

ORDINANCE NO. 1298

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON, relating to SEPA Planned Actions, adding a new section to Article VI of Chapter 16.04 DMMC to summarize existing state and city law authorizing designation of "Planned Actions"; designating Pacific Ridge as an area in which development proposals may be reviewed as Planned Actions; amending the Pacific Ridge Neighborhood Improvement Plan; and adopting findings supporting the potential designation of certain development proposals within Pacific Ridge as SEPA Planned Actions.

WHEREAS, the State Environmental Policy Act, at RCW 43.21C.031, authorizes cities to review certain development project proposals as "Planned Actions", subject to compliance with legislation and regulations guiding review of such projects, and

WHEREAS, RCW 43.21C.031 expressly provides that the term "Planned Action" means one or more types of project action that have had the significant impacts adequately addressed in an environmental impact statement prepared in conjunction with a comprehensive plan or subarea plan adopted under chapter 36.70A RCW, among other requirements, and

WHEREAS, SEPA regulations, adopted by the state Department of Ecology at WAC 197-11-172 and incorporated in the city code at DMMC 16.04.180, explain that review of a project proposed as a Planned Action is intended to be simpler and more focused than for other projects, and

WHEREAS, the City Council finds that the Pacific Ridge area presents an opportunity for use of the Planned Action process, given the detailed environmental analysis already conducted regarding future development in such area, and

WHEREAS, on December 7, 1995, the City Council adopted the Greater Des Moines Comprehensive Plan with an integrated environmental impact statement through passage of Ordinance No. 1160, and

WHEREAS, on July 13, 2000, the City Council added the Pacific Ridge Element to the Greater Des Moines Comprehensive Plan through passage of Ordinance No. 1265, and

WHEREAS, on July 13, 2000, the City Council adopted the Pacific Ridge Neighborhood Improvement Plan (a subarea plan) with an integrated environmental impact statement through passage of Ordinance No. 1267, and

WHEREAS, the Pacific Ridge Neighborhood Improvement Plan calls for redevelopment of the Pacific Ridge area, and

WHEREAS, in addition to the environmental impact statement, the Pacific Ridge Neighborhood Improvement Plan contains land use policies, development regulations, design guidelines, market analysis, and a capital financing plan, and

WHEREAS, on June 28, 2001, the City Council adopted Street Development Standards specifically for Pacific Ridge, and

WHEREAS, the land use policies and regulations contained within the Pacific Ridge Neighborhood Improvement Plan are intended to improve real estate market conditions in the area and encourage privately-sponsored redevelopment activity, and

WHEREAS, to further promote and simplify the redevelopment process for the Pacific Ridge area, the City Council directed preparation of an addendum to the environmental impact statement for Pacific Ridge which provides project-level environmental analysis of proposed redevelopment within Pacific Ridge, and

WHEREAS, designating redevelopment of Pacific Ridge properties as Planned Actions can provide a significant incentive to prospective applicants, and

WHEREAS, the Des Moines community development director acting as the SEPA responsible official reviewed this proposed action and subsequently concluded it constitutes a procedural action and is therefore categorically exempt from threshold determination and EIS requirements, and

WHEREAS, on the 13th day of December, 2001, following public notice given in accordance with law, the city council held a public hearing to hear public testimony and all persons wishing to be heard were heard; NOW THEREFORE:

THE CITY COUNCIL OF THE CITY OF DES MOINES ORDAINS AS FOLLOWS:

Sec. 1. Caption changed to include Planned Actions. The existing caption to sections of the City's SEPA code known as "Article VI," placed immediately above DMMC 16.04.180, is hereby amended to read as follows:

**"ARTICLE VI. EXISTING ENVIRONMENTAL DOCUMENTS
AND PLANNED ACTIONS"**

Sec. 2. A new section is hereby added to Article VI of chapter 16.04 DMMC, which shall be codified as DMMC 16.04.185, to read as follows:

DMMC 16.04.185 Planned Actions.

(1) The City endorses the procedures in the SEPA rules adopted in this Article for project proposal review as a "Planned Action" and will apply the provisions of WAC 197-11-164 through WAC 197-11-172 to projects which meet the criteria for planned action environmental review under Chapter 43.21C.031 RCW.

(2) Where a project proposal meets the requirements and criteria for a planned action set forth in WAC 197-11-164 to 172, and any planned action ordinance adopted by the city, the responsible official shall not be required to issue a threshold determination or EIS under the provisions of this chapter.

(3) Nothing in this section limits the City from using this chapter or other applicable law to place conditions on the project in order to mitigate nonsignificant impacts through the normal project review and permitting process.

(4) Public notice for projects that qualify as planned actions shall be tied to the underlying permit. If notice is otherwise required for the underlying permit, the notice shall state that the project has qualified as a planned action. If notice is not otherwise required for the underlying permit, no special notice is required.

Sec. 3. Pacific Ridge designated as a Planned Action. Development applications received for projects proposed to occur in the Pacific Ridge area, which area is defined in the Pacific Ridge element of the City's Comprehensive Plan, are hereby designated as "Planned Actions", subject to the Community Development Director's written determination that such project(s):

(a) Has had the significant environmental impacts adequately addressed in the City's Environmental Impact Statement (EIS) prepared in conjunction with the Pacific Ridge Neighborhood Improvement Plan, the Addendum to the Pacific Ridge EIS, and the Des Moines Comprehensive Transportation Plan.

(b) Constitutes an implementing project for the Pacific Ridge Neighborhood Improvement Plan;

(c) Is not an essential public facility, as defined in RCW 36.70A.200;

(d) Is consistent with the City's Comprehensive Plan;

(e) Implements mitigation measures and/or development regulations set forth in the EIS prepared for the Pacific Ridge Neighborhood Improvement Plan and Chapter 18.31 DMMC;

(f) Satisfies all other requirements found in RCW 43.21C.031 and WAC 197-11-164 through 197-11-172; and

(g) Will not result in probable significant adverse environmental impacts not adequately addressed in the EIS prepared for the Pacific Ridge Neighborhood Improvement Plan or other existing documents designated in DMMC 16.04.200 as possible bases for the City's exercise of SEPA authority.

(h) Within 30 days after receipt of a complete application for a project seeking designation as a "Planned Action", the community development director shall prepare a written determination as to whether such project constitutes a "Planned Action". If not, the project may not be deemed a Planned Action and a threshold determination is required, setting forth the nature and scope of any additional environmental review as provided by WAC 197-11-172(b).

Sec. 4. The City of Des Moines' Pacific Ridge Neighborhood Improvement Plan adopted by Ordinance No. 1266 and amended by Ordinance No. 1284 is hereby amended to include the addendum to the environmental impact statement for the Pacific Ridge Neighborhood Improvement Plan, which addendum is incorporated by this reference and attached as Exhibit "B".

Sec. 5. Findings. Consistent with RCW 43.21C.031 and WAC 197-11-168, the City Council hereby incorporates and adopts the findings set forth in the preamble to this ordinance as well as those included in Exhibit "A", attached hereto, in support of its underlying decision to designate certain projects in the Pacific Ridge area as "Planned Actions".

Sec. 6. Severability - Construction.

(1) If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.


(2) If the provisions of this ordinance are found to be inconsistent with other provisions of the Des Moines Municipal Code, this ordinance is deemed to control.

Sec. 7. Effective Date. This ordinance shall take effect and be in full force five (5) days after its passage, approval, and publication in accordance with law.

PASSED BY the City Council of the City of Des Moines this 13th day of December, 2001 and signed in authentication thereof this 13th day of December, 2001.


M A Y O R

APPROVED AS TO FORM:


City Attorney

ATTEST:


City Clerk

Published: December 20, 2001

*Exhibit "B" on file in City Clerk's
files per. RCW 35A.12.140*

EXHIBIT "A"
ORDINANCE NO. 1298

FINDINGS – PACIFIC RIDGE SEPA PLANNED ACTIONS

1. Ordinance No. 1298 establishes procedures whereby land uses and building types allowed by and consistent with the: a) Pacific Ridge Element of the Greater Des Moines Comprehensive Plan (GDMCP); b) Pacific Ridge Neighborhood Improvement Plan (NIP); and c) Pacific Ridge zoning regulations may be designated as planned actions.
2. The following documents contain detailed analysis of the potential environmental impacts that may accompany redevelopment of the Pacific Ridge area:
 - a. Environmental Impact Statement (EIS) for the Pacific Ridge NIP (July 2000).
 - b. Addendum to the Pacific Ridge NIP EIS (December 2001).
 - c. City of Des Moines Comprehensive Transportation Plan (1993) and the draft Update of the City of Des Moines Comprehensive Transportation Plan (2001).
3. The City Council finds that the above-referenced environmental studies adequately identify and address the project-level environmental impacts that may result from redevelopment of Pacific Ridge.
4. The Pacific Ridge Element of the GDMCP and the Pacific Ridge NIP together constitute a subarea plan for the area known as Pacific Ridge.
5. Land development proposals that are consistent with the NIP and that are within the scope of development considered in the NIP EIS constitute actions that are subsequent to and that implement the subarea plan for Pacific Ridge.
6. Pacific Ridge is located within the urban area of King County, an urban growth area as defined in RCW 36.70A.030.
7. WAC 197-11-164 excludes essential public facilities from being considered planned actions. Essential public facilities are defined by RCW 36.70A.200.
8. Land development proposals that are consistent with the NIP and that are within the scope of development considered in the NIP EIS are considered to be consistent with the Greater Des Moines Comprehensive Plan.
9. Ordinance No. 1298 limits the applicability of the planned action process to certain types of development and to a specific geographic area that is less extensive than the jurisdictional boundaries of the City of Des Moines.
10. Ordinance No. 1298 specifies the criteria that must be satisfied in order for a proposed land use action to be determined to be a SEPA planned action.
11. Ordinance No. 1298 requires that new developments within Pacific Ridge contribute funds to the Pacific Ridge Transportation Mitigation Plan. The Pacific Ridge Transportation Mitigation Plan provides transportation mitigation measures comparable to those that would be imposed using SEPA substantive authority during permit review.
12. Ordinance No. 1298 requires that new developments include mitigation measures relating to surface water as necessary to avoid significant adverse impacts. This requirement provides surface water mitigation measures comparable to those that would be imposed using SEPA substantive authority during permit review.
13. The City Council intends to review the planned action provisions for Pacific Ridge no later than 2012 to determine if environmental impacts are adequately addressed during permit review.

LEGAL NOTICE
SUMMARY OF ADOPTED ORDINANCE
CITY OF DES MOINES

ORDINANCE NO. 1298, Adopted December 13, 2001.

DESCRIPTION OF MAIN POINTS OF THE ORDINANCE:

This ordinance relates to SEPA Planned Actions, adds a new section to Article VI of chapter 16.04 DMMC to summarize existing state and city law authorizing designation of "Planned Actions"; designates Pacific Ridge as an area in which development proposals may be reviewed as Planned Actions; amends the Pacific Ridge Neighborhood Improvement Plan; and adopts findings supporting the potential designation of certain development proposals within Pacific Ridge as SEPA Planned Actions

The full text of the ordinance will be mailed without cost upon request.

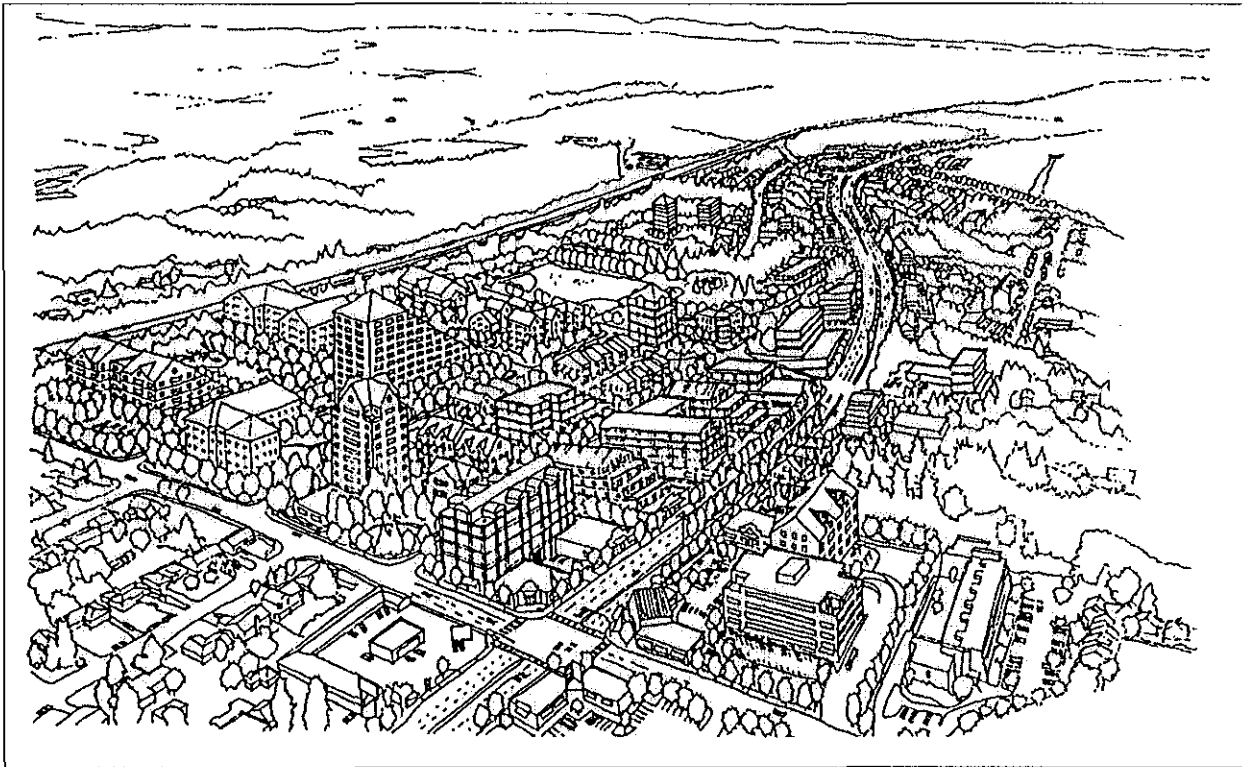
Denis Staab
City Clerk

Published: December 20, 2001

Exhibit "B"
in Top File
Drawer

CITY OF DES MOINES

ADDENDUM TO THE ENVIRONMENTAL IMPACT STATEMENT FOR THE PACIFIC RIDGE NEIGHBORHOOD IMPROVEMENT PLAN



December 6, 2001

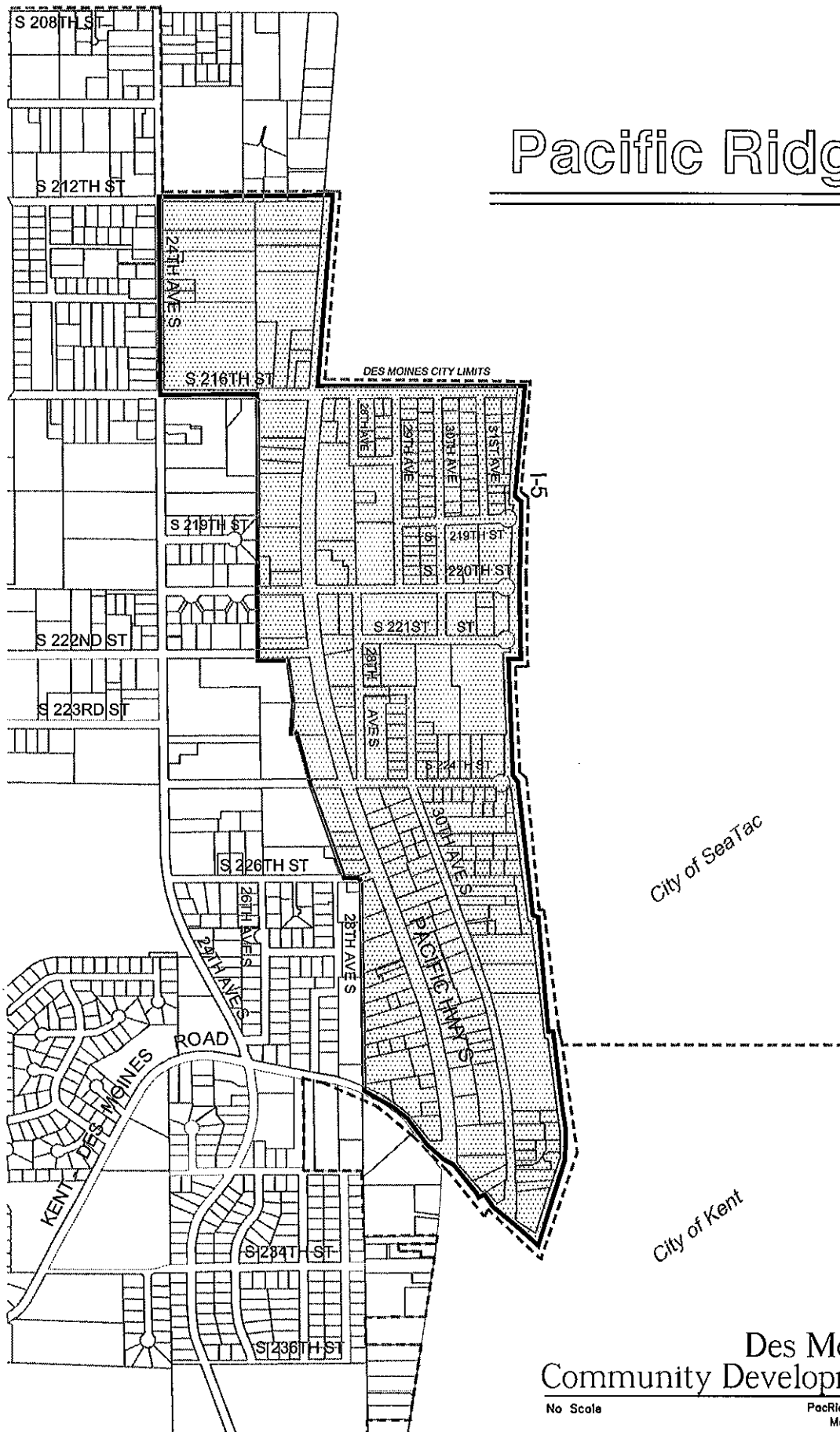
ISSUING AGENCY



City of Des Moines
Community Development Department
21630 11th Avenue South, Suite D
Des Moines, WA 9819



Pacific Ridge



Des Moines
Community Development

No Scale

PacRidgeBase.dwg
May 25, 2001

TITLE PAGE & ACKNOWLEDGEMENTS

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

City of Des Moines Administration

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Denis Staab, *City Clerk*
Scott McCarty, *Finance Director*
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Madrona Planning & Development Services
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The Transpo Group, Inc.
11730 118th Avenue NE, Suite 600
Kirkland, WA 98034
425.825.8434

This document proposes that phased redevelopment of the Pacific Ridge Area of the City of Des Moines be designated by the City as a Planned Action pursuant to SEPA (WAC 197-11-168(c)). The Planned action designation by the City would reflect a decision that adequate environmental review has been completed. Further environmental review under SEPA for each specific development phase in Pacific Ridge would not be necessary if it is determined that each phase is consistent with the development levels specified in a Planned Action ordinance. The Pacific Ridge Neighborhood Improvement Plan and Integrated EIS (adopted by the Des Moines City Council on July 13, 2000) supplements the Greater Des Moines Comprehensive Plan (GDMCP) and the Des Moines Municipal Code (DMMC).

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FACT SHEET (WAC 197-11-440(2))

PROJECT TITLE	Pacific Ridge SEPA Planned Action Ordinance.
PROPOSED ACTION	<p>The applicant, the City of Des Moines, is proposing that phased redevelopment of the Pacific Ridge Sub Area be designated as a Planned Action pursuant to SEPA (WAC 197-11-168(c)). The Planned Action designation would reflect a decision that adequate environmental review has been completed. Further environmental review under SEPA for each specific development would not be necessary if it is determined that such development is consistent with the levels specified by the Planned Action Ordinance.</p> <p>The Proposed Action includes:</p> <ul style="list-style-type: none">• Designation of Pacific Ridge as a SEPA planned action.• Amendment of the Pacific Ridge Neighborhood Improvement Plan EIS to include this EIS Addendum.• Implementation of the Pacific Ridge Transportation Mitigation Plan. <p>To facilitate the City's consideration of the Planned Action designation and environmental review of implementation of the Planned Action, three "Test Case" scenarios have been formulated.</p> <p>Applications for construction-related permits for redevelopment of specific sites would be made separately by the proponents of redevelopment projects. None are proposed at this time. Issuance of these construction-related permits is included within the scope of environmental review for the Proposed Action.</p>
ALTERNATIVES	The alternative would be no change in the existing process of SEPA review for individual non-exempt projects.
LOCATION	Pacific Ridge is located within the northeast corner of the City of Des Moines.
PROPONENT/ APPLICANT	The City of Des Moines

DATE OF IMPLEMENTATION	December 2001.
LEAD AGENCY	City of Des Moines Community Development Department 21630 11 th Avenue South, Suite D Des Moines, WA 98198
RESPONSIBLE OFFICIAL	Judith Kilgore, Director Community Development Department City of Des Moines 21630 11 th Avenue South Suite D Des Moines, WA 98198
CONTACT PERSON	Corbitt Loch, Planning Manager
REQUIRED APPROVALS	Planned Action Ordinance Municipal Code Text Amendments
PREVIOUS ENVIRONMENTAL DOCUMENTS	This Addendum supplements the previous Pacific Ridge Neighborhood Improvement Plan EIS issued by the City of Des Moines July 13, 2000.
EIS AUTHORS AND PRINCIPAL CONTRIBUTORS	City of Des Moines Community Development Department 21630 11 th Avenue South, Suite D Des Moines, WA 98198 Madrona Planning & Development Services, Inc. 5604 20 th Ave. NW/1256 Lawrence Street Seattle, WA 98107/Port Townsend, WA 98368 The Transpo Group 14335 NE 24 th Street, Suite 201 Bellevue, WA 98007

LOCATION OF BACK-
GROUND
INFORMATION

City of Des Moines
Community Development Department
21630 11th Avenue South, Suite D
Des Moines, WA 98198

DATE OF
ADDENDUM ISSUANCE December 6, 2001

DATE COMMENTS DUE 4:30 PM, December 13, 2001

ADDENDUM
PURCHASE PRICE Ten dollars (\$10.00).

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TABLE OF CONTENTS

Title Page and Acknowledgements	A-1
Fact Sheet	B-1
Table of Contents	C-1
Section One -- Summary	1-1
Purpose of the Proposed Action	1-1
Planned Action Process	1-2
EIS Addendum	1-3
Future Project Review -- Transportation Mitigation Plan	1-3
Conclusion	1-5
Section Two -- Environmental Review	2-1
Addendum to the EIS	2-1
Site Description	2-1
Objectives/Proposed Action	2-1
Planned Action Ordinance	2-2
Excluded Projects	2-2
Case Study Review	2-2
Test Case Matrix	2-6 to 2-14
Section Three -- Guidelines for Administrative Review	3-1
Matrix	3-2 to 3-9
Section Four -- Implementation	4-1
Implementation of Adopted Policies	4-1
Summary of Planned Action Permit Process	4-3
Pacific Ridge Transportation Mitigation Plan	4-3
Section Five -- Conclusions	5-1

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SECTION ONE—SUMMARY

This section provides a summary of the Addendum to the Pacific Ridge Neighborhood Improvement Plan and Integrated Environmental Impact Statement (NIP EIS) for the Pacific Ridge Planned Action. It describes the proposal, planned action process and the impact to future project review. This Addendum to the EIS builds on the information developed in 2000 and applies the “planned action” approach intended to facilitate development consistent with the City’s comprehensive planning efforts under the Growth Management Act.

In 1995, Washington’s state legislature passed the regulatory reform measure known as Engrossed Substitute House Bill (ESHB) 1724. ESHB 1724 requires that local governments integrate environmental review with growth management planning. ESHB 1724 authorizes a consolidated environmental review for what it terms “planned actions”. Planned actions are appropriate for areas where all environmental impacts can be evaluated at the planning stage, and can be applied only to areas smaller than the entire City.

The City of Des Moines proposes to apply the planned action approach to the Pacific Ridge Neighborhood, a sub-area of the City which is specifically delineated in the City’s Comprehensive Plan, and further described in the Pacific Ridge NIP EIS, adopted by the City on July 13, 2000. The NIP encourages the redevelopment of Pacific Ridge into a more vital, safe, and productive region of the City, while enhancing its mix of commercial and residential uses.

PURPOSE OF THE PROPOSED ACTION

As stated in the NIP, the City of Des Moines proposes to use the planned action process to encourage and expedite the responsible redevelopment of Pacific Ridge. The NIP modified the zoning code and Comprehensive Plan to clarify the City’s rules for property owners. The modifications are intended to streamline the project review and approval process by eliminating the need for “project by project” SEPA review while at the same time protecting the environment as required by SEPA.

The proposed actions include:

- 1) Designation of development and land uses identified within the Pacific Ridge NIP as a SEPA planned action.
- 2) Adoption of the Addendum to the Pacific Ridge EIS as an amendment to the Pacific Ridge NIP.
- 3) Implementation of the Pacific Ridge Transportation Mitigation Plan in lieu of project-by-project mitigation of transportation impacts.

To facilitate the City’s consideration of the Planned Action designation and environmental review of the implementation of the Planned Action, the Pacific Ridge

NIP EIS provides specific information on the potential mix of uses, building density and height, access/circulation, open space opportunities and other development features. This Addendum supplements the analysis contained in the EIS and includes a detailed and expanded traffic analysis with specific attention to concurrency-based transportation issues.

This Addendum builds upon several previous City decisions, including:

1. Adoption of the Pacific Ridge Element of the Greater Des Moines Comprehensive Plan (Ordinance No. 1265).
2. Adoption of the Pacific Ridge Neighborhood Improvement Plan (Ordinance No. 1266).
3. Adoption of Pacific Ridge zoning regulations, codified as ch. 18.31 DMMC (Ordinance No. 1267)
4. Adoption of the Pacific Ridge Design Guidelines (Ordinance No. 1268).
5. Adoption of Pacific Ridge Street Development Standards (Ordinance No. 1284).

Building upon adopted policies and recognized design guidelines means that the basic decisions for Pacific Ridge Neighborhood improvement and the environmental analysis in the EIS need not be repeated. Instead, this Addendum will: 1) focus on how to best implement the direction provided by the NIP; 2) provide case studies to “test” the validity and strength of existing regulations to adequately address development-related environmental concerns; and 3) identify mitigation measures necessary to offset potential environmental impacts relating to surface water and transportation.

Adoption of this Addendum and the Planned Action Ordinance and its implementing regulations does not increase or decrease the environmental standards which all developments must satisfy. The planned action process allows a streamlined permit review process by conducting project-level environmental analysis at the planning stage rather than during permit review.

PLANNED ACTION PROCESS

According to WAC 197-11-164¹, a Planned Action is defined as a project that: is designated as such by ordinance; has had the significant environmental impacts addressed in an EIS; has been prepared in conjunction with a comprehensive plan or sub-area plan, or is a fully contained community, a master planned resort, or a phased project; is located within an urban growth area (or is a master planned resort); is not an essential public facility; and, is consistent with an adopted comprehensive plan.

Consistent with WAC 197-11-164, the proposed action involves designation of the Pacific Ridge Neighborhood Improvement Plan as a Planned Action. The existing Pacific Ridge Neighborhood Improvement Plan and Integrated Draft Environmental Impact Statement has been adopted as a part of the City’s Comprehensive Plan.

¹ RCW 43.21C.031.

Designating projects as planned actions shifts environmental review of a project from the time a specific permit application is made to an earlier phase in the planning process. The intent is to provide more detailed environmental analysis during planning and consideration of land use changes, rather than at the project permit review stage. In turn, this allows a more-expeditious review of project permits.

The basic steps in designating Planned Action projects are to prepare an EIS (which has previously been accomplished in the Pacific Ridge NIP DEIS and FEIS), designate the planned action project by adoption of an ordinance, and review future permit applications for development relative to their consistency with the designated planned action.

EIS ADDENDUM

The environmental impacts of the Pacific Ridge Neighborhood Improvement Plan project were identified and adequately analyzed in the NIP EIS and this addendum². Planned action projects may only be designated when the City can reasonably analyze the site-specific impacts that would occur as a result of the types of project designated³.

To facilitate the City's consideration of the Planned Action and for the purpose of review and analysis of potential environmental impacts, the Pacific Ridge Neighborhood Improvement Plan was formulated. The plan, which was the subject of the analysis in the EIS, addresses a range of potential site redevelopment, as characterized by an "Existing Conditions/No Action" alternative, and a "Proposed Alternative", i.e. the design guidelines, zoning revisions and infrastructure standards which were incorporated within the plan. It provides conceptual information on the potential mix of uses, building density and height, access/circulation, aesthetics, park and recreation and open space and other development features. The proposed alternative analyzed was intended to provide a basis from which to identify impacts and necessary mitigation for the future redevelopment of Pacific Ridge. The impacts and mitigations were duly itemized in the NIP EIS. The range of potential development included the maximum density and intensity of development that could be expected.

This Addendum was prepared to evaluate, when the SEPA planned action permit review process is used, whether environmental impacts will be addressed as if standard SEPA threshold determinations were made for each development project. This analysis will focus on the elements of the environment with specific emphasis on transportation and utility impacts.

FUTURE PROJECT REVIEW

In order to be considered a planned action project, the City must find that the proposed project satisfies the criteria for designation as a planned action. If the project is determined to be a planned action, neither a threshold determination nor an EIS will be

² WAC 197-11-164.

³ WAC 197-11-168 (c).

required. The planned action project would continue through the permit process pursuant to any notice and other requirements contained in the development regulations (DMMC Title 16 Environment and DMMC Title 18 Zoning). The City may place conditions upon the approval of planned action in order to mitigate adverse environmental impacts. This analysis has identified an important mitigation measure relating to transportation impacts. The proposed transportation mitigation plan is summarized below, with more-detailed information provided in Section 4.

Transportation Mitigation Plan

For new developments which could potentially result in a significant impact to the adjacent transportation system, the City of Des Moines currently requires the preparation of a traffic impact study. In addition to evaluating potential impacts, this study identifies possible mitigation measures under the State Environmental Policy Act (SEPA) and transportation concurrency (if needed). The City is currently in the process of updating the Comprehensive Transportation Plan (CTP). Included in the draft Transportation Plan is a strategy for assessing new developments a Traffic Impact Fee (TIF) to help mitigate project-generated transportation impacts.

The proposed planned action would modify the transportation review and mitigation process for new developments within a portion of the Pacific Ridge Subarea. New developments within an area bounded by S 216th Street to the north, I-5 to the east, Kent-Des Moines Road to the south, and Pacific Highway S to the west would be covered by the proposed changes. New commercial developments fronting the west side of Pacific Highway S also would be included. As an initial step in the review of these developments, a simple traffic impact study would be required to confirm that the development would comply with the City's adopted level of service standards and would not adversely affect transportation concurrency.

Under this proposal and the proposals contained in the draft Comprehensive Transportation Plan, transportation impact fees would be assessed for new development throughout the City. Within Pacific Ridge, a portion of the impact fee collected would be used to fund roadway improvements within Pacific Ridge. The Growth Management Act requires that cities ensure that transportation facilities needed by new growth will be available within six years. Project applicants would prepare simple traffic studies to determine whether other outstanding transportation concurrency issues would exist. In the rare instances when concurrency problems are identified, the applicant would need to coordinate with the City to define appropriate mitigation that would resolve the deficiency within a six-year time period.

Residential developments east of Pacific Highway S would be assessed a mitigation fee based on the number and type (single-family or multi-family) of dwelling units. The fee would also be based on whether the development was located in the north or south districts of the mitigation area, generally separated by S 224th Street. The mitigation fee would be used by the City to improve the core collector/access road system within Pacific Ridge, including street connections and non-motorized facilities. The cost of the core

system serving the north portion on the mitigation area is less than the cost of improvements in the south. This, combined with the estimated growth in traffic anticipated in each of the districts, results in fees for developments in the north district being less than those in the south. The current proposal would exempt new residential developments in the mitigation district from the proposed Citywide transportation impact fee program.

New commercial developments along either side of Pacific Highway S between S 216th Street and Kent-Des Moines Road would also be included in the Pacific Ridge Transportation Mitigation Plan. The new commercial developments would be required to pay the Citywide TIF, if adopted. They would also pay a fee based on their net new trip generation to be used by the City for the core improvements within the Transportation Mitigation Plan. New commercial developments would pay the fee based on 11 percent of their net new PM peak hour trip generation, reflecting the trip connections between the residential uses to the east and the commercial developments along Pacific Highway S. The amount of the Transportation Mitigation Plan fee would be credited against the Citywide TIF.

New developments would also need to construct improvements (curb, gutter, sidewalk, etc.) along their frontage, per current regulations. However, if the frontage is part of the core transportation improvements included in the Transportation Mitigation Plan, then a credit would be applied to make sure that a development is not being charged twice for the same improvement.

As a way to reduce traffic volumes generated by new developments, developers will be encouraged to implement Transportation Demand Management (TDM) programs. These will primarily be applied to residential and office developments. Examples of programs include providing secure bike racks, bus pass subsidies, flexible work schedules, carpool programs, etc.

CONCLUSION

Based on the detailed environmental analysis that has been conducted for the Pacific Ridge NIP, it is appropriate to utilize the SEPA planned action process in this area. Implementation of the Pacific Ridge Transportation Mitigation Plan will adequately mitigate potential transportation impacts. In turn, the permitting process for projects within Pacific Ridge can be expedited without degradation to the environment. An expedited permitting process should help encourage redevelopment of Pacific Ridge and realization of the Pacific Ridge NIP.

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SECTION TWO—ENVIRONMENTAL REVIEW

ADDENDUM TO THE EIS

Project Background

This Addendum updates and extends the previous analysis in the EIS for the Pacific Ridge Neighborhood Improvement Plan (NIP), specifically in the areas of transportation and concurrency issues. This Addendum is intended to fulfill SEPA requirements for future development proposals qualifying as Planned Action projects.

SITE DESCRIPTION

Location

Pacific Ridge is a distinct neighborhood located at the crest of a hill, bordered by Interstate 5 (I-5) on the east, South 212th Street to the north, the Kent-Des Moines Road to the south, and the west line of the properties on the west side of Pacific Highway South (PHS) to the west.

Historic Use of the Site

The Pacific Ridge sub-area was developed primarily during the 50's, 60's, and 70's. It currently has 313 buildings on 290 parcels that collectively equal 167 acres of land. Pacific Highway South bisects Pacific Ridge, the "I-5 Corridor" borders it to the east, and the SeaTac International Airport lies a short distance to the north and west.

Existing Site and Vicinity Land Uses

The majority of property in Pacific Ridge is designated Multi-Family and Commercial. Currently, the proportion of each designation is: Commercial 41%; Multi-Family 31%; Single-Family 13%. Of particular note, Pacific Ridge has a significantly higher concentration of non-family households than Des Moines does as a whole¹. Correspondingly, the concentration of non-family households typically correlates with a more transient population living primarily in renter-occupied housing.

OBJECTIVES/PROPOSED ACTION

The objective of designating Pacific Ridge a planned action is to revitalize and strengthen the Des Moines community as a whole and facilitate improvement to the Pacific Ridge area through environmentally sound actions, and to provide an incentive to redevelopment by reducing permitting timeframes and uncertainty. Expedited review

¹ See, Pacific Ridge Neighborhood Improvement Plan EIS, Existing Conditions—Housing p.2-31.

will result in timesaving, which represents potential monetary savings to project proponents.

PLANNED ACTION ORDINANCE

The land uses and structures identified in Pacific Ridge NIP are proposed to be designated by the City of Des Moines, via ordinance, as a Planned Action pursuant to SEPA².

EXCLUDED PROJECTS

In order for a proposed land use action to be processed as a planned action, the Community Development Director (acting as the SEPA responsible official) must determine that the proposal satisfies the criteria for a planned action. For example, projects that are not consistent with and implement the NIP are not planned actions. Furthermore, developments that will result in significant adverse environmental impacts will not be processed as a planned action. When the Community Development Director determines that a proposal is not a planned action, SEPA checklist and threshold determination requirements will apply.

CASE STUDY REVIEW

The following matrix provides environmental review for three hypothetical developments within Pacific Ridge. The Figure 2-1 illustrates the properties considered in this study.

The purpose of the case studies is to evaluate the effectiveness of existing development regulations and policies in the mitigation of environmental impacts associated with new development consistent with the Pacific Ridge Neighborhood Improvement Plan (NIP). This examination of three hypothetical developments demonstrates that the combination of development regulations and SEPA substantive authority is expected to address likely environmental impacts, irrespective of whether Pacific Ridge is designated as a planned action. As mentioned in the preceding Sections, use of the planned action designation does not limit the City's authority and ability to impose mitigating conditions as necessary. Also, developments that will result in significant environmental impacts are excluded from the definition of a planned action, and such developments would be subject to SEPA checklist and threshold determination requirements.

² WAC 197-11-168.

SEPA ELEMENTS OF THE ENVIRONMENT AND APPLICABLE REQUIREMENTS (Citations)	SUMMARY OF REQUIREMENTS	TEST CASE A <ul style="list-style-type: none"> • 5-story hotel with 145 rooms & structured parking. • 2-story building w/ retail at ground level & professional office on 2nd floor. • 15,000 sq. ft. per floor • Shared surface parking. <p>Two separate buildings. Hotel has ground-level restaurant with some underground parking (due to slope).</p>	TEST CASE B <ul style="list-style-type: none"> • 5 floors condominiums consisting of 100 2-bedroom units; parking for 220 spaces & 154 spaces within parking garage. 	TEST CASE C <ul style="list-style-type: none"> • Existing auto repair & office retained; auto repair converted to retail. • 1-story office (14,000 sq. ft.) with 6 floors 105 residential units; parking below. • 4 floors office (35,000 sq. ft.); parking below. <p>Three separate buildings; existing building in the middle.</p>
<p>EARTH City of Des Moines Comprehensive Storm Water Management Plan (1991).</p> <p>Land Clearing, and Grading Code (ch. 14.60 DMMC).</p> <p>King County Surface Water Design Manual (KCSWDM) [adopted DMMC 16.04.200 (4,d,xv) Environment, and DMMC 18.86.130].</p> <p>Stormwater Management Manual for the Puget Sound Basin (adopted DMMC 16.04.200 (4,d,xvi) Environment).</p> <p>King County Stormwater Pollution Control Manual Best Management Practices (BMPs) for Businesses (adopted DMMC 16.04.200 (4,d,xvii) Environment).</p> <p>Geotechnical—UBC. Building and Construction Code (Title 14 DMMC).</p>	<p>Grading and drainage impacts would be minimized through compliance with existing City regulations. These regulations are intended to minimize both short-term erosion and sedimentation impacts during construction and long-term impacts from stormwater runoff. A grading plan would be required for any project exceeding the minimum threshold and would include measures to limit the area of grading and identify sedimentation and erosion control devices that would be used consistent with the KCSWDM. Compliance with City requirements would minimize any potential significant impacts during construction.</p> <p>If a project exceeded the sq. ft. threshold of existing storm drainage a storm drainage report would be required.</p> <p>BMPs, clearing and grading limits would be required.</p> <p>Temporary Erosion and Sedimentation Control Plan (TESC) would be required.</p> <p>Dept. of Public Works would review permit applications as well as monitor compliance with the 1998 KCSWDM.</p>	<p>Assumptions: No evidence of erosion has been observed on the site. No evidence of landslide activity has been identified. No evidence of liquefaction has been observed.</p> <p>Impacts: Top soil removal, grading, soil compaction, increased soil erosion during construction could occur.</p> <p>All proposed structures would be designed per current codes to withstand the effects of seismic events to reduce the potential impacts of ground motion on the development.</p> <p>Potential geotechnical impacts would include 3 construction related elements: 1) foundations; 2) site preparation; and 3) structural fill placement. Geotechnical oversight would be an integral part of the design and construction process. A geotechnical review of the design plans would be performed before plans were finalized to assist in reducing potential geotechnical impacts. Construction monitoring would be required during foundation and earthwork activities. Adequacy would be evaluated and appropriate responses to site conditions would be addressed.</p> <p>Unmitigated Impacts: Some increase in soil loss during construction. However, sediment transport would be contained within the development area, and no impacts to off-site areas are anticipated.</p> <p>Likely SEPA Mitigation Measures: None.</p>	<p>Similar to Test Case "A".</p>	<p>Similar to Test Case "A".</p>

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AIR <i>State Clean Air Act.</i> <i>Federal Clean Air Act, through EPA and National Ambient Air Quality Standards (NAAQSs).</i> <i>Puget Sound Air Pollution Control Authority (PSAPCA) monitoring. The name of PSAPCA is changing to the Puget Sound Clean Air Authority (PSCAA). PSCAA Regulation III, Article 4, Section 404 regulates asbestos removal prior to building demolition.</i>	<p><i>Rules and regulations as promulgated by Federal and State Clean Air Acts, the State DOE, and PSAPCA would apply to all development.</i></p> <p><i>Construction contractors would have to comply with PSAPCA regulations to avoid dust emissions.</i></p>	<p>Assumptions: Existing air quality is affected by local vehicular traffic sources and industrial/commercial sources in the area, including air traffic emissions from Sea-Tac International Airport.</p> <p>Impacts: Short-term impacts during construction phase would include suspended particulates. Projected increase in vehicle trips would result in increased emissions from vehicles. The emissions from construction equipment could be reduced by using relatively new, well-maintained equipment. Trucking materials to and from the site could be scheduled to minimize congestion during peak travel times and minimize secondary air quality impacts. Spraying areas with water and street cleaning efforts could reduce dust produced by construction.</p> <p>Indoor air quality of the office building and residences could be improved by using HVAC systems.</p> <p>Unmitigated Impacts: Increases in traffic particulates emission due to trip increases could occur. However, however, no significant impacts are anticipated.</p> <p>Likely SEPA Mitigation Measures: None.</p>	<p>Similar to Test Case "A".</p>	<p>Similar to Test Case "A".</p>
WATER <i>City of Des Moines Comprehensive Storm Water Management Plan (1991).</i> <i>Land Clearing, Grading and Filing Code (ch. 14.60 DMMC).</i> <i>King County Surface Water Design Manual [adopted DMMC 16.04.200 (4,d,xv) and DMMC 18.86.130].</i> <i>Stormwater Management Manual for the Puget Sound Basin (adopted DMMC 16.04.200 (4,d,xvi)).</i>	<p><i>Also see "Earth" above.</i></p> <p><i>In response to the mandate of the Puget Sound Water Quality Management Plan (PSWQMP), the City has addressed water-related issues in the Comprehensive Storm Water Management Plan. Additional agencies with responsibility include the Washington State Dept. of Ecology, Dept. of Fish and Wildlife, and Army Corps of Engineers.</i></p> <p><i>Best Management Practices (BMPs) as listed in the KCSWDM would be</i></p>	<p>Assumptions: Additional infiltration within the area would be minimal. Storm water would continue to be conveyed off-site. The area is considered to contribute a nominal percentage of recharge to the underlying aquifer system.</p> <p>Impacts: The site is fully covered by impervious surfaces. Since the properties were developed many years ago and before modern storm water regulations were in effect, there is unlikely to be any onsite detention or retention of storm water. Complete redevelopment of the site would include compliance with current storm water regulations. In all likelihood, onsite detention or retention would be required. So, while the amount of impervious surface may remain the same or may even increase, the amount of runoff</p>	<p>Similar to Test Case "A", except that the amount of impervious surface would increase in comparison to existing conditions..</p>	<p>Similar to Test Case "A", except that the amount of impervious surface would increase in comparison to existing conditions..</p>

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<p><i>King County Stormwater Pollution Control Manual BMPs for Businesses (adopted DMMC 16.04.200 (4,d,xvii)). (KCSPCM)</i></p> <p><i>Geotechnical—UBC.</i></p> <p><i>Clearing & Grading Ordinance.</i></p> <p><i>Puget Sound Water Quality Management Plan (PSWQMP) (adopted DMMC 16.04.200 (4,d,xxvii)).</i></p>	<p><i>followed during any construction. Dept. of Public Works would review permit applications.</i></p> <p><i>Introduction of additional street trees and requirements for landscaping would help reduce stormwater temperatures and to a lesser extent the amount of stormwater.</i></p>	<p>volumes may be less than current conditions. Construction-based earth moving would increase the potential for sediment loading to the stormwater system.</p> <p>Surface parking lots would contribute contaminated stormwater with elevated temperature to the stormwater collection system. Auto-oriented development would continue with no reduction in non-point source pollution from vehicles.</p> <p>Use of the King County Manual and the Ecology Stormwater Management Manual for water quality treatment would mitigate impacts to water quality. SEPA authority would be used to require that new storm water systems detain to the pre-development level.</p> <p>The ground water table under Pacific Ridge is deep.</p> <p>Clearing and grading during construction would expose erodible soils. Rainfall runoff could convey sediments if drainage during construction was not properly controlled. With proper implementation and maintenance of a TESC plan, no long-term impacts to water quality would be reasonably expected from storm runoff.</p> <p>Unmitigated Impacts: None anticipated.</p> <p>Likely SEPA Mitigation Measures: Requirement for a higher standard of detention.</p>		
<p>PLANTS & ANIMALS</p> <p><i>NIP Design Guidelines Landscaping element.</i></p> <p><i>Des Moines Landscaping and Screening Code (ch. 18.41 DMMC).</i></p>	<p><i>None.</i></p>	<p>Assumptions: The area is part of an urbanized region, which has been subject to a variety of disturbances associated with residential and commercial development.</p> <p>Impacts: Limited vegetation exists on the site and virtually no natural or undisturbed areas remain.</p> <p>Unmitigated Impacts: None anticipated.</p> <p>Likely SEPA Mitigation Measures: None.</p>	<p>Similar to Test Case "A".</p>	<p>Similar to Test Case "A".</p>
<p>ENERGY & NATURAL RESOURCES</p> <p><i>Washington State Energy Code for New Construction (DMMC</i></p>	<p><i>None.</i></p>	<p>Assumptions: Energy providers are required by state law to provide adequate levels of service. The City has adopted the State Energy Code for all new construction and it coordinates closely</p>	<p>Similar to Test Case "A".</p>	<p>Similar to Test Case "A".</p>

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<p><i>New Construction (DMMC 14.08.020 (1,a).</i></p> <p><i>Sound Transmission Code. (DMMC 14.08.210-450)</i></p>		<p>all new construction and it coordinates closely with energy providers to ensure that energy supply and infrastructure are adequate to serve development in the City as projected in the Comprehensive Plan.</p> <p>Impacts: Additional electric and potentially natural gas resources would be used as the existing buildings are replaced by larger structures. However, new structures and their HVAC systems would be much more efficient than those within existing buildings. This increase in efficiency/conservation will help offset any increase in consumption of energy.</p> <p>Unmitigated Impacts: None anticipated.</p> <p>Likely SEPA Mitigation Measures: None.</p>		
<p>ENVIRONMENTAL HEALTH</p> <p><i>State Clean Air Act.</i></p> <p><i>Federal Clean Air Act</i></p> <p><i>Puget Sound Air Pollution Control Authority (PSAPCA) monitoring. The name of PSAPCA is changing to the Puget Sound Clean Air Authority (PSCAA).</i></p> <p><i>Maximum Environmental Noise Levels Code (ch. 7.16 DMMC)</i></p> <p><i>Noise Levels (ch. 18.38 DMMC).</i></p> <p><i>Sound Transmission Code. [DMMC 14.08.210-450]</i></p> <p><i>DMMC Title 7 for control of Toxic Materials.</i></p> <p><i>King Co. Health Dept.. Hazardous Waste Collection</i></p>	<p><i>PSAPCA Regulation 9.15 requires implementation of mitigation measures to minimize air resources impacts from construction. PSAPCA Regulation III, Article 4, Section 404 regulates asbestos removal prior to building demolition.</i></p> <p><i>Compliance with PSAPCA requirements has not been specified in the DMMC.</i></p> <p><i>Dominant sources of noise, motor vehicle and aircraft traffic are exempt from WAC regulations.</i></p>	<p>Assumptions: A major source of pollution in the area is automobile emissions. The project would not be a point source of air pollution, requiring air quality permits.</p> <p>Impacts: See Air, above, and Noise, below. Construction activities could have a temporary local impact on air quality through the generation of dust and emissions from construction equipment. Use of PSAPCA Regulation 9.15 for implementation of mitigation measures would minimize construction air impacts. The DMMC establishes limits on the level and duration of noise crossing property boundaries. Construction noise is limited to the daytime hours, and is limited in duration. It is not anticipated that hazardous wastes would be generated with the project. Use and generation of hazardous substances at the site would have to be in compliance with all applicable federal, state, and local regulations.</p> <p>Unmitigated Impacts: None anticipated.</p> <p>Likely SEPA Mitigation Measures: None.</p>	<p>Similar to Test Case "A".</p>	<p>Similar to Test Case "A".</p>

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NOISE <i>(see Environmental Health, above)</i> DMMC 7.16; 14.04.090; 18.38; Sound Transmission Code (DMMC 14.08.210-4500)	<i>Construction work confined to hours defined by City Code.</i> <i>Construction equipment would meet State maximum noise standards.</i>	Assumptions: Typical noise levels from residential and commercial developments are generally minimal compared with traffic and industrial sources. Traffic currently contributes to a major portion of the existing acoustic environment in the site vicinity. Impacts: Ambient noise levels in this area are relatively high due to operations at SeaTac Airport, and traffic on SR 99 and I-5. The Port of Seattle's Part 150 Study recommends closure of Pine Terrace Mobile Home Park because of the infeasibility of insulating mobile homes from aircraft noise. The existing structures were built prior to enactment of the City's Sound Transmission Code. Construction would generate additional noise in the vicinity, as well as increased traffic from the increased density of the development. The DMMC restricts construction hours. Existing noise levels from traffic have not been measured. New noise levels created by the new uses would be offset somewhat by the elimination of the traffic noise associated with the existing land uses. The existing land uses (auto repair, motel, mobile home park, etc.) generate noise. The new uses are indoor uses and are not expected to generate significant noise levels. If necessary, SEPA authority could be used to mitigate noise levels that could be generated by entertainment/dining facilities within the hotel. The Sound Transmission Code would help reduce the transmission of noise through buildings. Unmitigated Impacts: None. Likely SEPA Mitigation Measures: None.	Similar to Test Case "A", except that noise levels would increase more significantly as 100 residences replace four residences. New structures would comply with the Sound Transmission Code.	Similar to Test Case "A".
LAND & SHORELINE USE <i>Comprehensive Plan (Chapter 11 Pacific Ridge Element).</i> <i>Pacific Ridge zoning regulations (ch. 18.31 DMMC), as well as many</i>	<i>Allowed uses and development standards were established during the overall zoning code revision to implement the Pacific Ridge element of the Comprehensive Plan.</i>	Assumptions: Buildings would conform to Pacific Ridge zoning requirements and design guidelines. Building height and other site development would observe all applicable setbacks and landscaping requirements, and frontage improvements would be required under the DMMC. Aesthetically, the site would likely	Similar to Test Case "A".	Similar to Test Case "A".

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<i>other provisions of the Zoning Code (Title 18 DMMC).</i>		<p>improve through development of uses that conform to Pacific Ridge's design guidelines, sign code, and landscaping requirements.</p> <p>Impacts: See the NIP EIS for more information. The overall land use effect would be to intensify the use of the site as compared to the existing assortment of uses. Such intensification would be consistent with the Greater Des Moines Comprehensive Plan and the Zoning Code. The overall land use effect would be to intensify the use of the site. Employment would increase, with associated increases in traffic generation. Aesthetically, the site would improve through development of setbacks and landscaping requirements. Increased density and commercial development would be consistent with the comprehensive plan and DMMC. Because the policy, planning, and zoning basis for land use in Pacific Ridge has already been adopted and is currently administered under the existing Comprehensive Plan and zoning code, impacts to land use have been reviewed.</p> <p>Unmitigated Impacts: None, as changes would be consistent with adopted policies and zoning for the area.</p> <p>Likely SEPA Mitigation Measures: None.</p>		
Housing <i>Pacific Ridge NIP</i>	<i>Countywide Planning Policies/Housing. Comprehensive Plan Goals & Policies.</i>	<p>Assumptions: The site contains a 68 mobile homes that are, in all likelihood, affordable to low, and moderate income households. The mobile home park may be affordable to very low-income households. See the analysis of housing-related impacts and potential mitigation measures contained in the NIP EIS. Washington State Courts have invalidated much of the legislation adopted by either the State or local jurisdictions designed to protect mobile home park tenants from park closures.</p> <p>Impacts: See NIP EIS</p> <p>Unmitigated Impacts: See NIP EIS.</p> <p>Likely SEPA Mitigation Measures: The City could require that applicants implement one or</p>	<p>Assumptions: Residential units would be provided and add to the City's housing stock. The total number of residences within Pacific Ridge would increase.</p> <p>Similar to Test Case "A".</p>	<p>Similar to Test Case "B".</p>

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		more measures to lessen the severity of adverse housing impacts associated with displacement. For example, the City could require that applicants obtain the services of one or more non-profit housing agencies to assist with relocation of low-income residents.		
AESTHETICS, LIGHT AND GLARE <i>Pacific Ridge NIP Plan Design Guidelines—Building Elements, Details, Materials</i> <i>Greater Des Moines Comprehensive Plan Policies 11-03-03; 11-03-05</i> <i>Heights of Buildings [DMMC 18.31.090 (7-10)].</i>	<i>Comprehensive Plan 11-03-03 allows building to 55-120 feet in height.</i> <i>DMMC 18.31.090(9, a-c) specifies maximum height:</i> <i>PR-R: 35 feet.</i> <i>PR-C1: 55 feet; PR-C1 PHS 85 feet.</i> <i>PR-C2: 55 feet.</i> <i>DMMC 18.31.090(11):</i> <i>Condominium Height Bonus: in PR zone 36-120 feet.</i>	Assumptions: The area is mixed-use and contains various building types. Impacts: Implementation of the adopted design standards improving building design, landscaping, stormwater facility development, street and parking design, would change the existing character of the site. Some increases in shading and glare conditions would occur. Redevelopment would include removal of old exterior lighting and signs and the establishment of lights and signs that conform to current design requirements. For example, the sign regulations and the design guidelines for Pacific Ridge prohibit translucent sign backgrounds and unshielded exterior lights. Unmitigated Impacts: None. Likely SEPA Mitigation Measures: None.	Similar to Test Case “A”.	Similar to Test Case “A”.
RECREATION <i>Onsite recreation area requirements (ch. 18.45DMMC and DMMC 18.31.080).</i> <i>Greater Des Moines Comprehensive Park and Recreation Plan (1996).</i> <i>2000-2005 Capital Improvement Plan.</i> <i>King County Recreation Area Design Handbook (adopted DMMC 16.04.200 (4,xxviii)).</i> <i>Standard Specifications for Construction of Trails (1984) (adopted DMMC 16.04.200 (4,xxvi)).</i>	<i>Previous calculations shown in the FEIS, NIP, Parks and Recreation Plan, and CIP have adopted standards to provide these facilities through developer investment including dedication of land, construction or renovation of park facilities, and fees-in-lieu.</i> LOS standards (Parks Plan): <i>Mini-parks (1-3 acres/1000 population) w/i one-quarter miles of all residences.</i> <i>Neighborhood parks (2.5 acres/1,000 population) w/i one-half mile of all residences and businesses.</i> <i>Community parks (3.5 acres/1,000</i>	Assumptions: The Greater Des Moines Comprehensive Plan contains objectives and policies regarding parks and open spaces implemented through the Park and Recreation Plan. The Greater Des Moines Comprehensive Plan calls for the expansion of Midway Park to the east and west. The Des Moines Sports Park complex (Steven J. Underwood Memorial Park) is being constructed nearby at 24 th Avenue South. Impacts: None. The new hotel would, in all likelihood, contain onsite recreation facilities. Unmitigated Impacts: None. Likely SEPA Mitigation Measures: None.	Assumptions: The condominiums would require provision of common and private recreation areas for each dwelling. The Greater Des Moines Comprehensive Plan calls for the expansion of Midway Park to the east and west. The Des Moines Sports Park complex (Steven J. Underwood Memorial Park) is being constructed nearby at 24 th Avenue South. Impacts: Would increase the demand on nearby park and recreational facilities. Using the LOS standards, the City would need to determine how	Similar to Test Case “A” and “B”.

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<i>Pacific Ridge NIP Guidelines—Pedestrian Amenities, Connections, Open Space</i>	<p>population) w/ 3-5 miles of all residences. Sports fields (4-6 acres/1,000 population). Trails and pathways 0.6 miles/1,000 population</p>		<p>many additional acres of parks and recreation facilities would be required. Tax revenues generated from redevelopment of the site could help offset the direct park impacts of the project. Consistent with the Pacific Ridge Design standards and DMMC, the proposal would be required to include provision of various recreational areas/activities. The NIP calls for enlargement of the Midway Park to increase recreational opportunities within Pacific Ridge.</p> <p>Unmitigated Impacts: None. Likely SEPA Mitigation Measures: None.</p>	
HISTORICAL & CULTURAL PRES. <i>Protection of Archeological and Historic Sites (ch. 18.96 DMMC).</i> <i>Adoption of Chapter 51.19 WAC State Historic Building Code (DMMC 14.08.020).</i>	<p><i>Where historic resources exist, the City can require special mitigation studies/plans to evaluate and potentially minimize impacts upon historic resources.</i></p>	<p>Assumptions: There are no identified historic sites within the Test Case. Impacts: The lack of identification does not eliminate potential archaeological or paleontological sites being present. Unmitigated Impacts: None anticipated. Likely SEPA Mitigation Measures: Should unanticipated historical or cultural resources be identified on-site, construction would be required to stop immediately. The State Office of Archaeology and Historic Preservation would be notified.</p>	<p>Similar to Test Case "A".</p>	<p>Similar to Test Case "A".</p>
TRANSPORTATION <i>Transportation Element of the Comprehensive Plan (1995).</i> <i>City of Des Moines Street Development Standards (1996) (adopted DMMC 16.04.200 (4,ix)).</i>	<p><i>For new developments that could potentially result in a significant impact to the adjacent transportation system, the City currently requires the preparation of a traffic impact study. In addition to evaluating potential impacts, this study identifies possible mitigation</i></p>	<p>Assumptions: Adoption of the draft Transportation Comprehensive Plan, including Citywide traffic impact fee. No frontage improvements would be required along Pacific Highway S as improvements are identified in the City's current improvement project. 29th Avenue S would also provide vehicular access and therefore, frontage improvements (curb, gutter,</p>	<p>Assumptions: Adoption of the draft Comprehensive Transportation Plan, including Citywide traffic impact fee. Submission of a traffic impact study documenting that transportation concurrency would occur.</p>	<p>Assumptions: Adoption of the draft Comprehensive Transportation Plan, including Citywide traffic impact fee. No frontage improvements would be required along Pacific Highway S as improvements are identified in the City's TIP. 30th Avenue S</p>

¹ Mitigation Measures identified assume the implementation of the Pacific Ridge Transportation Mitigation Plan.

SEPA ELEMENTS OF THE ENVIRONMENT AND APPLICABLE REQUIREMENTS (Citations)	SUMMARY OF REQUIREMENTS	TEST CASE A <ul style="list-style-type: none"> • 5-story hotel with 145 rooms & structured parking. • 2-story building w/ retail at ground level & professional office on 2nd floor. • 15,000 sq. ft. per floor • Shared surface parking. <p>Two separate buildings. Hotel has ground-level restaurant with some underground parking (due to slope).</p>	TEST CASE B <ul style="list-style-type: none"> • 5 floors condominiums consisting of 100 2-bedroom units; parking for 220 spaces & 154 spaces within parking garage. 	TEST CASE C <ul style="list-style-type: none"> • Existing auto repair & office retained; auto repair converted to retail. • 1-story office (14,000 sq. ft.) with 6 floors 105 residential units; parking below. • 4 floors office (35,000 sq. ft.); parking below. <p>Three separate buildings; existing building in the middle.</p>
<p><i>Highway Capacity Manual 2000 (adopted DMMC 16.04.200 (4,viii).</i></p> <p><i>Institute of Transportation Engineers, Trip Generation (1997) (adopted DMMC 16.04.200 (4,x).</i></p> <p><i>Pacific Ridge NIP Design Guidelines—Sidewalks, Vehicular Circulation, Parking.</i></p>	<p><i>measures under SEPA and transportation concurrency (if needed). In addition, new developments (primarily residential or office in nature) may be required to develop and implement a Transportation Demand Management (TDM) program administered by the City.</i></p>	<p>sidewalk, etc.) would be required. Submission of a traffic impact study documenting that transportation concurrency would occur.</p> <p>Impacts: 54 net new weekday PM peak hour trips. This estimate accounts for trip reductions attributable to existing land uses and commercial pass-by traffic.</p> <p>Likely SEPA Mitigation Measures¹: Payment of the Citywide traffic impact fee (approx. \$127,100 after \$10,500 credit) and Pacific Ridge Mitigation Fee for the North District (approx. \$10,500), construction of frontage improvements along 29th Avenue S (estimated at \$122,100), and development of a TDM program for the new office uses, including participation in Transportation Demand Management programs.</p> <p>Unmitigated Impacts: Due to applicable credits, impacts to the Citywide transportation system generated by the new residential units would not be mitigated (approx. \$10,500 in potential traffic impact fees would not be collected).</p>	<p>Impacts: 58 net new weekday PM peak hour trips. This estimate accounts for trip reductions attributable to existing land uses. Due to applicable credits, impacts to the Citywide transportation system generated by the new residential units would not be mitigated (approx. \$147,100 in potential traffic impact fees would not be collected).</p> <p>Likely SEPA Mitigation Measures: Payment of the Pacific Ridge Mitigation Fee for the South District (approx. \$163,600), construction of frontage improvements along S 224th Street (estimated at \$125,000), and development of a TDM program for the new residential dwelling units, including participation in a future TMA for the area.</p> <p>Unmitigated Impacts: The City would need to augment the revenue of the Citywide impact fee program in order to offset the deficiency created by the development incentive credit. This would be achieved through grants or similar programs offered by other agencies. Using grant funds for this purpose may make fewer funds available for other roadway projects elsewhere.</p>	<p>would also provide vehicular access and therefore, frontage improvements (curb, gutter, sidewalk, etc.) would be required. Submission of a traffic impact study documenting that transportation concurrency would occur.</p> <p>Impacts: 173 net new PM peak hour trips. This estimate accounts for trip reductions attributable to existing land uses and commercial pass-by traffic. Due to applicable credits, impacts to the Citywide transportation system generated by the new residential units would not be mitigated (approx. \$160,100 in potential traffic impact fees would not be collected).</p> <p>Likely SEPA Mitigation Measures: Payment of the Citywide traffic impact fee (\$278,600 after \$160,100 credit) and Pacific Ridge Mitigation Fee for the South District (\$34,500 after \$185,900 credit for 30th Avenue S frontage improvements), construction of frontage improvements along 30th Avenue S, and development of a TDM program for the new residential dwelling units and office uses, including participation in a future TMA for the area.</p> <p>Unmitigated Impacts: The City would need to augment the revenue of the Citywide impact fee program in order to offset the</p>

SEPA ELEMENTS OF THE ENVIRONMENT AND APPLICABLE REQUIREMENTS (Citations)	SUMMARY OF REQUIREMENTS	TEST CASE A <ul style="list-style-type: none">• 5-story hotel with 145 rooms & structured parking.• 2-story building w/ retail at ground level & professional office on 2nd floor.• 15,000 sq. ft. per floor• Shared surface parking. Two separate buildings. Hotel has ground-level restaurant with some underground parking (due to slope).	TEST CASE B <ul style="list-style-type: none">• 5 floors condominiums consisting of 100 2-bedroom units; parking for 220 spaces & 154 spaces within parking garage.	TEST CASE C <ul style="list-style-type: none">• Existing auto repair & office retained; auto repair converted to retail.• 1-story office (14,000 sq. ft.) with 6 floors 105 residential units; parking below.• 4 floors office (35,000 sq. ft.); parking below. Three separate buildings; existing building in the middle.
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				deficiency created by the development incentive credit. This would be achieved through grants or similar programs offered by other agencies. Using grant funds for this purpose may make fewer funds available for other roadway projects elsewhere.
PUBLIC SERVICES <i>Des Moines Comprehensive Plan Chapter 15.7.</i> <i>Six-Year Capital Improvement Program.</i> <i>Uniform Building and Fire Code.</i>		Assumptions: An increase in population would increase the demand for public services. However, as the population and demographics of the area change, the nature of the demand for services may change as much as the absolute demand. Impacts: Schools: No impact. Fire: Building would be required to meet UFC requirements Police: Due to the additional population during both daytime and nighttime hours, it is possible that demand for police would increase. However, it is also possible that additional on-site residential population would curb suspicious activity, and redevelopment standards [especially the Crime Prevention Through Environmental Design (CPTED) requirements] would serve to help control crime. Tax revenues generated from redevelopment of the site, accruing to the City, would help offset the direct police service impacts of the project. Unmitigated Impacts: None. Likely SEPA Mitigation Measures: None.	Assumptions: Similar to Test Case "A". Impacts: Residential use of condominiums would generate additional students. However, property tax revenues from the development would accrue to the School District and would help offset the effects of added students (if any). Fire and Police services Similar to Test Case "A". Unmitigated Impacts: None. Likely SEPA Mitigation Measures: None.	Similar to Test Case "B".

SEPA ELEMENTS OF THE ENVIRONMENT AND APPLICABLE REQUIREMENTS (Citations)	SUMMARY OF REQUIREMENTS	TEST CASE A <ul style="list-style-type: none"> • 5-story hotel with 145 rooms & structured parking. • 2-story building w/ retail at ground level & professional office on 2nd floor. • 15,000 sq. ft. per floor • Shared surface parking. • Two separate buildings. Hotel has ground-level restaurant with some underground parking (due to slope). 	TEST CASE B <ul style="list-style-type: none"> • 5 floors condominiums consisting of 100 2-bedroom units; parking for 220 spaces & 154 spaces within parking garage. 	TEST CASE C <ul style="list-style-type: none"> • Existing auto repair & office retained; auto repair converted to retail. • 1-story office (14,000 sq. ft.) with 6 floors 105 residential units; parking below. • 4 floors office (35,000 sq. ft.); parking below. • Three separate buildings; existing building in the middle.
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UTILITIES <i>Highland Water District Comprehensive Plan.</i> <i>Midway Sewer District Plan.</i> <i>Contract with SeaTac Disposal</i> <i>Des Moines Waste Reduction and Recycling Plan.</i> <i>King County Comprehensive Solid Waste Management Plan.</i> <i>See Stormwater, above.</i> <i>Telecommunications Code (Title 20 DMMC).</i>	<p><i>Water: Highline Water District has indicated that there is sufficient the capacity and capital facilities to serve the potential increase in water and fire flow demands.</i></p> <p><i>Sewer: Midway Sewer District, service provider for the area, would require improvements and/or extensions depending upon the project. Connection fees, local facility charges, and LID charges provide for funding. Recent improvements have been made to the treatment plant to accommodate future demands.</i></p> <p><i>Solid Waste: King County Cedar Hills Landfill would accommodate the area's solid waste needs through 2010 or 2020 if waste reduction goals were achieved.</i></p> <p><i>Existing regulations require adequate water, sewer, and storm water systems. Each utility system has been comprehensively designed to serve the buildout level of development.</i></p>	<p>Assumptions: Water: Domestic water is provided by Highline Water District. Sewer: Sanitary sewer service is provided by Midway Sewer District. Impacts: Impacts to water and sewer service would be anticipated. However, the area is already developed and the site is adequately served by existing infrastructure. Additionally, service providers have indicated sufficient capacity for redevelopment. Unmitigated Impacts: None. Likely SEPA Mitigation Measures: None.</p>	<p>Similar to Test Case "A".</p>	<p>Similar to Test Case "A".</p>
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Case Study - Conclusions

The case studies show that, overall, existing regulations and policies will adequately and appropriately mitigate potential environmental impacts. Use of SEPA substantive authority may be required to ensure that the design of surface water systems is adequate. Furthermore, use of the proposed Pacific Ridge Transportation Mitigation Plan to will mitigate transportation-related impacts.

As has been previously noted, not all actions would be covered by the proposed planned action approach for the sub-area. Some potential development proposals could generate a higher of a level of environmental impact than anticipated by the planned action. In addition, other potential projects may raise uncertainty regarding adverse cumulative impacts. Development proposals with such impacts/uncertainty will not be designated as a planned action, and a SEPA checklist and threshold determination would be required.

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SECTION THREE—GUIDELINES FOR ADMINISTRATIVE REVIEW

The following matrix was prepared to assist permit review staff during the evaluation of planned actions. The matrix summarizes existing regulations and policies that mitigate adverse environmental impacts, and provides guidance when additional mitigation may be needed.

ELEMENT OF ENVIRONMENT	IMPACTS	APPLICABLE REGULATIONS & MITIGATIONS	CONSIDERATIONS FOR MITIGATION
<p>Earth</p> <p>Existing Conditions:</p> <p>Geology</p> <p>Soils</p> <p>Groundwater</p> <p>Potential Hazards</p> <p>Erosion</p> <p>Landslides</p> <p>Seismic Hazard</p>	<ul style="list-style-type: none"> Topsoil removal, grading, soil compaction, increased soil erosion through road and development-related grading activities, and the potential during construction for sediments to migrate off-site. Proposed buildings could be subject to liquefaction potential during seismic events. 	<ul style="list-style-type: none"> City of Des Moines Comprehensive Storm Water Management Plan (1991) DMMC 14.60 King County Surface Water Design Manual [adopted DMMC 16.04.200 (4,d,xv) and DMMC 18.86.130] Stormwater Management Manual for the Puget Sound Basin (adopted DMMC 16.04.200 (4,d,xvi)) King County Stormwater Pollution Control manual BMPs for Businesses (adopted DMMC 16.04.200 (4,d,xvii)) Grading and drainage impacts would be minimized through compliance with existing City regulations. These regulations are intended to minimize both short-term erosion and sedimentation impacts during construction and long-term impacts from stormwater runoff. A grading plan would be required for any project (exceeding the minimum threshold) that included measures to limit the area of grading and identify sedimentation and erosion control devices that would be used consistent with the King County Surface Water Design Manual. Compliance with City requirements would minimize any potential significant impacts during construction. All structures would be designed per current codes to withstand the effects of seismic events to reduce the potential impacts of ground motion. Geotechnical oversight would be an integral part of the design and construction process. Geotechnical review of the design plans would be performed before plans were finalized. Construction monitoring would be required. 	<p><i>Grading which creates significant impacts topographic variation will not be reviewed as a planned action.</i></p> <p><i>The geotechnical engineer would review the grading, erosion, and drainage plans prior to final design to mitigate erosion and sediment transport hazards during and after development. Additional erosion mitigation measures may be offered at the time of final design in response to site-specific plans. Provided reasonable mitigation measures are properly followed, it is anticipated that sediment transport would be contained within the development area, and no impacts to on site or off site areas would be anticipated.</i></p> <p><i>The risk of landslides on the site is extremely low, and no impacts are anticipated.</i></p> <p><i>Any earthquake damage to the proposal would be caused by the intensity and acceleration associated with the event and not by specific site conditions.</i></p> <p><i>WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</i></p>

ELEMENT OF ENVIRONMENT	IMPACTS	APPLICABLE REGULATIONS & MITIGATIONS	CONSIDERATIONS FOR MITIGATION
Air	<ul style="list-style-type: none"> • Short-term impacts during construction phase would include suspended particulates. • Projected increase in vehicle trips would result in increased emissions from vehicles. 	<ul style="list-style-type: none"> • State Clean Air Act • Federal Clean Air Act • PSAPCA monitoring • Rules and regulations as promulgated by Federal and State Clean Air Acts, the State DOE, and PSAPCA would apply to all development • Actions that reduce traffic volumes, or increase average travel speeds, or reduce congestion and delay at intersections would tend to reduce emissions and related pollutant concentrations. (Refer also to Transportation.) 	<p><i>None. WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</i></p>

ELEMENT OF ENVIRONMENT	IMPACTS	APPLICABLE REGULATIONS & MITIGATIONS	CONSIDERATIONS FOR MITIGATION
Water Surface Water Ground Water Wetlands Water Quality	<ul style="list-style-type: none"> • Further development would increase impervious surfaces and would increase total volume and peak discharge rates of runoff. • Construction-based earth moving would increase potential for sediment loading to the stormwater system. • Surface parking lots would contribute contaminated stormwater to the collection system. Auto-oriented development would continue with no reduction in non-point source pollution from vehicles. • Clearing and grading during construction could expose erodible soils and rainfall runoff could convey sediments off-site. 	<ul style="list-style-type: none"> • City of Des Moines Comprehensive Storm Water Management Plan (1991) • DMMC 14.60 • King County Surface Water Design Manual [adopted DMMC 16.04.200 (4,d,xv) and DMMC 18.86.130] • Stormwater Management Manual for the Puget Sound Basin (adopted DMMC 16.04.200 (4,d,xvi)) • King County Stormwater Pollution Control manual BMPs for Businesses (adopted DMMC 16.04.200 (4,d,xvii)) • 8. Puget Sound Water Quality Management Plan (adopted DMMC 16.04.200 (4,d,xxvii)) • See "Earth" above. • In response to the mandate of the PSWQMP, the City has addressed water-related issues in the Comprehensive Storm Water Management Plan. Additional agencies with responsibility include the Washington State Dept. of Ecology, Dept. of Fish and Wildlife, and Army Corps of Engineers. • Best Management Practices (BMPs) as listed in the KCSWDM would be followed during any construction. • Introduction of additional street trees and requirements for landscaping would help reduce stormwater temperatures and to a lesser extent the amount of stormwater. 	<p><i>Detention to be accommodated to pre-development levels.</i></p> <p>WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</p>
Plants and Animals	<p>The site is urbanized. Minimal impacts to vegetation and animals.</p>	<ol style="list-style-type: none"> 1. NIP Design Guidelines Landscaping element 2. DMMC 18.41. 	<p>None Required. WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</p>
Energy & Natural Resources	<p>Minimal impacts to energy and natural resources.</p>	<ul style="list-style-type: none"> • Washington State Energy Code for New Construction (DMMC 14.08.020 (1,a)) • Des Moines Sound Transmission Code (DMMC 14.08.210-450). 	<p>None Required. WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</p>

ELEMENT OF ENVIRONMENT	IMPACTS	APPLICABLE REGULATIONS & MITIGATIONS	CONSIDERATIONS FOR MITIGATION
Environmental Health Air Noise Hazardous Materials	<ul style="list-style-type: none"> Increased vehicular travel would increase concentration of emissions from traffic. Construction activities could have a temporary local impact through generation of dust. PSAPCA Regulation 9.15 requires implementation of mitigation measures to minimize air resources impacts from construction. Des Moines is impacted by overflight operations at SeaTac International Airport. 	<ul style="list-style-type: none"> State Clean Air Act Federal Clean Air Act PSAPCA monitoring DMMC 7.16.020 DMMC 14.08.210-450 DMMC 18.38 Noise levels regarding compliance with UBC Chap. 3 for SeaTac Airport Des Moines Sound Transmission Code Acoustic Treatment 9. King County Health Department Hazardous Waste Collection 	<p><i>None Required. WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</i></p>
Noise	<p>Construction would generate additional noise in the vicinity. Increased density would intensify traffic trips and vehicular noise</p>	<ul style="list-style-type: none"> DMMC 18.38; 7.16; 14.04.90 	<p><i>None Required. WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</i></p>
Land & Shore-Line Use	<ul style="list-style-type: none"> Allowed uses and development standards were established during the zoning code revision to implement the Pacific Ridge Element of the Comprehensive Plan. The overall land use impact would be to intensify the use of the site(s) as compared to the existing assortment of uses. Such intensification would be consistent with the Pacific Ridge NIP. 	<ul style="list-style-type: none"> Comprehensive Plan (Chapter 11 Pacific Ridge Element) DMMC 18.31 (Pacific Ridge Subarea) Shoreline Master Program (adopted DMMC 16.04.200 (4,iii)) Washington State Shoreline Management Act of 1971 (adopted DMMC 16.04.200 (4,xxv)) The proposed Planned Action permit streamlining option replaces general SEPA review with a comprehensive network of regulations. This reduces the permit review time without reducing the level of substantive development standards. Allowed uses and development standards were established during the overall zoning code revision to implement the Pacific Ridge element of the Comprehensive Plan. Existing regulations work to maintain natural bank faces and vegetated areas within stream corridors. Future revisions to the shoreline plan will only strengthen this protection. 	<p><i>None Required.</i></p> <p><i>Mitigation for projects is incorporated into codes; consistency determination will ensure that projects are not considered as planned actions if thresholds are exceeded.</i></p> <p><i>There are no direct land use impacts, as changes would be consistent with adopted policies (NIP) and zoning for the area.</i></p> <p><i>WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</i></p>

ELEMENT OF ENVIRONMENT	IMPACTS	APPLICABLE REGULATIONS & MITIGATIONS	CONSIDERATIONS FOR MITIGATION
Housing	<ul style="list-style-type: none"> Displacement. 	<ul style="list-style-type: none"> Comprehensive Plan and Neighborhood Improvement Plan. 	<p><i>None Required. WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</i></p>
Aesthetics, Light and Glare	<ul style="list-style-type: none"> Implementation of the newly adopted design standards improving building design, landscaping, stormwater facility development, street and parking design would change the existing character of the site. Some increases in shading and glare conditions would occur. The visual character of the site would change. The level of light and glare from the site would increase. 	<ul style="list-style-type: none"> Pacific Ridge Neighborhood Improvement Plan Design Guidelines DMMC 18.31.090 (7-10) Heights of Buildings 	<p><i>None Required. WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</i></p>

ELEMENT OF ENVIRONMENT	IMPACTS	APPLICABLE REGULATIONS & MITIGATIONS	CONSIDERATIONS FOR MITIGATION
Recreation	<ul style="list-style-type: none"> Would increase the demand on nearby park and recreational facilities. Using the LOS standards, the City would need to determine how many additional acres of parks and recreation facilities would be required. 	<ul style="list-style-type: none"> Greater Des Moines Comprehensive park and Recreation Plan (1996) 2000-2005 Capital Improvement Plan King County Area Design Handbook (adopted DMMC 16.04.200 (4,xxviii)) Standard Specification for Construction of Trails (1984) (adopted DMMC 16.04.200 (4,xxvi)) Previous calculations shown in the FEIS, NIP, Parks and Recreation Plan, and CIP have adopted standards to provide these facilities through developer investment including dedication of land, construction or renovation of park facilities, and fee-in-lieu. Previous calculations shown in the FEIS, NIP, Parks and Recreation Plan, and CIP have adopted standards to provide these facilities through developer investment including dedication of land, construction or renovation of park facilities, and fee-in-lieu. The City has established LOS standards for parks including neighborhood parks, trails and pathways, and open space based upon population in the Park and Recreation Master Plan and in the 2000-2005 Capital Improvement Plan. 8.5 acres/1,000 population. Mini-parks (1-3 acres/1000 population) w/i one-quarter miles of all residences. Neighborhood parks (2.5 acres/1,000 population) w/i one-half mile of all residences and businesses. Community parks (3.5 acres/1,000 population) w/i 3-5 miles of all residences. Sports fields (4-6 acres/1,000 population). Trails and pathways 0.6 miles/1,000 population. 	<p>None Required. WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</p>

ELEMENT OF ENVIRONMENT	IMPACTS	APPLICABLE REGULATIONS & MITIGATIONS	CONSIDERATIONS FOR MITIGATION
Historical & Cultural Pres.	<ul style="list-style-type: none"> No protection should archaeological or paleontological materials be discovered. 	<ul style="list-style-type: none"> DMMC 18.96 Protection of Archeological and Historic Sites DMMC 14.08.020 Adoption of Chapter 51.19 WAC State Historic Building Code There are 3 identified sites, all of which would be adequately protected under existing regulations 	<p><i>WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</i></p>
Transportation		<ol style="list-style-type: none"> <i>Comprehensive Transportation Plan (1993)</i> <i>City of Des Moines Street Development Standards (1996) (adopted DMMC 16.04.200 (4,ix))</i> <i>Highway Capacity Manual 1985 (adopted DMMC 16.04.200 (4,viii))</i> <i>Institute of Transportation Engineers, Trip Generation (1991) (adopted DMMC 16.04.200 (4,x)).</i> 	<p><i>Implementation of the Pacific Ridge Transportation Mitigation Plan.</i></p> <p><i>WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</i></p>
Public Services Police Fire & Emergency Schools Libraries	<ul style="list-style-type: none"> Schools: Increased residential uses of could generate additional students. Police, Fire, Emergency Services: Any increase in population during both daytime and nighttime hours would increase the demand for police and emergency services. 	<ul style="list-style-type: none"> <i>Des Moines Comprehensive Plan Chapter 15.7</i> <i>Six-Year Capital Improvement Program</i> 	<p>None required.</p> <p><i>Increased property tax revenues resulting from the development would accrue to Highline School District and could help offset the effects of added students (if any).</i></p> <p><i>WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</i></p>

ELEMENT OF ENVIRONMENT	IMPACTS	APPLICABLE REGULATIONS & MITIGATIONS	CONSIDERATIONS FOR MITIGATION
Utilities Water Sanitary Sewer Solid Waste Stormwater Telecommunications	<p>Much of the area is already developed and the site is adequately served by existing infrastructure.</p>	<ul style="list-style-type: none"> • Highland Water District Comprehensive Plan • Midway Sewer District Plan • Contract with SeaTac Disposal • Des Moines Waste Reduction and Recycling Plan • King County Comprehensive Solid Waste Management Plan • <u>See Stormwater, above</u> • Telecommunications: Title 20 DMMC. • Water: Highline Water District maintains that it possesses the capacity and capital facilities to serve the potential increase in water and fire flow demands. • Sewer: Midway Sewer District, service provider for the area, would require improvements and/or extensions depending upon the project. Connection fees, local facility charges, and LID charges provide for funding. Recent improvements have been made to the treatment plant to accommodate future demands. • Solid Waste: King County Cedar Hills Landfill would accommodate the area's solid waste needs through 2010 or 2020 if waste reduction goals were achieved. • Existing regulations require adequate service with water, sewer and storm water systems. Each utility system has been comprehensively designed to serve the buildout level of development. 	<p><i>None Required. WAC 197-11-172(2)(a) allows the City to place conditions on a project when unmitigated environmental impacts are anticipated. If significant impacts are anticipated, then the project is not a planned action.</i></p>

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SECTION FOUR—IMPLEMENTATION

This section summarizes how the planned action process is consistent with and implements adopted City policies, and outlines how the planned action process itself will be implemented.

IMPLEMENTATION OF ADOPTED POLICIES

The Pacific Ridge Goal/Vision Statement contained within the Greater Des Moines Comprehensive Plan states:¹:

“The City of Des Moines intends to transform Pacific Ridge into a new urban community that takes advantage of its geographic location, local and regional transportation linkages, stable soils, and view potential. The transformation of Pacific Ridge will include replacement of lower-scale, existing buildings with new structures that will dramatically enhance the appearance, character, economics, and safety of the area. Pacific Ridge will contain buildings and opens spaces designed for pedestrians as well as the motorist. Pacific Ridge will be an area of businesses and residences. New buildings may be five to eight stories in height along Pacific Highway emphasizing retail and office uses. Between the development along Pacific Highway and Interstate 5, buildings may be 8 or more stories in height emphasizing residential high-rise home ownership with green open spaces and view corridors. This new community will exhibit superior design features that make Pacific Ridge inviting to residents and businesses complement other areas of Des Moines, and foster community pride.”

Realization of this goal is supported by numerous policies². The network of development standards works toward assuring development consistency with the Comprehensive Plan and demonstrates the mitigation of environmental impacts. With this network of development standards, the proposed “planned action” approach to permit streamlining becomes valid.

It must be emphasized the adopted development standards are applied irrespective of the SEPA process. Permit streamlining which replaces project-by-project SEPA review with a shorter administrative consistency check does not reduce the substantive development requirements, substantive authority to require mitigation, nor is it likely to reduce effective environmental protection.

Two types of Comprehensive Plan policies should be noted: policies that are adopted on a citywide basis and those which are contained within the Pacific Ridge element. Implementation of both types of policies have been evaluated with respect to existing regulations/programs, integration of the capital improvement program and regulatory amendments, and future work direction provided by adopted policies. Following is a review of some of the general policies affecting the adoption of this Addendum.

Pacific Ridge Element 11-03-07

“Ensure new development includes mitigation measures to offset adverse impacts to the natural and built environment that would otherwise occur. Ensure that new construction does not result

¹ See, Pacific Ridge Neighborhood Improvement Plan and Integrated EIS, Chapter 11: Pacific Ridge Element.

² Ibid.

in undue adverse impacts upon nearby land uses, and that infrastructure and municipal services are available to serve new land uses.”

Implementation

The proposed “planned action” permit streamlining option implements this policy. General SEPA review is replaced by a comprehensive network of regulations and a consistency check at the time of building permit application. This reduces the permit review time without reducing the level of substantive development standards.

An existing land use map is periodically updated for the City. Staff is available to review development site options and City regulatory requirements. Assistance is provided informally or at pre-application meetings.

Infrastructure needed to support area buildout has been previously identified in the infrastructure comprehensive plans for transportation, sewers, water, and storm drainage and were summarized in the EIS.

Pacific Ridge Element 11-03-09

“Ensure that development requirements, land use review procedures, and mitigation measures do not unnecessarily hinder redevelopment. Utilize innovative land use review techniques/procedures to minimize timeframes and uncertainty during permit review. Examples of such techniques/procedures include: streamlined environmental review; optional DNS; impacts fees, etc.”

Implementation

Development impacts are adequately mitigated based on existing and proposed regulations as more specifically discussed in the EIS. Existing and proposed development standards for mitigating environmental impacts are summarized in the EIS by “Element of the Environment.”

The proposed “planned action” permit streamlining option implements this policy. General SEPA review is replaced by a comprehensive network of regulations and a consistency check at the time of building permit application. This reduces the permit review time without reducing the level of substantive development standards.

Pacific Ridge Element 11-03-10

“Promote redevelopment of Pacific Ridge properties to attract new or expanded businesses and commercial development to Pacific Ridge.”

Implementation

The Pacific Ridge Neighborhood Improvement Plan and Integrated EIS established a vision and design standards for Pacific Ridge. The EIS, amendments to the DMMC, and amendment to the

Comprehensive Plan were adopted by the City Council to ensure Pacific Ridge would evolve into a vital, safe, and economically attractive area of the City.

Pacific Ridge Element 11-03-13

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

Implementation

The implementation or concurrency ordinances for transportation, sewer, water, and storm drainage provide for the fair share participation of new developments in needed system improvements. The proposed Pacific Ridge Transportation Mitigation Plan helps ensure that transportation facilities will be able to accommodate the traffic generated by new development.

SUMMARY OF PLANNED ACTION PERMIT PROCESSES

Developments proposed under the planned action ordinance will be reviewed under a new planned action permit process. A pre-application review of a proposal will evaluate its consistency with the Greater Des Moines Comprehensive Plan, the NIP, and applicable development regulations. A project that is determined to be generally consistent with these policies and regulations will be reviewed to determine if the project satisfies the criteria of a planned action.

The Community Development Director may impose conditions to address unmitigated environmental impacts. This Addendum recommends mitigation measures in Section 3. For projects that are determined to not be a planned action will follow normal SEPA checklist and threshold determination requirements/processes. This Addendum identified that SEPA substantive authority may be needed during the planned action process to address surface water and transportation impacts.

With regards to storm water, it may be necessary to apply the King County Storm Water Design Manual (KCSWDM) Level 2 Flow design requirement to redevelopment as well as development projects. This will be addressed on a case-by-case basis. The need for this type of design can normally be identified during a pre-application consultation with the Des Moines Public Works Department.

PACIFIC RIDGE TRANSPORTATION MITIGATION PLAN

For new developments that could potentially result in a substantial impact to the adjacent transportation system, the City of Des Moines currently requires the preparation of a traffic impact study. In addition to evaluating potential impacts, this study identifies possible mitigation measures under the State Environmental Policy Act (SEPA) and transportation concurrency (if needed). The City is currently in the process of updating the Comprehensive

Transportation Plan. Included in the draft Comprehensive Transportation Plan is a strategy for assessing new developments a Traffic Impact Fee (TIF) to help mitigate project-generated transportation impacts.

The proposed Planned Action would modify the transportation review and mitigation process for new developments within a portion of the Pacific Ridge area. New developments within an area bounded by South 216th Street to the north, I-5 to the east, Kent-Des Moines Road to the south, and Pacific Highway South to the west would be covered by the proposed changes. New commercial developments fronting the west side of Pacific Highway South would also be included.

The proposed transportation mitigation plan would address the following elements:

- Transportation concurrency
- Traffic mitigation fees
- Frontage improvements
- Transportation demand management programs
- Application of mitigation plans

Transportation Concurrency

The Growth Management Act and the Countywide Planning Policies require that transportation infrastructure be adequate to serve the traffic generated by new development. This is commonly known as “concurrency”. With the size and scale of development planned for Pacific Ridge, it is important that concurrency issues be addressed regularly and early in the permit review process.

Des Moines’ adopted Comprehensive Transportation Plan has established a level of service standards for intersections throughout the City. Those policies are further refined in the 2001 draft update of the Comprehensive Transportation Plan. As part of its concurrency requirement, new developments within the City are not to be approved if they would impact a location that would operate below the City’s adopted service standard, unless financing is in place to construct the improvement within six years of the development. The City currently evaluates transportation concurrency for new developments in the City as part of its SEPA review process.

Under the Pacific Ridge planned action ordinance, transportation concurrency would continue to be evaluated. Developments within the planned action ordinance area would be required to prepare a relatively simple traffic study to show that the development would comply with the City’s adopted level of service standards and would conform with the City concurrency requirements. The City’s Public Works Director, or designee, would define the specific scope of the abbreviated traffic study. The study would need to identify the project’s traffic generation using industry practices, such as *Trip Generation*, Institute of Transportation Engineers (ITE), 6th Edition, 1997. The distribution and assignment of project traffic during the peak hour at study intersections (defined as part of the scoping process) would be identified. Project traffic would be added to existing traffic volumes and an estimate of traffic growth between existing and the build-out year of the proposed development. The traffic study would then evaluate PM peak

hour levels of service at study intersections for forecast conditions with and without the project. The resulting levels of service would be compared to the City's adopted standards.

If the project does not adversely impact any locations that operate below the City's adopted level of service standard, then the applicant would pass the concurrency review and proceed with the rest of the planned action program. In the rare instances when the traffic study identifies impacts at locations forecasted to operate below the City's adopted standard, then the applicant would need to coordinate with the City to define appropriate mitigation. Project phasing or transportation demand management programs may be used to reduce the project's impact in order to resolve the forecast level of service deficiency. If mitigation cannot be identified that is acceptable to the applicant and the City, then the project would be denied until the City commits funding sources to resolve the deficiency within a six-year time period. If the project is denied, then it would not proceed with the remainder of the Pacific Ridge Transportation Mitigation Plan.

Traffic Mitigation

The Pacific Ridge Transportation Mitigation Plan takes into account two types of potential traffic mitigation fees in conjunction with street frontage improvements at the development site.

A citywide Traffic Impact Fee (TIF) has been proposed as part of the draft update of the Comprehensive Transportation Plan. The TIF would be applied to developments throughout the City to help mitigate impacts and fund capacity improvements on arterial streets.

A separate proportionate share mitigation fee program has been prepared for the Pacific Ridge area. The Pacific Ridge program is focused on providing funding to mitigate potential transportation system impacts on non-arterial streets that will serve new development within Pacific Ridge. The citywide TIF and the Pacific Ridge Transportation Mitigation Fee are presented below and address how the City proposes to implement them as part of the planned action ordinance.

As set forth by the City Council with the adoption of the Pacific Ridge Street Improvement Standards, new development would also construct frontage improvements adjacent to the project site. These improvements establish safe travel conditions for motorists, pedestrians, and bicyclists entering and exiting the built project.

Citywide Traffic Impact Fee

In order to mitigate potential traffic impacts of new development, the City has explored using traffic impact fees as part of the Comprehensive Transportation Plan. The current draft of the Comprehensive Transportation Plan update has refined the original impact fee concept to reflect the updated project list and potential development levels. The draft Comprehensive Transportation Plan update was prepared assuming build-out of the Pacific Ridge area, consistent with the Pacific Ridge Neighborhood Improvement Plan (NIP) and Integrated Draft Environmental Impact Statement.

The traffic impact fees identified in the draft Comprehensive Transportation Plan would assess developments a proportionate share for improvements to the arterial system needed to provide additional capacity to support new growth. These fees would not cover impacts related to resolving existing deficiencies or non-capacity-related deficiencies. The proposed traffic impact fees also do not address improvements to non-arterial streets, such as 30th Avenue South or South 220th Street within the Pacific Ridge area.

The citywide TIF would be calculated for each new development within the City based on its trip generation during the PM peak hour. The basic impact fee included in the draft Comprehensive Transportation Plan update is \$2,539 per new PM peak hour trip generated by a development. Typically, the fee calculation would be based on average trip generation rates from *Trip Generation*. The fees would take into account adjustments for pass-by trips for commercial uses and also would be adjusted for reductions in traffic if an existing land use is displaced as part of a new development. The TIFs would require credits for dedication of land or construction of improvements that are included in the impact fee program.

Pacific Ridge Transportation Mitigation Fee

The citywide TIF does not cover funding for non-arterial improvements identified in the Pacific Ridge NIP. These improvements primarily address access and circulation within Pacific Ridge, especially east of Pacific Highway South. The improvements include reconstructing several roadways to specific standards. These standards provide for adequate lane widths, parking, non-motorized facilities, drainage, and landscaping. The City adopted these standards on June 28, 2001.

The City wants to ensure that adequate mitigation of transportation impacts within the area is provided. After reviewing several strategies, the City has developed a program to assess and collect a proportionate share fee for a system of core transportation improvements within the area. The following describes the development and proposed application of the Pacific Ridge Transportation Mitigation Fee.

Benefit Area Boundaries

In developing the proposed Transportation Mitigation Plan, the Pacific Ridge area was divided into three districts. The districts are shown on Figure 4-1 and were based on the potential transportation impact and mitigation requirements within the area.

Residential uses east of Pacific Highway South would have the largest impact and generate the greatest need for the roadway system between Pacific Highway South and I-5. The Transportation Mitigation Plan is focused on these land uses that would otherwise be subject to detailed project-by-project SEPA review and mitigation along these non-arterial corridors.

Commercial developments that front along Pacific Highway South between South 216th Street and Kent-Des Moines Road would have some impact on the identified non-arterial improvements in the NIP. As described later, these developments would pay a fee based on their

likely impact on the non-arterial improvements and would also be subject to an adjusted citywide TIF (if adopted).

A portion of the Pacific Ridge area would not likely impact or greatly benefit from the majority of the non-arterial improvements identified in the NIP. These include the commercial areas north of South 216th Street and residential uses west of Pacific Highway South. For these reasons, those portions of the Pacific Ridge area were not included in the Transportation Mitigation Plan. They would, however, still be subject to possible citywide TIFs and a separate project-by-project review under SEPA.

Core Transportation System Improvements

The adopted NIP identified a range of transportation system improvements within the Pacific Ridge area. As part of the Transportation Mitigation Plan, a system of core transportation improvements was defined based on access and circulation needs, travel patterns, non-motorized transportation needs, and traffic safety. Figure 4-2 shows the core transportation projects and their adopted street standard. The projects and their estimated costs are summarized in Table 4-1. The project map and table identify improvements as being within the north or south portion of the benefit district. The north and south districts reflect the potential impacts and mitigation needs for future developments within the area, as described later.

Improvements to 30th Avenue South (1-N, 1-S, 5-S), South 220th Street (2-N), and South 224th Street (2-S) form the basic road system to serve future growth in the area. These would all be reconstructed as Type A streets per the Pacific Ridge area standards. The costs for projects 2-N and 2-S do not include the improvements at the intersections of South 220th and South 224th Streets with Pacific Highway South. These intersection improvements and costs are included in the City's Pacific Highway South CIP project, which would be part of the citywide TIF (if adopted).

Projects 2-N and 4-S involve developing new local roads within the area. The new roads would provide for needed circulation within the area and would improve non-motorized connections. Only the costs to acquire the properties to allow future construction of the new roads are included in the Pacific Ridge Transportation Mitigation Plan. Acquisition of the right-of-way needed to support future development of these links is important at this time to adequately serve long-term transportation needs of the area.

Projects 3-N and 3-S include construction of cul-de-sac turnarounds at the end of four local streets. These streets will require the turnarounds to safely accommodate increased traffic volumes in the area.

**TABLE 4-1
PACIFIC RIDGE TRANSPORTATION MITIGATION PLAN IMPROVEMENT PROJECTS**

Project Number	Location	Improvement	Total Estimated Project Costs	Total Estimated Costs for Mitigation Plan
1-N	30 th Ave S (S 216 th St to S 220 th St)	Reconstruct roadway	\$780,000	\$780,000
2-N	S 220 th St (180 ft e/o Pacific Hwy S to 30 th Ave S)	Reconstruct roadway	\$470,000	\$470,000
3-N	S 219 th , S 200 th , & S 221 st Sts (Eastern terminus w/o I-5)	Construct three cul de sacs, turnarounds	\$504,000	\$504,000
4-N	S 222 nd Pl. Connection (28 th Ave S to 30 th Ave S)	Construct new roadway	\$864,500	\$454,500 ¹
5-N	30 th Ave S (S 222 nd PL Connection to n/o S 224 th St)	Reconstruct roadway	\$380,000	\$380,000
North	Total		\$2,998,500	\$2,588,500
1-S	30 th Ave S (n/o S 224 th St to S 224 th St)	Reconstruct roadway	\$90,000	\$90,000
2-S	S 224 th St (220 ft e/o Pacific Hwy S to 30 th Ave S)	Reconstruct roadway	\$210,000	\$210,000
3-S	S 224 th St (Eastern terminus, w/o I-5)	Construct cul de sac, turnaround	\$168,000	\$168,000
4-S	S 225 th PL. Connection (Pacific Hwy S to 30 th Ave S)	Construct new roadway	\$2,300,700	\$1,730,700 ¹
5-S	30 th Ave S (S 224 th St to Kent-Des Moines Rd)	Reconstruct roadway	\$1,960,000	\$1,960,000
South	Total		\$4,728,700	\$4,158,700
GRAND TOTAL			\$7,727,200	\$6,747,200
1. Mitigation plan only includes cost of property acquisition for projects 4-N and 4-S. Both projects involve new construction of road in a new right-of-way. At this time, acquisition of the property for the new alignment is the key element of these two projects.				

Cost Allocation Strategy

The basic cost allocation methodology considered in this plan simply takes the total cost of the improvements and divides them by an estimate of the number of new trips generated within the benefit district. The resulting cost per trip can then be converted to a cost per unit of development (e.g., multi-family dwelling unit) based on average trip generation rates.

In developing the Pacific Ridge Transportation Mitigation Plan, several concepts for allocating the improvement costs to new developments were considered. These included developing a single mitigation fee for the total area or developing fees by district. A combined approach that allocated costs for projects such as 30th Avenue South to the total area and costs for more local improvements by district was also evaluated.

The City opted for a district-based system, since it more accurately reflects the potential impacts and associated mitigation. As shown on Figure 4-2, north and south districts were defined. The districts represent a logical dividing line based on travel patterns, traffic impacts, and mitigation needs.

The costs for the north district improvements included in the mitigation fee would be \$2,588,500 in 2001 dollars (see Table 4-1). Improvement costs for the south district would total \$4,158,700 in 2001 dollars.

In order to develop a cost per trip for each district, an estimate of the number of trips generated within each district is needed. The number of trips was estimated based on the travel demand forecasts developed and analyzed as part of the NIP. Estimates of trips generated by new residential and commercial growth within the benefit district (including Pacific Highway South) were defined based on the same methodologies used in preparing the NIP and the draft update of the City's Comprehensive Transportation Plan.

The north and south districts include residential and commercial developments. Most of the residential traffic generated during the PM peak hour would need to use the core transportation system improvements for access/egress from the area. Some of the residential trips could connect within the area, including connections with commercial developments along Pacific Highway South.

Only trips from the commercial uses along Pacific Highway South that connect with residential uses east of Pacific Highway South would have an impact on the core non-arterial system needs shown on Figure 4-2. Based on the travel demand model, approximately 22 percent of the traffic generated within the benefit district area has an origin and a destination within the district. For analysis purposes, 50 percent of the impact of these trips were assigned to the commercial uses and 50 percent to the residential uses, since each would have an impact of one-half of each trip. Therefore, 11 percent of the commercial trips were included in the Transportation Mitigation Plan fee calculation. This results in a corresponding decrease in the number of residential trips included in the benefit district fee calculation.

Table 4-2 summarizes the resulting per PM peak trip fee calculation and associated fee per unit of development. As shown in this table, the resulting fees for the south district are approximately twice those of the north district. The costs of improvements serving future growth in the south district are 60 percent higher than those for the north district. Furthermore, the number of new trips generated by growth in the south district is only 80 percent of the new trips estimated for the north district. Combined, these two factors result in the south district fees being twice the fees for the north district.

In order to address the potential affects of inflation, the 2001 fees shown in Table 4-2 would be adjusted annually. The adjustment would be based on the construction cost index for the Seattle area as reported in the *Engineering News Record* periodical.

TABLE 4-2 PACIFIC RIDGE TRANSPORTATION MITIGATION FEES			
		North District	South District
A	Improvement Costs (2001 dollars)	\$2,588,500	\$4,158,700
B	Total Trip Growth ¹	1,461	1,178
C	Cost per New PM Peak Trip (A divided by B) (2001 dollars)	\$1,772	\$3,530
D	Example Cost Per New Unit of Development ²		
	• Multifamily Residential (per dwelling unit)	\$1,078	\$1,896
	• General Office (per sq. ft.)	\$0.63	\$1.26
	• General Retail (per sq. ft.)	\$0.31	\$0.62
<ol style="list-style-type: none"> Only 11 percent of new commercial trips are included in the calculation with a corresponding decrease in residential trips to account for locally connected trips. The examples are provided only for illustration. The actual fee calculation would be based on a specific analysis of a development's trip generation including adjustments for pass-by trips using methodologies from <i>Trip Generation</i> or other industry sources, as approved by the Public Works Director. Adjustments also would be made to reflect displacement of existing uses. 			

Developments that construct frontage improvements included as part of the core transportation fee would receive a credit against the fees. The credit would be calculated using the same assumptions used to estimate the project improvement costs and not the actual construction costs. This process is used to ensure that developments are not charged twice for the same improvement as part of the required mitigation.

City Application of Mitigation Fees

The City would collect the mitigation fees and apply them to the highest priority projects in the benefit district. The City would construct the improvements, or a portion of the identified improvements, in a timely manner to ensure the adequacy of the transportation system to serve the area. The City would be allowed to pool the Pacific Ridge fees to focus on the most critical projects, depending on the actual location and timing of development applications.

At this time, the highest priority projects would likely be reconstruction of South 220th Street or South 224th Street between just east of Pacific Highway South and 30th Avenue South (projects 2-N and 2-S, respectively). These corridors connect the area to Pacific Highway South and need reconstruction to improve traffic operations and safety. The improvements also provide important non-motorized connections to/from the area. The City could phase these projects by initially constructing only one side of the street to address short-term issues.

The next set of priorities would likely include reconstruction of the key section of 30th Avenue South (projects 1-N and 5-S). The actual sections that would be reconstructed depend on the location and timing of development within the area.

Acquiring the right-of-way for the new roads in the 4-N and 4-S corridors also is a high priority. These new roads will facilitate access and circulation within the area, reducing the impacts on the limited existing facilities. They will also provide for future, non-motorized connections to the Pacific Highway South corridor.

The City will need to account for any and all Pacific Ridge mitigation fees separately. This will include tracking collections and expenditures to show where the funds were collected and how they were used to help mitigate potential traffic impacts of developments. The City will likely be required to advance funds from other City programs to obtain enough funding to complete a phase or total project within the Pacific Ridge area. The City would repay its advance funding fee collections.

Frontage Improvements

Developments within the Pacific Ridge area will be required to construct street frontage improvements per current City codes. These typically require constructing half-street improvements from the centerline of the road to the project site. The frontage improvements would be required to meet adopted City street standards.

If a development fronts on an arterial included in the citywide TIF program (if adopted), the development would receive a credit against the TIF. Similarly, if a development is required to construct frontage improvements that are included in the Pacific Ridge core transportation improvements, credits would be applied against the area mitigation fee component. Allowable credits would not exceed the TIF or Pacific Ridge Transportation Mitigation Fee, as appropriate to the specific condition.

Transportation Demand Management Programs

Policy T-5 of the City's adopted Comprehensive Transportation Plan (policy T-6 in the draft update) requires transportation demand management (TDM) programs of new developments. It further identifies the desire to coordinate TDM programs between adjacent developments.

These policies would be applied as part of the Pacific Ridge Transportation Mitigation Plan. For residential uses, new developments would need to prepare a TDM plan to show how it would work to reduce its traffic generation, especially during peak commuter periods. These strategies include participation in an area-wide Transportation Management Association (TMA) to serve the Pacific Ridge area. This may require a financial or other contribution to the TMA, which would be determined after the TMA is established.

Commercial developments along Pacific Highway South also could be required to develop and implement TDM programs. These would likely focus mostly on office-type developments, since they can generate a significant number of employee trips during peak commute periods. TDM programs for retail developments are usually not as effective, since they may have different shifts. These TDM programs would be targeted at reducing potential development traffic impacts on arterials and intersections within the area and throughout the City.

Application of Mitigation Plan

As outlined here, new developments in the Pacific Ridge area would be subject to the proposed Pacific Ridge Transportation Mitigation Plan. Depending on where the development is located, different rules would be applied. The rules take into account the City's policy to support redevelopment within the area. The following describes the general application of the Transportation Mitigation Plan for each of the three districts of the Pacific Ridge area, as shown on Figure 4-1.

Residential Developments Located East of the Pacific Highway South Corridor

New residential developments located east of the Pacific Highway South corridor would:

- Be required to conduct a traffic study to show that it complies with the City's transportation concurrency and level of service standards, including identifying appropriate mitigation, if needed;
- Not be required to pay the citywide traffic impact fee (if adopted by the City);
- Be assessed a Pacific Ridge Transportation Mitigation Fee as estimated for the north or south district, depending on the location of the development (the fee would be reduced if existing development is displaced);
- Construct frontage improvements per City standards (if not already provided);
- Receive a credit for frontage improvements that were included in the Pacific Ridge Transportation Mitigation Plan fee projects; and
- Develop and implement a TDM program to help reduce off-site traffic impacts.

Developments Along the Pacific Highway South Corridor

New developments that front along the Pacific Highway South corridor would be subject to the following requirements:

- Conduct a traffic study to show that it complies with the City's transportation concurrency and level of service standards, including identifying appropriate mitigation, if needed;
- Be required to pay the citywide traffic impact fee (if adopted);
- Be assessed a Pacific Ridge Transportation Mitigation Fee based on 11 percent of its net new trip generation if project location is in the north or south districts;
- Receive a credit toward its citywide TIF equal to the amount of the Pacific Ridge Transportation Mitigation fee;
- Construct needed frontage improvements per City standards (if not already provided);
- Receive a credit for frontage improvements that were included in the citywide TIF or Pacific Ridge Transportation Mitigation Fee, if applicable; and
- Develop and implement a TDM program to help reduce project traffic impacts.

Pacific Ridge area Developments Not Within Benefit District

Other developments within the Pacific Ridge area but not within the benefit district (see Figure 4-1) would be subject to the following requirements:

- Conduct a traffic study to show that it complies with the City's transportation concurrency and level of service standards, including identifying appropriate mitigation, if needed;
- Be required to pay the citywide traffic impact fee (if adopted);
- Would not be assessed a Pacific Ridge Transportation Mitigation Plan fee;
- Construct needed frontage improvements per City standards (if not already provided);
- Receive a credit for frontage improvements that are included in the citywide TIF, if applicable; and
- Develop and implement a TDM program to help reduce project traffic impacts.

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SECTION FIVE—CONCLUSIONS

The City of Des Moines, in its effort to encourage revitalization of the Pacific Ridge Area, established a clear and ambitious vision for Pacific Ridge. This vision is articulated in the Neighborhood Improvement Plan (NIP) and its Environmental Impact Statement (EIS). During the development of the NIP, the City addressed how the redevelopment of Pacific Ridge should be achieved. The City determined that an implementation mechanism which reduced regulatory timelines while maintaining high environmental standards would be a valuable incentive to redevelopment Pacific Ridge properties. As a result, the City determined that adoption of an Addendum to the EIS and designation of Pacific Ridge as a SEPA planned action will help implement and realize the community's vision for Pacific Ridge.

The City carefully reviewed existing environmental requirements through the use of “test cases” comprised of highly-likely development scenarios to determine if the existing suite of environmental regulations provided an acceptable level of environmental protection. Shortfalls identified by this analysis resulted in recommendations for mitigation relating to surface water and transportation. This Addendum contains a detailed analysis of infrastructure requirements and proposed a methodology (the Transportation Mitigation Plan) that should adequately address future transportation related environmental impacts in Pacific Ridge.