

ORDINANCE NO. 1499

AN ORDINANCE OF THE CITY OF DES MOINES, WASHINGTON adopting 2010 amendments to the Des Moines 2009 Comprehensive Plan and amending DMMC 18.84.010 and 18.84.090.

WHEREAS, the 1990 Growth Management Act (GMA), chapter 36.70A RCW, requires that each jurisdiction produce a Comprehensive Plan that contains, at a minimum, elements pertaining to land use, transportation, capital facilities, housing, and utilities, and

WHEREAS, the Des Moines Comprehensive Plan was adopted by the City Council on December 7, 1995 by enactment of Ordinance No. 1160, and

WHEREAS, there have been subsequent amendments to the Des Moines Comprehensive Plan, and

WHEREAS, each amendment of the Comprehensive Plan was processed in accordance with the requirements of the State Environmental Policy Act, chapter 43.21C RCW, and public hearings were conducted in accordance with law, and

WHEREAS, the GMA requires, among other things, that "cities ... take action to review and, if needed, revise their *comprehensive plans* and development regulations (*emphasis added*) to ensure the plan and regulations comply with the requirements of this chapter . . . Any amendment of or revision to development regulations shall be consistent with and implement the comprehensive plan," and

WHEREAS, the goals and policies for growth and the provision of services are guided by GMA requirements and are based in part upon state and regional goals, and reflect the vision and goals of elected officials, community advisory groups and citizens, and

WHEREAS, notice of the public hearing before the Planning Agency was given to the public in accordance with law and a public hearing was held on the first day of November 2010, and all persons wishing to be heard were heard, and

WHEREAS, notice of the public hearing before the City Council was given to the public in accordance with law and a public hearing was held on the 18th day of November 2010, and all persons wishing to be heard were heard, and

WHEREAS, the Des Moines Planning, Building and Public Works Director acting as the SEPA responsible official issued a determination of nonsignificance (DNS) on the 15th day of October 2010 and the accompanying comment and appeal periods have lapsed, and

WHEREAS, proper and timely notice was given to the Washington State Department of Commerce of these amendments as required by chapter 36.70A RCW, and

WHEREAS, the City Council finds that the amendments contained in this Ordinance are appropriate and necessary for

the preservation of the public health, safety and welfare; now therefore,

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

Sec. 1. DMMC 18.84.090 and section 2 of Ordinance No. 1469 are amended to read as follows:

Comprehensive Plan amendments. The adopted Comprehensive Plan as identified in DMMC 18.84.010, which is on file with the City Clerk, is amended pursuant to the provisions in this title, as identified below.

(1) Chapter 1: General Planning Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(2) Chapter 2: Land Use Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(3) Chapter 3: Transportation Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(4) Chapter 4: Conservation Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(5) Chapter 5: Capital Facilities, Utilities, and Public Services Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(6) Chapter 6: Parks, Recreation, and Open Space Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(7) Chapter 7: Housing Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(8) Chapter 8: Community Character Element

(9) Chapter 9: North Central Neighborhood Element

(10) Chapter 10: Marina District Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(11) Chapter 11: Pacific Ridge Element

(a) 2010 Amendment: Selective portions of this element of the Comprehensive Plan are amended as described in Exhibit "A" to Ordinance No. 1499.

(12) Appendix A: Des Moines Housing and Population Data

(13) Appendix B: City of Des Moines Buildable Lands Report (2002 - 2012) and Household Growth Targets (2002 - 2022)

(14) Appendix C: Proposed Comprehensive Plan Review Schedule

Sec. 2. 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.

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Sec. 3. 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 18th day of November, 2010 and signed in authentication thereof this 18th day of November, 2010.


M A Y O R

APPROVED AS TO FORM:


Assistant City Attorney

ATTEST:


City Clerk

Published: December 2, 2010

LEGAL NOTICE

SUMMARY OF ADOPTED ORDINANCE

CITY OF DES MOINES

ORDINANCE NO. 1499, Adopted November 18, 2010.

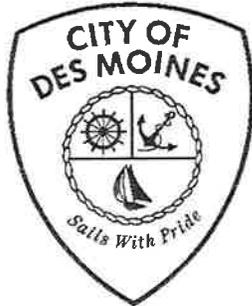
DESCRIPTION OF MAIN POINTS OF THE ORDINANCE:

This ordinance adopts 2010 amendments to the Des Moines 2009 Comprehensive Plan and amends DMMC 18.84.010 and 18.84.090.

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

Sandy Paul
City Clerk

Published: December 2, 2010



CITY OF DES MOINES COMPREHENSIVE PLAN

MAYOR

Bob Sheckler

CITY COUNCIL

Dave Kaplan, Mayor Pro Tem

Dan Sherman

Scott Thomasson

Matt Pina

Melissa Musser

Carmen Scott

CITY MANAGER

Tony Piasecki

PLANNING, BUILDING AND PUBLIC WORKS DEPARTMENT

Grant L. Fredricks, P.E., Director

Adopted November 12, 2009 by Ordinance No. 1469
Amended November 18, 2010 by Ordinance No 1499

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Comprehensive Plan Legislative History

Ordinance No. 1128	Adopting revisions to the Conservation Element	4/95
Ordinance No. 1131	Adopting a Housing Element	5/95
Ordinance No. 1160	Adopting the Comprehensive Plan	12/95
Ordinance No. 1176	Adding the Woodmont Redondo Community	12/96
Ordinance No. 1204	Mandates from the Hearings Board	12/97
Ordinance No. 1220	Mandates from the Hearings Board	10/98
Ordinance No. 1238	Map Changes	5/99
Ordinance No. 1265	Adopting the Pacific Ridge Neighborhood Element	7/00
Ordinance No. 1332	Amending the Parks Element	12/03
Ordinance No. 1376	Amending the City of Des Moines Comprehensive Plan	01/06
Ordinance No. 1425	Amending the land use map and Environmental Element	01/08
Ordinance No. 1469	Amending the land use map and the Chapter 2 Land Use Element, Chapter 3 Transportation Element, Chapter 5 Capital Facilities Element, Chapter 6 Parks, Recreation and Open Space Element, Chapter 10 Downtown Element and Chapter 11 Pacific Ridge Element.	11/09

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1-03 POLICIES

1-03-01 Manage community growth so that overall public benefits exceed public cost.

1-03-02 Utilize the Comprehensive Plan as the policy basis for preparing neighborhood plans, establishing development regulations, prioritizing capital improvement construction, reviewing individual development proposals and making other decisions affecting the growth and development of Des Moines and the surrounding area.

1-03-03 Monitor, review and update the Comprehensive Plan annually to reflect current community values, economic conditions, and technologies.

1-03-04 Promote citizen involvement in updating the Comprehensive Plan, preparing development regulations, and reviewing major development proposals.

1-03-05 Plan for and regulate development to enhance the quality and maintain the unique character of Des Moines' neighborhoods and business districts.

1-03-06 Establish and enforce development standards that are clear, predictable and allow for flexibility to account for unique circumstances.

1-03-07 Coordinate planning for Des Moines with state, regional, county-wide and neighboring jurisdictions' planning activities.

1-03-08 Cooperate with other governmental bodies, institutions and businesses and assume a leadership role in pursuing activities of mutual benefit.

1-03-09 Cooperate with adjacent jurisdictions to adjust irregular municipal boundaries when the adjustment is in the best interest of Des Moines.

1-04 STRATEGIES

1-04-01 Planning Consistency

(1) As part of the Comprehensive Plan, prepare plans guiding growth and development in each of the following neighborhoods in Des Moines (Figure 1-1, Neighborhood Planning Areas map):

- | | |
|------------------------|-------------------|
| (a) Central Des Moines | (f) Pacific Ridge |
| (b) Marina District | (g) Woodmont |
| (c) North Central | (h) North Hill |
| (d) Zenith | (i) Redondo |
| (e) South Des Moines | |

CHAPTER 2: LAND USE ELEMENT

2-01 GOALS

2-01-01 Preserve and enhance the diverse residential neighborhoods of the community and serve them with vibrant business districts, open space, recreational facilities, affordable housing, and other supportive land uses; protect environmentally critical areas, and promote economic development.

2-02 BACKGROUND AND CONTEXT

2-02-01 The City of Des Moines is highly developed and has well-established patterns of land use. The City is predominantly developed as a single family residential community, with multifamily and commercial development located in the Marina District, and along Pacific Highway, Interstate-5, and arterial streets, such as Kent-Des Moines Road.

2-02-02 The City of Des Moines currently has a diversity of housing types. Slightly more than half of the housing units are single family. Apartments, condominiums, retirement homes, mobile homes and group homes comprise slightly less than half of the housing units. Details of population and housing types in the City of Des Moines are provided in Appendix A.

2-02-03 The City of Des Moines has more than adequate capacity to meet its GMA residential growth target. The City also has surplus capacity for jobs over its GMA target. Details of the residential, commercial, and industrial land capacity, as well as housing densities and targets are provided in Appendix B.

02-02-04 Generally, the City of Des Moines meets the residential density requirement of 4 units per acre by neighborhood.

2-02-05 Much of the area that has developed as single family has a mixture of single family zone classifications.

2-02-06 The City of Des Moines Zoning Map, as authorized by chapter 18.06 DMMC, serves as the City's official zoning map.

2-02-07 The policies and strategies listed in this section are meant to promote land use decisions and zoning to create future development opportunities in suitable locations for the next 20 years. The policies and strategies are based on land use assumptions developed with the most current Washington State Office of Financial Management (OFM) housing and population data, shown in Appendix A, and the City of Des Moines Buildable Lands Report and current growth targets, shown in Appendix B. The amount of developed, underdeveloped and vacant land within the City of Des Moines is also reported in Appendix B.

2-03 **POLICIES**

2-03-01 Seek a harmonious blend of living, working, shopping, recreational and cultural land uses.

2-03-02 Preserve open spaces where appropriate to:

- (1) Protect environmentally critical areas;
- (2) Protect endangered and threatened species;
- (3) Provide visual separation between land use, neighborhood and city boundaries; and
- (4) Moderate the environmental and visual impacts of new development.

2-03-03 Ensure that future development has adequate public facilities and services or such services can be concurrently provided.

2-03-04 Preserve the integrity of existing single family neighborhoods.

2-03-05 Promote a land use pattern, scale, and density that supports public transportation services and encourages people to walk and bicycle, as well as provide convenient and safe automobile usage.

2-03-06 Maintain a balance between single and multifamily dwellings and preserve neighborhood character.

- (1) Future multifamily development should be limited to areas where the pattern of existing multifamily development and zoning is predominant.
- (2) Multifamily dwellings should also be permitted in conjunction with commercial developments within the Marina District, provided that such dwellings are designed to provide a quality residential environment while enhancing the appearance and commercial function of the business district.

2-03-07 Consider townhouse/duplex development in areas that:

- (1) Are transitional between single family and higher intensity uses;
- (2) Do not have a dominant pattern of existing and adequately maintained detached single family dwellings; and
- (3) Are not suitable for future detached single family development; or
- (4) Are designated for multifamily development.

- 2-03-08** Enhance and improve the economic health of existing business districts and recognize each district's special attributes.
- (1) Promote new development and redevelopment within the Marina District to reflect and enhance its ties to the waterfront, pedestrian orientation, and role in serving local shopping and service requirements.
 - (2) Promote new development and redevelopment within the Marina District to create a vibrant district with a quality mix of businesses that will enhance the waterfront and serve as a destination for local residents and visitors. Require that new construction contain and exhibit high-quality design elements and building materials as outlined by the *Marina District Design Guidelines*.
 - (3) Promote new development and redevelopment within Pacific Ridge to create a district with a broad range of uses, serving a local and regional clientele and using the *Pacific Ridge Design Guidelines* to reduce crime and create a better working and living environment.

- 2-03-09** Future development in the North Central Neighborhood shall recognize
- (1) The impact to the district of existing aircraft noise.
 - (2) Plans for future business park and similar commercial development within the district and north of the district, within the City of SeaTac;
 - (3) The impact of future development to existing development within and adjacent to the district;
 - (4) Requirements of new development for transportation and other infrastructure improvements; and
 - (5) The potential for new development to enhance the economic or environmental quality of the City.

2-03-10 Within the Des Moines Marina property, allow commercial uses that are water dependent or related, serve marina users, or promote public access to the shoreline.

2-03-11 Regulate the siting of incompatible uses adjacent to the Sea-Tac airport, as defined in RCW 36.70.547 and the Washington State Department of Transportation's *Airports and compatible land Use Volume 1* (1999).

2-03-12 Recognize the City of Des Moines Comprehensive Plan Preferred Land Use Maps, Figures 2-3 through 2-11, as the official land use maps of the City of Des Moines, providing a geographic representation of the Land Use Element Goal and Policies. Recognize

the City of Des Moines Zoning Map as the official zoning map. Undertake all planning activities to implement and support the designated land use pattern.

2-03-13 Recognize that the existence of concomitant agreements, contract rezones, development agreements and similar restrictions may limit the degree to which properties may be developed. Such restrictions established by the City shall be given substantial weight during consideration of requested amendments.

2-04 **STRATEGIES**

2-04-01 Prepare specific land use plans for the neighborhoods shown on the Neighborhood Planning Areas Map (Figure 1-1).

2-04-02 The City of Des Moines shall integrate responses to the listings under the Endangered Species Act into future planning and economic development efforts and resource management programs to achieve a balance between environmental, social and economic goals and objectives.

2-04-03 Create consistency between the uses designated in the City of Des Moines Comprehensive Plan with those designated on the City of Des Moines Zoning Map. The zoning map included as Appendix D, or as amended, shall officially designate land use and density in the City. Single family residential designated by the Zoning Map must reflect and maintain the existing neighborhood character by providing a variety of densities.

2-04-04 Land designated by the Land Use Map for public facility should be used for public and quasi-public capital improvements such as government administrative offices, utility distribution, storage, processing, and maintenance facilities, marinas, schools, public safety and fire protection facilities, and libraries.

2-04-05 Zoning should be brought into conformance with the City of Des Moines Comprehensive Plan Land Use Map.

2-04-06 Require all zoning changes to conform with the land use pattern designated on the City of Des Moines Comprehensive Plan Land Use Map. Require that all rezones consider, among other relevant considerations, the following:

- (1) The effect upon the physical and biological environments;
- (2) The effect on the economic, social and cultural environments;
- (3) The impact on adjacent land uses and neighborhoods; and
- (4) The impact on community and regional facilities, utilities, and transportation.

2-04-07 Prohibit the development of new mobile home parks, but allow existing mobile home parks to remain as nonconforming uses. Establish setback and other development standards to govern replacement mobile homes in existing mobile home parks.

2-04-08 Encourage improvement of the Marina District and Pacific Ridge Neighborhood by working with the business community and other representative organizations to achieve the goals of the City of Des Moines Comprehensive Plan.

2-04-09 Allow master planning and planned unit development techniques for unique or unusual sites where innovative development patterns are desirable.

The CTP was developed with the intent to preserve the quality of life for residents and to support a viable economic future for the City. The City Council and staff will use the CTP to make decisions regarding future transportation investments.

The CTP is consistent with the Land Use Element. The land use assumptions used in estimating travel demand are described in Chapter 4 of the CTP. The resulting growth in employment and housing are included in Figures 3-1 and 3-2 at the end of this Chapter. The City completed an inventory and evaluation of the existing transportation facilities and services and established level of service standards, and developed an estimate of the traffic impacts resulting from the growth assumptions. Specific actions and improvements necessary to accommodate the City's planned growth and meet the level of service standard were identified in the CTP. In compliance with the GMA, the CTP addresses traffic growth out to the year 2030 (more than the 10 year requirement). The CTP provides a financing plan, demand management strategies, and includes a pedestrian and bicycle component. The CTP which is developed for and reflects the values of the community was created in collaboration with stakeholders. The community outreach program provided a variety of forums for stakeholders to learn about the CTP and provide feedback to the City.

The policies and strategies in the Transportation Element of the City of Des Moines Comprehensive Plan are a summary of the CTP's findings, goals, and policies.

3-02-04 Level of Service Standard

The GMA requires the City to establish service levels for the street network and to provide a means for correcting current deficiencies and meeting future needs. The term "level of service" is used to define a way to measure the operational performance of street or intersection. The level of service considers the perception by drivers in terms of speed, travel time, the freedom to maneuver, traffic interruptions and delays, and comfort and convenience.

The City uses the Level of Service (LOS) as defined in the Highway Capacity Manual (HCM). Supporting information on Level of Service can also be found in 'A Policy on Geometric Design of Highways and Streets' (commonly referred to as *The Green Book*) published by the American Association of State Highway and Transportation Officials (AASHTO).

The Level of Service Standard for the City of Des Moines (based on the AM or the PM peak hour) is LOS D, with exceptions for selected intersections along major arterials and in the Marina District, which may operate at LOS E or LOS F. Locations with a LOS F standard include the intersections of South 216th Street and Pacific Highway South, Kent Des Moines Road and Pacific Highway South, and Redondo Way and Redondo Beach Drive. Intersections with a LOS E standard include the Marina District intersections along 7th Avenue South and Marine View Drive between Des Moines Memorial Drive and Kent-Des Moines Road and the SR 99 intersections of South 220th Street/Pacific Highway South and South 224th Street/Pacific Highway South. In addition, all signalized intersections must not exceed an Xc of 1.0 using a 120 second cycle length. However, the intersection of Kent Des Road/Pacific Highway may

operate at an X_c equal to 1.2 using a 150 second cycle length. The level of service standards are depicted in Figure 3.8.

The vision for a future network of trails, sidewalks, bicycle lanes, and other improvements that will benefit all roadway users and the environment are shown in Figures 3-6 and 3-7.

The City plans to improve its pedestrian network, focusing first on basic provisions at locations of critical need, with longer term plans to construct additional pedestrian amenities. City's long-term goal is to provide sidewalks and to take advantage of opportunities to provide interim walkways wherever possible.

Bikeways, like streets and sidewalks, are used by a wide range of people--children riding to school, commuters riding to work, people exercising, or touring. The recommended bicycle network meets the needs of these various user groups. The network shown in Figure 3-7 has recommended bike lanes (separate), bike routes (on streets shared with pedestrians and/or cars), and bike paths that are for non-motorized use only.

CROSS REFERENCE:

Bicycle facilities, and accessible sidewalks and other pedestrian facilities provide safe connections to and from transit. (See Goal TR 4)

3-03-06 Parking

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

DISCUSSION:

The purpose of establishing parking strategies is to effectively balance the demand for parking with the supply. Parking issues in the City are generally focused around the Marina District, Highline Community College and Redondo, although there are some localized parking concerns within some neighborhoods. The addition of planned transit facilities, RapidRide, Link Light Rail, and potential passenger-only ferry service will create new parking issues and challenges near their stations. As the Marina District continues to develop, parking demand will grow as businesses, retail, and residences increase, leading to more competition for the limited supply of on-street parking. Parking management techniques will be needed to balance the employee, customer, visitor, and residential demand for the same on-street parking. The City may create and implement a parking program that minimizes on-street surface parking; encourages shared, clustered parking to reduce the total number of spaces needed; and considers reducing parking requirements for developments near transit stations. The City could consider establishing minimum parking standards as regional and local transit service in the neighborhood improves and as light rail is provided in the city.

CROSS REFERENCE:

The CTP identifies a set of strategies, a toolbox of the best practices in parking management (CTP Table 4-13), but as the complexity of the actions are considered, a detailed parking plan will provide the best actions for the community.

3-03-07 Funding

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

3-04-06 Parking

To support economic activity, transportation, circulation, and existing and future land uses, establish parking strategies that: (Goal TR 6):

- (1) Require new development in the Marina District to provide a sufficient number of parking spaces either on-site or in a shared parking structure. *(CTP TR 6.1)*
- (2) Restrict or limit parking on principle arterials with the exception of Marine View Drive in the Marina District. *(CTP TR 6.2)*

3-04-07 Funding

To pursue funding for transportation improvements from all potential sources (Goal TR 7):

- (1) Seek funding for projects in the Transportation Improvement Program (TIP). *(CTP TR 7.1)*
- (2) Allocate resources to the CIP and TIP in the following ranked priority: 1) safety enhancements; 2) preservation, maintenance and operation of existing facilities; 3) capacity improvements; 4) projects that improve multiple modes while taking full advantage of funding opportunities as they arise. *(CTP TR 7.2)*
- (3) Evaluate traffic generated by new development and require off-site improvements to the transportation system that are needed to maintain adopted level of service standards. *(CTP TR 7.6)*
- (4) Emphasize investments for the preservation and maintenance of the City's existing transportation facilities. Seek funding from a variety of sources and consider pursuing new opportunities for street maintenance revenue. *(CTP TR 7.8)*
- (5) Seek funding to correct locations with identified traffic safety concerns. *(CTP TR 7.9)*

3-04-08 Environmental

To minimize impacts on the environment for all transportation projects (Goal TR 8):

- (1) Balance transportation services with the need to protect the environment. *(CTP TR 8.1)*
- (2) Construct streets and other transportation facilities using construction methods that minimize adverse environmental impacts and impacts to environmentally sensitive areas. *(CTP TR 8.4)*

3-04-09 Transportation Strategies for Sustainability

To reduce congestion, air pollution and fuel consumption through TDM and CTR Programs (Goal TR 9):

- (1) Use transportation demand management (TDM) strategies to reduce single-occupant vehicle travel and encourage alternative modes of travel. These strategies include

parking management, individualized marketing, ridesharing and support of non-motorized travel. (CTP TR 9.1)

incorporate facilities, such as transit shelters, bus pullouts, internal circulation paths and landing areas that foster transit ridership. *(CTP TR 4.3)*

- (3) Support plans by other agencies to construct park-and-ride lots that are convenient for Des Moines' residents. *(CTP TR 4.4)*
- (4) Support increased transit service to park-and-ride lots and major transfer points. *(CTP TR 4.5)*
- (5) Support regional plans for high capacity transit (HCT) and opportunities that extend the regional transit system (including BRT and light rail) to provide convenient connections to Des Moines. *(CTP TR 4.6)*
- (6) Investigate the passenger-only ferry demonstration project and require connecting shuttles to area park-and-ride lots and the Marina District. *(CTP TR 4.7)*
- (7) Support Sound Transit light rail (LRT) station(s) in Pacific Ridge, Midway, and Woodmont areas on Pacific Highway South. *(CTP TR 4.8)*
- (8) Support frequent local service linking Downtown, Des Moines businesses and Highline Community College with HCT on Pacific Highway South. *(CTP TR 4.9)*
- (9) Work with Sound Transit to establish a light rail transit stop at South 216th Street. *(CTP TR 4.10)*
- (10) Work with Sound Transit on station area planning for Midway and South 272nd Street stations. *(CTP TR 4.11)*
- (11) Coordinate with the City of Kent for the Midway subarea. *(CTP TR 4.12)*

3-05-05 Pedestrian and Bicycle Facilities

- (1) Promote multi-modal facilities and services within walking/bicycling distances of residential and commercial developments. Constructing sidewalks and walkways within pedestrian corridors that link neighborhoods to schools, parks, transit routes, and businesses is a high priority. Provide bicycle parking at key transit hubs and activity centers in Des Moines. *(CTP TR 5.2)*
- (2) Require all new roadway construction, reconstruction, or widening projects to include sidewalks. Street maintenance activities, including pavement overlays should provide upgrades for curb ramps. *(CTP TR 5.3)*
- (3) Enhance the attractiveness of the Marina District as a pedestrian environment using features such as benches, landscaping, lighting, drinking fountains, bicycle racks, and public art. *(CTP TR 5.4)*
- (4) Work with the Kent, Federal Way and Highline School Districts as well as neighborhood associations to support programs that encourage walking and bicycling to local schools. *(CTP TR 5.5)*

- (16) The City should identify and document any non-scientific information (including legal, social, cultural, economic, and political), used as a basis for critical areas ordinance policies and regulations, that departs from recommendations derived from BAS. In these cases the City should provide a rationale for use of such information. The City should also identify potential risks to the functions and values of the critical areas at issue and any additional measures chosen to limit such risk.

4-04-03 Shoreline Master Program

- (1) **The *Des Moines Shoreline Master Program***(SMP) update was provisionally passed by the City Council Resolution No. 1122 on April 8, 2011. As provided by Chapter 18.90 DMMC, the SMP is incorporated as one chapter of the Des Moines Zoning Code (Title 18 DMMC).

4-04-04 Solid and Hazardous Waste Management

- (1) Prepare, implement, and monitor a waste reduction and recycling plan consistent with State of Washington law and the King County Comprehensive Solid Waste Management Plan.
- (2) Prepare, implement, and monitor a hazardous waste management plan consistent with State of Washington law and the Local Hazardous Waste Management Plan for Seattle-King County.

4-04-05 Water Management

- (1) Develop a surface water management program that will:
 - (a) Enhance water quality and control flooding;
 - (b) Effectively use and maintain existing drainage facilities that provide fish and wildlife habitat;
 - (c) Satisfy all regulatory requirements and compliance schedules; and
 - (d) Identify and fund capital improvements.
- (2) Require that development proposals maintain surface water runoff rate, volume, and quality at pre-development levels. Where watershed studies show that the impacts of urbanization are significant, additional measures should be implemented to attenuate drainage problems posed by these impacts.
- (3) Protect and improve surface and ground water quality by requiring development proposals to implement best management practices and other available technology for controlling point and non-point sources of pollution.

- (4) Promote ground water infiltration and minimize surface water runoff by requiring development proposals to limit impervious surfaces.
- (5) Require that development proposals contain measures to control on-site soil erosion and off-site sediment transport during and after construction through the use of best management practices and other available erosion and sedimentation control technology.
- (6) Take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains.
- (7) Work with the Washington State Department of Ecology to implement the programs of the Puget Sound Water Quality Management Plan.
- (8) As authorized by the laws of State of Washington (such as RCW 35.24.280), act to prevent and fine any person or private or public entity causing pollution of surface waters flowing through or into the City of Des Moines from up to five miles from its corporate limits.
- (9) Establish and/or maintain enforcement mechanisms that may be used to prevent or stop contamination to surface water quality.
- (10) If surface water contamination is found in the City of Des Moines, consider requesting state or federal investigations or enforcement actions. Consider pursuing all appropriate civil actions under state and federal law to abate the pollution problem, including a citizen suit under the federal Clean Water Act.
- (11) The City of Des Moines shall maintain a map of Critical Areas.
- (12) Protect the quality and quantity of groundwater by:
 - (a) Assisting during implementation of the South King County Groundwater Management Plan.
 - (b) Implement, as appropriate, Wellhead Protection Programs in conjunction with adjacent jurisdictions and ground water purveyors.
 - (c) Encourage or require use of Best Management Practices for new development recommended by the South King County Groundwater Management Plan.
 - (d) Refine land use and critical areas regulations, as appropriate, to protect critical aquifer recharge areas.

- (13) In order to ensure the quality of surface water and protect the health and welfare of its citizens, the City of Des Moines will:
- (a) Establish a program to monitor surface water quality within its boundaries and encourage neighboring jurisdictions to implement similar monitoring programs.
 - (b) Develop plans, programs and regulations, in cooperation with other jurisdictions, to manage the surface waters of the City.
 - (c) Work with other jurisdictions to develop a watershed approach to surface water management that includes implementation of Best Management Practices and public education initiatives.

4-04-06 **Air**

- (1) Require that air pollution generated from all land uses be restricted to federal and state ambient air pollution standards. Restrict air pollution generated from solid fuel burning devices and open burning to state emission standards, curtailment rules, and fuel restrictions.
- (2) When other trees are not available or do not provide the needed screening, require that planting and maintenance of trees be an integral part of City street development standards. Require all developments to include landscaping improvements using trees, shrubs, and ground covers. Undertake measures to ensure the survival and good health of trees and plants.

4-04-07 **Energy**

- (1) Establish construction and site planning standards that result in energy conservation or utilize alternative energy sources.
- (2) Seek to stimulate a land use pattern that encourages an efficient transportation system.
- (3) Implement measures to improve bicycle and pedestrian circulation systems.

CHAPTER 5: CAPITAL FACILITIES, UTILITIES, AND PUBLIC SERVICES ELEMENT

5-01 **GOALS**

5-01-01 To ensure adequate public facilities appropriate for the delivery of public services and utilities to accommodate the demand associated with current and future land uses. Such services and utilities should be provided in a manner that maximizes public safety and minimizes adverse environmental impacts.

5-02 **BACKGROUND AND CONTEXT**

5-02-01 Capital facilities, utilities, and public services include a variety of properties, improvements and services often administered by governmental agencies for the general public. Examples of capital facilities include City administration buildings, libraries, parks and recreational facilities, and public schools. Utilities include electric, telecommunication, natural gas lines, and refuse collection.

5-02-02 Certain facilities and utilities are owned/offered by the City of Des Moines while others are owned/offered by other agencies, special districts, or companies. Public services include police protection, transportation, and surface water management.

5-02-03 Transportation and circulation-related facilities are addressed in the Transportation Element and the Comprehensive Transportation Plan. Parks, recreation, and open space are addressed in the Parks, Recreation, and Open Space Element and Parks, Recreation, and Senior Services Master Plan.

5-02-04 The population of the City of Des Moines has increased with the development and redevelopment of City land. The City of Des Moines also has grown in size and population by annexation of unincorporated lands, and is now entirely surrounded by other incorporated cities and water. There is little room left for expansion except by infill. It is expected that the number of persons within the City will continue to increase through the 2024 year planning horizon of this Plan.

5-02-05 The availability of capital facilities, utilities, and public services directly influences the quality of life in Des Moines. Adequate facilities, utilities, and services are needed to ensure that those who reside and work in Des Moines are reasonably free of safety and environmental hazards, and provided with desired public services.

5-02-06 The increase in population within the City has created a corresponding increase in the demand for capital facilities, utilities, and public services.

5-02-07 The demand for, and the delivery of facilities, utilities, and services is influenced by regional factors, such as regional population densities, and the services provided by other jurisdictions. These regional factors must be considered in the planning for adequate facilities and utilities.

5-02-08 The siting, construction, and operation of capital facilities and utilities, including essential public facilities, has sometimes resulted in adverse impacts upon nearby properties and the natural environment. The City currently receives more than its fair share of adverse impacts associated with air transportation. Therefore, as permitted by state and federal law, before permitting the siting or expansion of any capital facilities or utilities it is extremely important that comprehensive environmental review of such proposals be completed so that decision makers are fully informed of the proposal's adverse impacts and whether adequate mitigation measures can be implemented to mitigate such impacts.

5-02-09 Comprehensive plans and capital improvement plans have been prepared by many of the providers of public facilities, utilities, and services within Des Moines. Such plans are applicable to Des Moines' Comprehensive Plan in that they contain detailed inventories of existing improvements, projected demand for services in the future, and funding strategies for capital improvements. The following references should be consulted for detailed information regarding existing and planned Capital Facilities, Utilities, and Public Services:

- (1) City of Des Moines Comprehensive Marina Master Plan
- (2) City of Des Moines Surface Water Management Program
- (3) City of Des Moines Comprehensive Transportation Plan
- (4) City of Des Moines Six-Year Capital Improvement Program
- (5) City of Des Moines Parks, Recreation and Senior Services Master Plan
- (6) King County Water District #54 CFP (2004)
- (7) Highline Water District Water Facilities Plan (2006)
- (8) Lakehaven Utility District Water Facilities Plan (2006)
- (9) Midway Sewer District CFP (2008)
- (10) Southwest Suburban Sewer District Sewer Plan (2006)
- (11) Lakehaven Utility District Sewer Facility Plan (2009)
- (12) Highline School District Facility Plan (2009)
- (13) Federal Way School District 2011 Capital Facilities Plan

5-02-10 An inventory and analysis of the publicly owned capital facilities, and public/private utilities within the City of Des Moines are summarized below. More detail is provided in Appendix E.

- (1) **City Administration:** The City of Des Moines owns several properties and buildings that are used for the administration of City services. The maintenance, improvement and expansion of City facilities is guided by a six-year capital improvement program and an annual budget approved by the City Council. The capital improvement program prioritizes projects, establishes improvement schedules, and identifies revenue sources.
- (2) **Electricity:** The transmission of electricity to the City is regulated by the Washington Utilities and Transportation Commission and is delivered by Puget Sound Energy.
- (3) **Fire Protection:** Fire protection and other emergency services within the City are provided by South King County Fire and Rescue. These services are guided by the comprehensive plans of the districts/departments.
- (4) **Hazardous Waste Collection and Disposal:** The collection and disposal of hazardous waste within the City is provided for through an Interlocal Agreement between King County and the municipalities within the City. The Local Hazardous Waste Management Plan for Seattle-King County provides for regional coordination and funding of this program.
- (5) **Library:** Library services in the City are provided by King County Library District. Adopted level of service guidelines direct the construction and expansion of library facilities. The Highline Community College also operates a library that is utilized by many residents of the City.
- (6) **Marina:** An 840-slip marina along Des Moines' shoreline is owned and operated by the City of Des Moines. The City's capital improvement program and annual budget guide the expenditure of funds for the operation of the facility. The ~~2004~~ 2007 Comprehensive Marina Master Plan identifies near-term and long-term capital improvements, funding strategies and project schedules for the existing marina.
- (7) **Natural Gas:** Natural gas is distributed in the Puget Sound region by Puget Sound Energy. This utility is regulated by several governmental agencies. A franchise agreement authorized by the Des Moines City Council provides additional level of service requirements for the delivery of natural gas to customers within the City's corporate limits.
- (8) **Parks and Recreation:** Publicly owned recreational facilities within the City are operated by the City of Des Moines, the State of Washington, and the Highline and Federal Way School Districts. A regional dog park is located in the City of SeaTac. City, County and State Parks and Recreation Plans guide the

administration of recreational programs of the respective jurisdictions. Various services, such as the Des Moines Senior Center, are provided at one or more of Des Moines' recreational facilities. The 2003 Parks, Recreation and Senior Services Master Plan will help guide the scheduling and funding of future capital and programmatic improvements. (See Chapter 6)

- (9) **Police:** Police protection is provided by the City of Des Moines. The City of Des Moines also has interlocal agreements with the Cities of SeaTac, Kent and Normandy Park; King County, the State of Washington, and the Port of Seattle.
- (10) **Postal Service:** The US Postal Service operates one facility and one contract station within the City.
- (11) **Sanitary Sewer:** The Midway, Southwest Suburban, and Lakehaven Utility Districts provide for the collection, treatment, and disposal of effluent. These services are directed by the comprehensive plans adopted by these districts. A portion of the City is still served by septic systems.
- (12) **Schools:** Publicly owned educational facilities are operated by the Highline and Federal Way School Districts, Highline Community College and Central Washington University. Several private schools are also located within the City.

Highline and Federal Way School Districts provide K-12 educational programs to all students who live in the respective service areas.

Highline School District has four elementary schools (Des Moines, Parkside, Midway, and North Hill), one middle school (Pacific), and two high schools (Aviation and Mount Rainier) located in Des Moines. The *2009 Capital Facilities Improvement Plan* identifies the Districts 4-year prioritized projects, funding, and construction schedule for facility improvements. Three of the four elementary schools (Parkside, Midway, and North Hill) and one of the high schools (Mount Rainier) have been replaced over the past decade, resulting modern facilities equipped with technology required for today's education.

Federal Way School District serves the southern part of Des Moines (south of South 252nd Street). Woodmont Elementary is the District's only school located in Des Moines. The District's *2011 Capital Facilities Plan* adopted in May 2010, sets forth the capital improvement projects and services to be implemented over the next several years. The plan includes new school construction, purchasing and siting of temporary facilities, and services operation.

Highline Community College (HCC) provides post secondary education and degree programs. Founded in 1961 as the first community college in King County, HCC is nationally and internationally recognized as a premier community college and is one of 34 community and technical colleges in Washington State. The college's main campus is located on an 80-acre wooded site in the South Des Moines Neighborhood. Classes are also provided at the

Marine Science and Technology Center (MAST) at Redondo Beach. The MAST facility was completed/reconstructed 2008 and is home to the third largest salt water aquarium in Washington State. HCC provides to branch campuses located in Burien and White Center.

Central Washington University (CWU) operates a branch campus at HCC. CWU is a comprehensive, four year public university offering both baccalaureate and master's degree programs at its main and branch campuses.

- (13) **Solid Waste Collection and Disposal:** Allied Waste Disposal Company provides for the collection and disposal of solid waste within the City. These services are regulated by the Cities of Des Moines, Kent, and SeaTac, and the Washington Utilities and Transportation Commission. Recyclables collection service of specified materials is available to households and businesses through solid waste haulers.
- (14) **Surface Water Management:** The collection and disposal of stormwater in the City is provided by the City of Des Moines.
- (15) **Telecommunication:** Qwest delivers telecommunication service for the City as regulated by the Washington Utilities and Transportation Commission. Cable Television is provided by Comcast Cable Services. Cellular telephone services are provided by Cingular, Nextel, Qwest Cellular, Sprint PCS, T-Mobile, and Verizon Wireless.
- (16) **Transportation Facilities:** State and Regionally owned transportation facilities are listed in the GMA as essential public facilities to be sited. Details of transportation facilities inventories, future needs and plans are provided in the City of Des Moines Comprehensive Transportation Plan.
- (17) **Water:** Domestic water within the City is provided by King County Water District 54, Highline Water District, and Lakehaven Utility District. Each of these districts' operations is guided by a water system plan. A significant portion of the water available in the City is purchased from the Seattle and Tacoma Water Departments.
- (18) **South County Correctional Entity (SCORE) Jail:** Pursuant to an interlocal agreement, the Cities of Auburn, Burien, Des Moines, Federal Way, Renton, SeaTac, and Tukwila are jointly developing a consolidated misdemeanor correctional facility in the City of Des Moines. As part of this agreement, an autonomous public agency, SCORE was formed and represents almost 340,000 citizens in South King County. Located at 20817 17th Avenue South, the 137,000 square foot facility will employ approximately 120 individuals and house up to 820 inmates

5-03 **POLICIES**

5-03-01 To the extent permitted by law, Des Moines should require that the plans of the agencies identified in this Plan be consistent with the City of Des Moines Comprehensive Plan.

5-03-02 To advance the City's interests, Des Moines should promote cooperative working relationships between Des Moines and the other municipalities, agencies and districts identified in this Comprehensive Plan.

5-03-03 Planning for utilities and public facilities should be recognized as the primary responsibility of the government or private agency providing the corresponding services. Des Moines should generally participate in the development of, and rely upon, plans prepared by each agency undertaking facility and capital improvement planning.

5-03-04 Des Moines should not allow land development to exceed the capacity of essential facilities/utilities (i.e., domestic water, fire protection, sanitary and storm sewer, transportation, etc.). Such facilities should be available at the time of development.

5-03-05 City plans and development regulations should identify, and provide a process for consideration of, the siting of essential public facilities. Essential public facilities should include: A) domestic water, sanitary sewer, public schools, and fire protection; B) difficult-to-site facilities such as those identified by RCW 36.70A.200 and County-wide Planning Policies; and C) essential state facilities specified by the office of financial management. Des Moines should not accept a disproportionate share of the adverse impacts resulting from the siting of essential public facilities.

5-03-06 Des Moines should generally rely on the level-of-service standards/guidelines used by public facility and utility providers for determining adequacy and concurrency. When desired, Des Moines should establish a public process whereby other level-of-service (LOS) standards are adopted for public facilities and utilities. Unless other LOS standards are adopted, the LOS guidelines outlined in the Public Facilities and Utilities Implementation Strategies should be used to determine adequacy and concurrency.

5-03-07 New or expanded facilities/utilities should be compatible with surrounding land uses; such facilities should minimally impact the natural or built environment.

5-03-08 Des Moines should encourage, and to the extent permitted by law, require implementation of resource conservation practices to extend the useful life and capacity of existing and planned facilities.

5-03-09 Provide for the siting of electrical vehicle infrastructure as required by HB 1481. Electrical vehicle infrastructure includes structures, machinery and equipment necessary and integral to support an electrical vehicle including battery charging stations; rapid charging stations and battery exchange stations.

5-04 **STRATEGIES**

5-04-01 Utilize the plans of providers of facilities and utilities within the City to supplement this Comprehensive Plan Element. For City of Des Moines planning purposes, this Comprehensive Plan should take precedence when such facility/utility plans may conflict.

5-04-02 Coordinate Des Moines' land use planning with the facility/utility planning activities of agencies and utilities identified in this Comprehensive Plan Element. Encourage, and to the extent permitted by law, require providers of public services and private utilities to utilize the Land Use Element of the City of Des Moines Comprehensive Plan in planning for future facilities. Encourage, and to the extent permitted by law, require providers of public facilities and utilities update their comprehensive plans on a regular basis and in a timely manner.

5-04-03 Adopt procedures that encourage mutual review of, and comment on, proposed actions and policies between Des Moines and other providers of public services. Review of development proposals by providers of public facilities and utilities should ensure that there will be sufficient capacity at the time of development.

5-04-04 Utilize the plans of public facility and utility providers, and the Des Moines Capital Improvement Plan, to identify lands useful for public facility or utility purposes. Essential Public Facilities as defined by RCW 36.70A.200 are processed as Unclassified Use Permits (UUP) unless the use is permitted outright in a given zoning classification. Cooperatively work with surrounding municipalities and King County during the siting and development of facilities of regional significance. As permitted by state and federal law, including the lawful exercise by the City of its SEPA authority pursuant to RCW 43.21C.060, City approvals related to facilities, operations and activities within the City of Des Moines associated with Sea-Tac International Airport, including but not limited to, necessary support activities, connected-actions and projects, may include conditions which are necessary to mitigate specific adverse environmental impacts on the City of Des Moines identified in environmental documents prepared pursuant to SEPA. The City may decide not to approve such facilities or operations if the City finds: (a) the proposal would likely result in a significant adverse environmental impact(s) identified in a final or supplemental environmental impact statement prepared under SEPA, and (b) reasonable mitigation measures capable of being accomplished are insufficient to mitigate the identified impact(s).

5-04-05 Require new development to contribute to the construction, renovation, or expansion of necessary public facilities. Support the establishment of late-comer agreements to ensure that adequate public facilities and utilities will be provided and equitably funded. Establish processes whereby impact fees can be collected for facility and utility improvements as permitted by State Law.

5-04-06 Limit new development until necessary public facilities and/or utilities are available. If necessary, reassess the Land Use Element if probable funding or land for public facilities or utilities will not be available to accommodate demand.

5-04-07 Prohibit or limit the construction of facilities/utilities where such construction would result in severely adverse environmental or public health impacts, or where such construction would encourage land development inconsistent with adopted City policies. Adverse impacts may include, but are not limited to: excessive noise or traffic, the discharge of pollutants into the air or water, or harmful electromagnetic fields. Ensure that such improvements will not result in significant adverse impacts upon the surrounding land uses or the natural environment. Utilize the permitting authority and processes provided by the Des Moines Municipal Code during review of proposed facilities.

5-04-08 Encourage, and to the extent permitted by law, require the implementation of resource conservation measures through various means, such as public education, energy-conserving construction techniques, and alternative landscaping provisions. Encourage, and to the extent permitted by law, require providers of public facilities and utilities to implement public education and information programs that describe the benefits of conservation.

5-04-09 Require the undergrounding of utility lines as specified by the DMMC to minimize public safety hazards, visual clutter, and the obstruction of views. Encourage the undergrounding of utilities throughout Des Moines. Encourage the use of shared corridors for several utilities.

5-04-10 Require adequate screened space in multifamily and commercial developments for on-site recycling containers.

5-04-11 Identify facility needs for the provision of City services; explore funding options to accommodate those needs. Ensure that City facilities are sufficient in quantity and quality to allow for superior public service.

5-04-12 Adopt ordinances as necessary to ensure that new public facilities and utilities include all improvements needed during use of the facility/utility, such as adequate on-site parking, appropriate signs, and lighting.

5-04-13 Implement the following level-of-service standards:

- (1) **Collection and Disposal of Solid and Hazardous Wastes:** Require that collection service for garbage, recyclable materials, and yard waste be available to all properties within the City. Include level-of-service provisions in contract/franchise/license agreements. Cooperatively work with King County and related agencies for collection and disposal of hazardous wastes, and public education regarding hazardous wastes.
- (2) **Electrical Service:** Coordinate land use and facility planning to allow for siting and construction of distribution facilities that provide electrical power with minimal periods of service interruption. Carefully evaluate proposed high-voltage distribution facilities for adverse EMF impacts. Include level-of-service provisions in contract/franchise/license agreements.

- (3) **Fire Protection:** Coordinate land use planning, development review, and fire protection facility planning to ensure that: a) adequate fire protection and emergency medical service can be provided; and b) project designs minimize the potential for fire hazard.
- (4) **Libraries:** Continue to receive library services from the King County Library System as long as King County continues to provide a variety of library services from centrally located facilities with convenient hours of operation. Include level-of-service provisions in contract/annexation agreements. Patronage privileges for Des Moines residents are available at the Highline Community College Library.
- (5) **Marina:** Implement capital improvement projects identified in the Marina Master Plan to help the Marina maintain a competitive advantage in attracting moorage tenants and guests, support in-water activities and make the Marina more attractive and pedestrian friendly. Continue to serve as a boating facility while simultaneously promoting the Marina as a premier destination for those arriving by automobile, bicycle, or on foot.
- (6) **Natural Gas:** Promote the extension of distribution lines to unserved areas. Coordinate land use and facility planning to allow for siting and construction of natural gas distribution facilities that provide natural gas with minimal periods of service interruption. Include level-of-service provisions in contract/franchise/license agreements.
- (7) **Parks and Recreation:** Level of service standards for parks and recreation facilities are provided in the Parks, Recreation and Open Space Element.
- (8) **Police Protection:** Coordinate land use planning, development review and police protection facility planning to ensure that: a) adequate police protection can be provided; and b) project designs discourage criminal activity.
- (9) **Postal Service:** Encourage improvements to US Postal Services as necessary for residents and businesses.
- (10) **Public Education:** Coordinate land use planning, development review and school facility planning to ensure that: a) adequate school facilities will be available to accommodate anticipated increases in students; and b) project designs include safe pedestrian paths for school-age children.
- (11) **Sanitary Sewer:** Require that all new developments have sanitary sewer. Encourage or require the extension of sewer service to unserved developed areas. Priority for such extension should be given to areas where septic failures are common, or where the number or "density" of septic facilities exceeds the filtering capacity of the underlying soils. Allow new development to utilize septic drain fields as an interim sewer system only when all of the following conditions are present:

- (a) Underlying soils allow for proper percolation without undue adverse impact; and
 - (b) Sanitary sewer is not within reasonable proximity of the development site; and
 - (c) A binding "no protest" agreement is provided requiring contribution toward extension of, and connection with, the sanitary sewer system when it is available; and
 - (d) The development site represents a small, isolated, vacant or under-developed parcel in an area of developed properties not served by sanitary sewer.
- (12) **Stormwater Management:** Require new development and redevelopment to install on-site stormwater detention and treatment as needed in a manner consistent with the City's National Pollution Discharge Elimination System (NPDES) Phase II permit, the standards of the King County Surface Water Design Manual, and the best management practices of the King County Stormwater Pollution Prevention Manual. Adopt maximum lot coverage policies or standards with respect to impervious surfaces. Require all multifamily development to provide a designated area for vehicle washing in a manner to control rinse water runoff.
- (13) **Telecommunications:** Advocate the development/maintenance of facilities necessary to provide telecommunication services as needed to accommodate population growth and advancements in technology. Include level-of-service provisions in franchise/license agreements. Advocate local regulation of telecommunication services and support state legislation that provides for optimal service from monopolistic providers.
- (14) **Transportation Facilities:** Level of Service standards for transportation facilities are provided in the Transportation Element.
- (15) **Water:** Require that new development have adequate water supply for consumption and fire flow. Advocate the upgrading of existing lines, supply sources, and storage facilities as necessary in areas where fire flow is inadequate.

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CHAPTER 6: PARKS, RECREATION, AND OPEN SPACE ELEMENT

6-01 GOALS

6-01-01 Provide adequate and accessible recreational facilities and programs that are responsive to the diverse interests and needs of people of all ages, income levels, cultural or educational backgrounds, or physical abilities. Such recreational facilities and programs should satisfy outdoor and indoor, active and passive recreational needs and be appropriately distributed throughout the community.

6-01-02 Ensure that existing and planned park and recreation areas are protected from adverse impacts associated with incompatible land uses and/or transportation activities. Such adverse impacts may include traffic congestion, inadequate parking, surface water runoff, vibration, air and water pollution, noise, among others.

6-01-03 Ensure that park and recreation areas of local significance (cultural, historical, environmental, natural, wildlife, waterfront, tidal, special use or other) are identified and protected.

6-01-04 Maintain existing recreation facilities and sustain recreation programs. Actively seek funding to provide adequate recreation facilities and programs for underserved neighborhoods. Pursue joint-use and shared-cost opportunities such as: Interlocal agreements with other governmental agencies, collaborative opportunities with interdepartmental projects, public/private partnerships and volunteerism to develop new parks and facilities and maintain existing parks and facilities. Encourage the State of Washington to maintain and preserve in a sustainable manner its park land located within Des Moines in perpetuity.

6-01-05 Support economic development through an aesthetically pleasing environment by providing: city gateways and signage to include directional road signs to recreational facilities; well maintained streetscapes; adequate parking at recreational facilities; and improving and maintaining waterfront facilities.

6-01-06 Utilize a ratio of 6.5 acres per 1,000 population combined park land (including mini, neighborhood, community, special use, sports fields/complexes, trails and pathways, conservancy and open space areas which are typically undeveloped) as a general guide in the acquisition of park lands.

6-01-07 Ensure community recreational needs are considered during planning stages of all single family, multi-family, subdivisions and planned unit residential developments; retail, commercial and business park development; educational institutions, utilities and other governmental facilities development.

6-02-03 The unimproved right-of-way of State Route 509 represents a valuable part of the region's open space and transportation system to connect neighborhoods and recreation facilities. The right-of-way would provide opportunities for recreational facilities for activities suited to linear parks, such as walking and bicycling.

6-02-04 The Port of Seattle buy-out area in the North Central Neighborhood, along with the Pacific Ridge Neighborhood, Pacific Highway Business Districts in Midway, East Woodmont and Redondo and the Marina District represent opportunities for interconnections between economic and recreational expansion and for the establishment of other recreational facilities for Des Moines citizens.

6-02-05 The Des Moines Parks, Recreation and Senior Services Master Plan (Adopted November 5, 2009) evaluates and inventories existing public and private park and recreation facilities and programs. It forecasts the demand and need for future park and recreation services, estimates the costs for improving and maintaining existing recreation facilities, and developing new facilities, and establishes a long-range program of system-wide capital acquisitions, renovations, development improvements and Interlocal projects.

6-02-06 The City of Des Moines has a variety of parks and recreational areas. These recreation facilities are utilized by local residents and workers, and visitors from other areas.

6-02-07 The majority of Des Moines' recreational areas are owned or leased and operated by the City. Other public agencies such as Highline School District, Federal Way School District, Highline Community College and the State Park System provide additional recreational facilities that are heavily used and are necessary to provide adequate recreational opportunities for Des Moines citizens. A small number of recreation facilities are privately owned and many are not available to the general public.

6-02-08 Respondents to the Parks, Recreation and Senior Services Master Plan surveys (2009) identified the following recreation facilities as being of primary importance: Community Centers; Mount Rainier Pool; Community/Sports Parks, Neighborhood and Waterfront Parks; Marina and Trails.

6-02-09 It is in the public interest for the City of Des Moines to preserve, protect and maintain park and recreation areas and conservancy resources within its jurisdictional boundaries.

6-02-10 It is in the public interest to integrate sustainable design and construction strategies in park and facilities capital investments.

CHAPTER 10: MARINA DISTRICT ELEMENT

Vision Statement for the Downtown Marina District:

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

1-01 GOALS

1-01-01 Ensure that Marina District will be:

- (1) The civic and cultural center for the City.
- (2) A revitalized neighborhood with a small-town charm reflecting the City's rich history and inviting new businesses, development shoppers and residents.
- (3) Characterized by a quality mix of businesses that encourages residents to shop locally and creates a destination for visitors.
- (4) Aesthetically pleasing with design standards and public art to reflect and celebrate the City's unique location and maritime heritage.
- (5) Pedestrian-friendly with improved access to and from the Marina and Beach Park and pedestrian amenities along South 223rd Street and South 227th Street.
- (6) A residential as well as commercial neighborhood.
- (7) A neighborhood that takes advantage of its waterfront location.
- (8) A neighborhood with numerous opportunities for passive outdoor recreation.
- (9) An area with views of Puget Sound and the Olympic Mountains.
- (10) A neighborhood where redevelopment and the introduction of new businesses is encouraged when such activities compliment and implement adopted goals and policies.

1-01-02 Strengthen community sustainability, pedestrian accessibility, livability and downtown business vitality.

1-01-03 Optimize Des Moines' prime waterfront location and City views through the enhancement of cultural opportunities and experiences.

10-02 **BACKGROUND AND CONTEXT**

10-02-01 Des Moines Marina District is located along the shoreline of Puget Sound. This waterfront location provides a unique geographic setting for the City's primary commercial district. This area is one of few low-bank shoreline areas between Seattle and Tacoma. The Des Moines Marina occupies much of the shoreline within the neighborhood. The Marina provides limited recreational opportunities for non-boaters.

10-02-02 The Marina District is generally bounded by Puget Sound on the west, the City of Normandy Park and South 216th Street to the north, 8th Avenue South and Kent-Des Moines Road to the east, and South 230th Street to the south (Figure 2-3). Single family residential neighborhoods abut the Marina District to the north, south, and east. As the topography of the area generally slopes down from east to west, many properties within and near the Marina District have views of Puget Sound and the Olympic Mountains.

10-02-03 The Marina District is developed with a variety of land uses, including commercial, professional office, single family, multifamily, mixed-use, and recreational uses. Some buildings in the neighborhood are in a state of disrepair. Several properties are vacant or have minimal physical improvements, such as those properties fenced for boat storage.

10-02-04 The Land Use Element of the City of Des Moines Comprehensive Plan includes a land use map for the Marina District (Figure 2-3). Other policies within the adopted Land Use Element that relate to the Marina District include:

- (1) Multiple family dwellings should also be encouraged in conjunction with commercial developments within the Downtown Commercial Zone (D-C Zone), provided that such dwellings are designed to provide a quality residential environment while enhancing the appearance and commercial function of the business district.
- (2) Promote new development and redevelopment within the commercial district to reflect and enhance its ties to the waterfront, pedestrian orientation, and role in serving local shopping and service requirements.
- (3) Within the Des Moines Marina property, allow commercial uses that are water dependent or related, serve marina users or promote public access to the shoreline.

10-03 **POLICIES**

10-03-01 Enhance the relationship between the commercial district and the shoreline through improved access to the Marina and Puget Sound.

10-03-02 Encourage the development of gateway features and focal points that contribute to the identity of the Marina District of Des Moines.

10-03-03 Promote a pedestrian-friendly sidewalk environment throughout downtown. Within the commercial zones, the sidewalk environment may include storefronts near the

sidewalk, minimal interruption by vehicular driveways, awnings for weather protection, public open space, attractive landscaping, and integrated signs and lighting.

10-03-04 Encourage mixed use in the D-C zone.

10-03-05 Building height should not adversely impact the adjacent street environment or nearby land uses.

10-03-06 Maintain 8th Avenue South as a local access street. Discourage commercial traffic from using 8th Avenue through project design and roadway improvements.

10-03-07 Prohibit commercial uses that detract from the retail, wholesale, and service uses permitted in the D-C zone. Allow light manufacturing uses in the commercial zones when: 1) products are sold on site at retail; and 2) manufacturing activities will not adversely impact surrounding properties.

10-03-08 Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and use of mass transit.

10-03-09 Ensure that off-street parking regulations reflect anticipated future demand. Continue to allow shared and off-site parking when no adverse parking impacts will result. Ensure that off-site parking is available at the time new uses are authorized.

10-03-10 Encourage new construction to incorporate design elements that provide view corridors, visual interest, and pedestrian scale. Require the terracing of upper floors of buildings.

10-03-11 Encourage new development to include public benefit features such as water fountains, bicycle racks, public rest rooms, outdoor seating, art, etc.

10-04 **STRATEGIES**

10-04-1 Create an integrated transportation system that includes a comprehensive parking strategy, pedestrian and bicycle network, and streetscape improvements.

10-04-2 Continue to allow uses and facilities that promote transit ridership, such as bus stop shelters, ticket offices, transit information kiosks, etc.

10-04-3 Ensure that street trees are planted throughout downtown.

10-04-4 Encourage use of shared driveways in order to minimize the number of locations where the sidewalk is interrupted by vehicular traffic.

10-04-5 Continue to allow residential uses in the areas west and south of the business district. Ensure that new development at the edge of the D-C Downtown Commercial zones has minimal impact upon nearby residences.

10-04-6 Allow dwellings above street-level commercial uses as a permitted use when specific conditions can be satisfied.

10-04-7 Allow automobile service and maritime uses as well as outdoor storage of product inventory where a pedestrian-friendly environment can be maintained or enhanced.

10-04-8 Allow light manufacturing activities with ancillary on-site retail sales of the manufactured product. Do not allow manufacturing uses that adversely impact surrounding properties. (chapter 18.27 DMMC)

10-04-9 As part of the next review of this Element, investigate the possibility of creating specific subarea plans for the Marina District.

10-04-10 Ensure that new development or redevelopment in the Marina District exhibits design excellence by paying particular attention to site design, building form, architecture and public space as described in the *Marina District Design Guidelines* (2009).