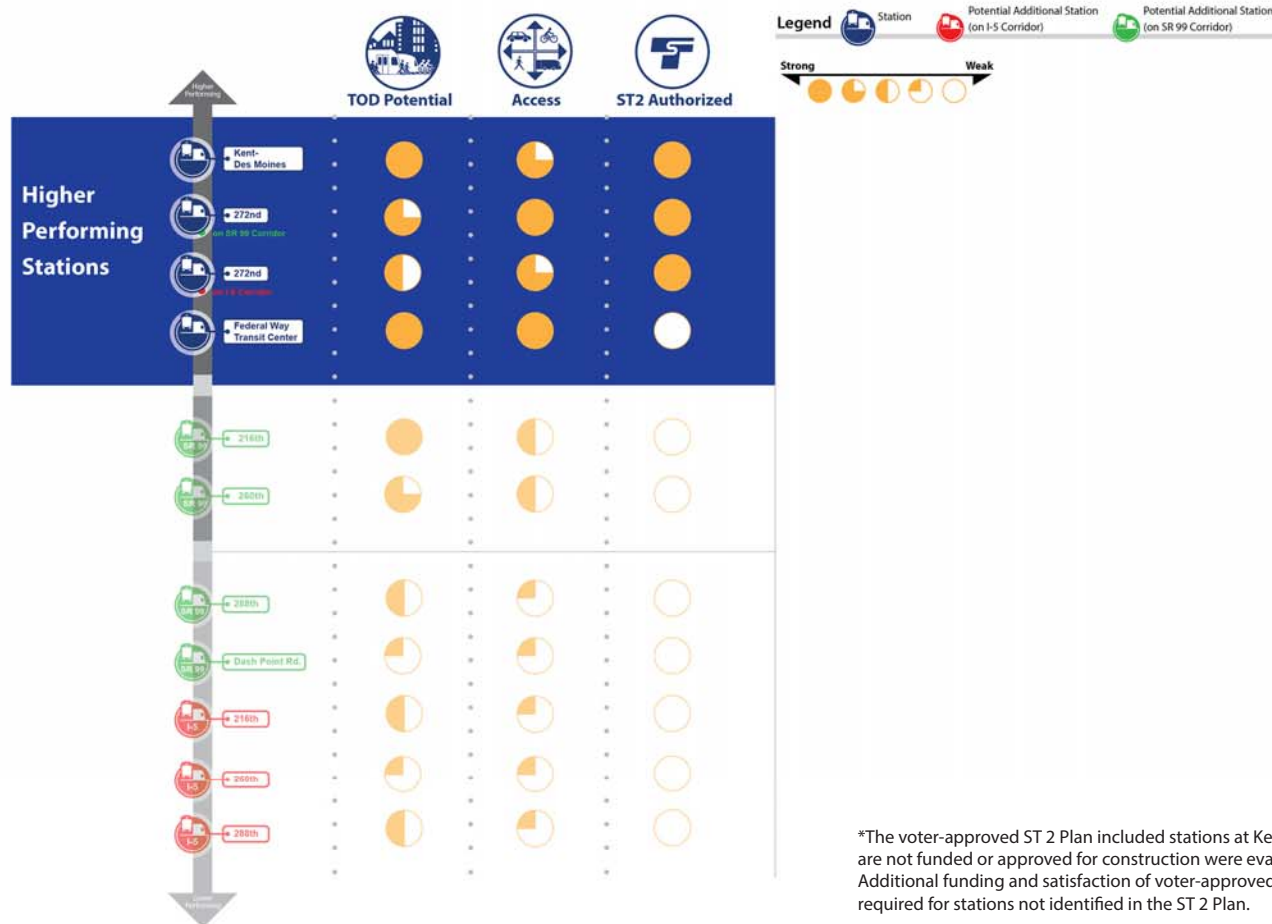


The station evaluation examined both TOD potential and multimodal access.

Federal Way Transit Extension

Alternatives Analysis and EIS Scoping

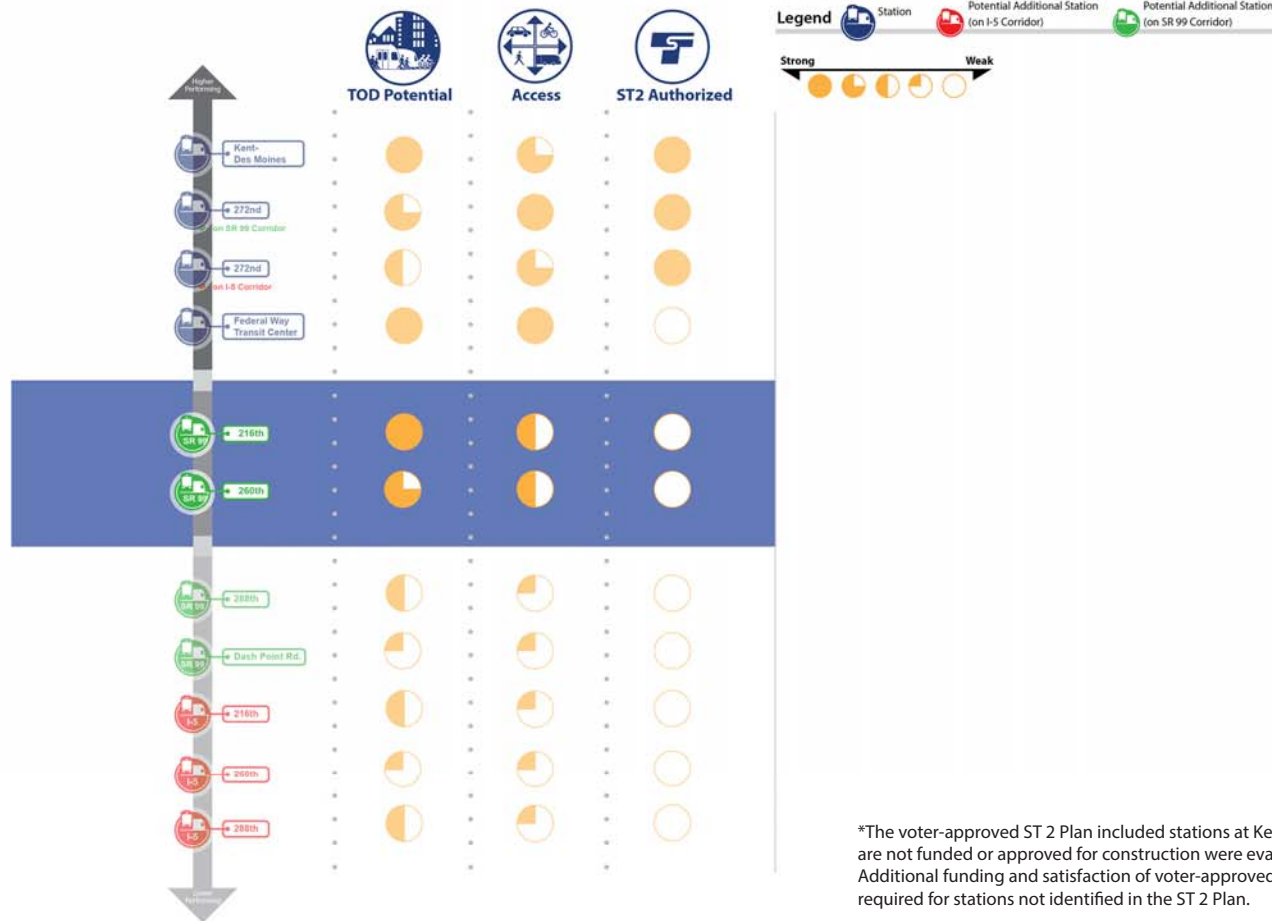
Station Evaluation Results



*The voter-approved ST 2 Plan included stations at Kent/Des Moines and S. 272nd. Additional stations that are not funded or approved for construction were evaluated as part of the alternatives analysis process. Additional funding and satisfaction of voter-approved standards for inclusion in the ST 2 Plan would be required for stations not identified in the ST 2 Plan.



The station locations at Kent/Des Moines, South 272nd Street and the Federal Way Transit Center generally have good TOD potential and good access.



*The voter-approved ST 2 Plan included stations at Kent/Des Moines and S. 272nd. Additional stations that are not funded or approved for construction were evaluated as part of the alternatives analysis process. Additional funding and satisfaction of voter-approved standards for inclusion in the ST 2 Plan would be required for stations not identified in the ST 2 Plan.



Two of the suggested additional locations do perform well in terms of TOD potential (along SR 99 at South 216th Street and South 260th Street). They do not have as good access as the baseline locations.

Highline Community College



Supports SR 99 at HCC



Access to activity centers



Redevelopment, Interim terminus



Legend



Comment relates
to Corridor Alignment



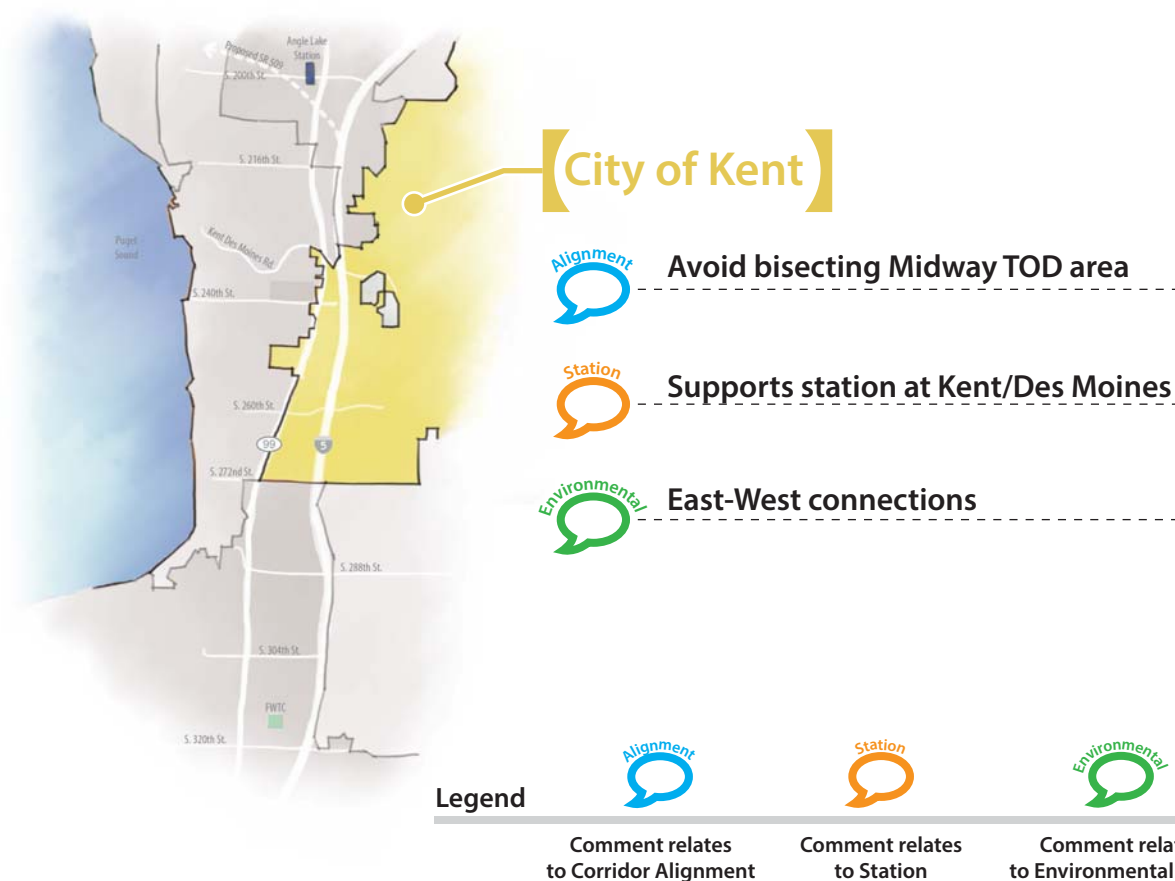
Comment relates
to Station



Comment relates
to Environmental Effect



Highline Community College supports an alignment in close proximity to major activity centers along SR 99. Key concerns include economic development potential, parking, traffic congestion, pedestrian safety, and the implications of an interim terminus.



The City of Kent noted that potential alignments should not bifurcate the transit-oriented community envisioned in the Midway Subarea Plan (which extends from Kent-Des Moines Road to S. 240th Street between SR 99 and I-5). Key concerns include providing strong pedestrian connections to HCC and east/west connections from the light rail line to the Kent Valley.

City of Federal Way



Speed/Reliability



Travel time of extra stations



ROW effects, Redevelopment, Environmental



Legend



Comment relates
to Corridor Alignment



Comment relates
to Station



Comment relates
to Environmental Effect



The City of Federal Way noted travel speed and reliability as important considerations when considering alignments and additional stations. Key concerns include station design considerations, potential property takings, and effects to the natural environment.



Given the AA results, and input received during the EIS Scoping period, the potential alternatives for consideration in the Draft EIS can now be defined as **four baseline alternatives** (I-5, SR 99, I-5/SR 99, and SR 99/I-5) with various design options. Each alternative is described on the following pages.

F&ED Work Plan (Proposed 12/27/12)

2013 Work Plan

- o Pacific Highway South Corridor
 - Interim Uses Q1 (*Direct to Council*)
 - Pacific Ridge Comp Plan Element Q3/4
 - Pacific Highway Land Use & Environmental Review Q1-Q3
 - Midway Q1-Q2
 - Urban Center designation Q3
- o Comprehensive Plan Update – in advance of 2014 major update Q1-Q4
 - North Central Neighborhood Element
 - Economic Development Element (new)
- o IC Zoning (HCC, Wesley, Judson, Landmark) (*direct to Council*) Q1
- o Park Impact Fee Q3/4
- o PUD Code Q2/3
- o Code Enforcement code updates (weeds, canopy/canvas, front yard parking, shipping containers, garage sales, rodent control, view blocking vegetation) Q1-Q4
- o Misc Zoning Code
 - Reader Board definition Q1
 - Accessory structure height limits Q1-Q2
- o Subdivision Code (Title 17) Q3/Q4
- o Must do: short plat frontage improvements Q1
- o Marina/Beach Park Development Plan Q1- Q4
- o Message Signs, wayfinding, directional & promotional signage, kiosks Q1/Q2
- o Façade Improvement (UW student project) Q1

Updated 01/2013

Parking and Business Improvement Areas

Contents

- [Introduction](#)
- [Statutory Authorization](#)
- [What Can a Parking and Business Improvement Area Do?](#)
- [How Is a PBIA Formed?](#)
- [Active PBIAs](#)
- [Articles](#)

Introduction

A parking and business improvement area (PBIA) is designed to aid general economic development and to facilitate merchant and business cooperation. It is a local self-help funding mechanism that allows businesses and property owners within a defined area to establish a special assessment district. Funds raised can be used to provide management, services, facilities, and programs to the district. In Washington PBIAs are authorized by statute. Several cities have code provisions for PBIAs, but many appear not to be active.

Statutory Authorization

- [Ch. 35.87A RCW](#) authorizes counties, cities, and towns to establish, after a petition submitted by businesses within the area, or by resolution adopted by the legislative body, a parking and business improvement area for the purposes set forth in [RCW 35.87A.010](#).
- Establishment of business improvement areas in some Washington cities has been controversial. The authority of a city to utilize the statutory authority in [Ch. 35.87A RCW](#) to establish a PBIA has been upheld in [Seattle v. Rogers Clothing for Men, Inc.](#), 114 Wn.2d 213 (1990).

What Can a Parking and Business Improvement Area Do?

The activities in a parking and business improvement area are financed through a special assessment that is imposed on businesses, multifamily residential developments, and mixed-use developments located within the geographic boundaries of the area. The assessments can be used to finance: construction, acquisition, or maintenance of parking facilities in the area; decoration of public areas; promotion of public events in public places in the area; furnishing of music in any public place in the area; provision of maintenance and security of common public areas; or management, planning, and promotion of the area, including the promotion of retail trade activities in the area.

How Is a PBIA Formed?

Initiative or Resolution

A parking and business improvement area may be established by either having:

- The owners of property located within the geographic boundaries of the proposed parking and business improvement submit an initiation petition to the legislative authority of the local government having jurisdiction over the area; or
- The legislative authority of the local government passes an initiation resolution to create the parking and business improvement area.

Contents of Initiative or Resolution for PBIA

- A description of the boundaries of the proposed area;

- The proposed uses and projects to which the proposed special assessment revenues shall be put and total estimated cost; and
- The estimated rate of levy of special assessment with a proposed breakdown by class of business and multifamily residential or mixed-use project if such classification is to be used.
- Under RCW 35.87A.010(1), the petition must be signed by the operators responsible for 60 percent of the assessments by businesses and multifamily residential or mixed-use projects within the area.

Note: There is an apparent discrepancy/inconsistency between the 60 percent requirement for petitions under RCW 35.87A.010(1) and the 50 percent requirement under RCW 35.87A.030. MRSC legal consultants advise that the 60 percent requirement in RCW 35.87A.010 be used because that requirement is contained within the more recently amended section and is arguably in the more specific provision. Since there is some uncertainty in trying to reconcile these statutory provisions, the safer course is to go with the higher 60 percent threshold to avoid a challenge.

Hearing on Creating a PBIA

The legislative authority of the local government, after receiving a valid initiation petition from the property owners or after passage of an initiation resolution, must adopt a resolution of intention to establish a parking and business improvement area.

- During the public hearing process for the establishment of a parking and business improvement area, the legislative authority of the local government may change the geographic boundaries of the proposed area.
- The legislative authority of the local government must provide notice and give the public at least 15 days, after the proposed boundary change, for the public input.
- Proceedings shall terminate if protest is made by businesses and residential operators in the proposed area which would pay a majority of the proposed special assessments.

Ordinance Establishing PBIA

If the legislative authority, following the hearing, decides to establish the proposed area, it adopts an ordinance to that effect. The ordinance is to contain the following information:

- The number, date and title of the resolution of intention pursuant to which it was adopted;
- The time and place the hearing was held concerning the formation of such area;
- The description of the boundaries of such area;
- A statement that the businesses and multifamily residential or mixed-use projects in the area established by the ordinance shall be subject to the provisions of the special assessments authorized by RCW 35.87A.010;
- The initial or additional rate or levy of special assessment to be imposed with a breakdown by classification of business and multifamily residential or mixed-use project, if such classification is used; and
- A statement that a parking and business improvement area has been established.
- The uses to which the special assessment revenue shall be put. Uses must conform to the uses as declared in the initiation petition presented pursuant to RCW 35.87A.030.

Administration of PBIA

- The legislative authority has sole discretion as to how the revenue derived from the special assessments is to be used.
- The legislative authority may appoint existing advisory boards or commissions to make recommendations as to its use, or a new advisory board or commission may be created for the purpose
- The legislative authority may contract with a chamber of commerce or other similar business association operating primarily within the boundaries of the legislative authority to administer the operation of a parking and business improvement area.

Active PBIA's

- Aberdeen Municipal Code Ch. 3.100 - Downtown Parking and Business Improvement District
- Olympia

- Olympia [Ordinance No. 6375](#) (PDF) - Establishes a Parking and Business Improvement Area; levies special assessments on the businesses within the area; provides for the deposit of revenues in a special account; and provides for administration agreements, passed 01/15/2005
- [Parking & Business Improvement Area Board](#)
- Olympia RFP for PBIA Marketing Campaign Proposal (PDF), 10/2008
- Poulsbo - Historic Downtown Poulsbo Association
 - Poulsbo Ordinance No. 89-04 (PDF) - Forms a business improvement area within the Downtown Poulsbo Area, passed 02/15/1989
 - Historic Downtown Poulsbo Association Fund (PDF) - Excerpt from 2013 Poulsbo Budget on the Historic Downtown Business Improvement Area Association (BIAA)
 - Poulsbo [Downtown Parking Advisory Committee](#)
- Richland - Uptown and Downtown BIAs
 - [Uptown Shopping Center](#)
 - Richland Ordinance No. 29-03 (PDF) - Establishes an Uptown Business Improvement District, passed 07/2003
 - Richland Ordinance No. 32-03 (PDF) - Establishes an Uptown Business Improvement District Fund, passed 08/2003
 - Richland Ordinance No. 03-07 (PDF) - Establishes a Downtown Business Improvement District, passed 02/2007
- Seattle - Broadway, Chinatown/International District, Columbia City, Downtown, Pioneer Square, University District, and West Seattle BIAs
 - [Support for Business Districts](#), Seattle Office of Economic Development - Includes:
 - [Tools for Business Districts](#)
 - [Create a Thriving Business District: A Guide to City and Neighborhood Business District Resources](#), 2007 Fifth Edition
 - [Parking and Business Improvement Area Handbook](#) (PDF)
 - Seattle Ordinance No. 123714 - Establishes a Seattle Tourism Business Improvement Area, passed 09/26/2011
 - [Seattle to Establish Dedicated Fund for Tourism Marketing](#), Seattle City News Release, 07/12/2011
 - Seattle Resolution No. 29965 - Intention to establish a Downtown Parking and Business Improvement Area, and fixing a date and place for a hearing, passed 06/1999
 - Seattle Ordinance No. 119541 - Establishes a Downtown Parking and Business Improvement Area, passed 07/1999
 - Seattle Resolution No. 30389 - Adopts updated policies regarding the establishment and management of Parking and Business Improvement Areas (BIAs), passed 09/2001
- Spokane Downtown Spokane - See [About the Business Improvement District](#)
 - Spokane Municipal Code Ch. 4.31 - Parking and Business Improvement District
- Tacoma Downtown Business Improvement Area - Administered by the Local Development Council
- Wenatchee Municipal Code Ch. 5.98 - Parking and Business Improvement Area
- Yakima Committee for Downtown Yakima - Downtown Yakima Business Improvement District (DYBID)
 - [Downtown Yakima Business Improvement District and Initiation Petition](#) (PDF), 2008 Management Plan Prepared by the Committee for Downtown Yakima, 01/2008
 - Resolution No. R-2008-114 (PDF) - Provides for dissolution of the previously established Parking and Business Improvement Area Number One with the intent of considering a petition to creating a new Downtown BIA
 - Yakima Ordinance No. 2001-36 (PDF), passed 08/2001 - Initiates the reformation of a parking and business improvement area in the North Front Street area of downtown Yakima, and establishing special assessments for certain uses and projects within such parking and business improvement area, passed 08/2001
 - Yakima Resolution No. R-2009-171 (PDF) - Authorizes the city manager to execute the Committee for Downtown Yakima agreement for professional and ambassador services for the City of Yakima to provide maintenance, management and safety ambassador services in the Downtown Yakima Public Improvement District (DYBID) - Includes contract

Articles

- [Business Improvement Districts](#), by Lawrence O. Houstoun, Jr, Urban Land Institute, 2003 (Available through [MRSC Library Loan](#))
- [Business Improvement Districts and Innovative Service Delivery](#) (PDF), by Jerry Mitchell Professor, School of Public Affairs, Baruch College, The City University of New York, 1999
- [Business Improvement Districts and Urban Entertainment and Cultural Centers](#) (PDF), by Lawrence O. Houstoun, Jr., AICP, American Planning Association, January 1999 via Council of Development Finance Agencies

- Downtowns and BIDs Can Do More to Face the Recession (PDF), by Lawrence O. Houstoun, Jr., *Downtown Idea Exchange*, August 15, 2009
- *Is a BID Feasible in Your Town? 10 Questions to Ponder*, by Donna Ann Harris, *Main Street News*, April 2007 (Available through [MRSC Library Loan](#))
- Organizing a Successful Downtown Revitalization Program Using the Main Street Approach (PDF), Washington State Main Street Program, Washington State Department of Archaeology and Historic Preservation
- *Turning Downtowns Around: Business Improvement Districts*, by Beth Humstone, *Planning Commissioners Journal*, Summer 2010 (Available through [MRSC Library Loan](#))
- Why Business Improvement Districts Work, by Heather MacDonald, Manhattan Institute for Public Policy Research *Civic Bulletin* No. 4, May 1996