

# PS&T COMMITTEE AGENDA

May 9, 2013 - North Conference Room

21630 11<sup>th</sup> Avenue South – Des Moines 98198

**5:30P – 6:50P**

**1. Approve minutes 4/04/13 meeting**

**2. Follow-up on Short Plat Frontage Improvement**

*(Continued discussion on the possibility of a modification and/or exemption language within the Short Subdivision Code of the DMMC. Staff will report on some other possible criteria to add to the draft language, including the potential for payment in-lieu options and minimum lengths of improvements.)*

*(Staff is seeking directions from Committee in order to prepare the draft ordinance.)*

**3. Draft Transportation Improvement Plan (TIP)**

*(Staff will provide discussion on proposed changes and updates for Transportation project priorities.)*

*(Staff is seeking direction from Committee on Project Priorities.)*

**4. South 272<sup>nd</sup> Street – Access Management**

*(Discussion on potential future access modifications as an accident reduction tool. The corridor of 272<sup>nd</sup> Street between 16<sup>th</sup> and SR-99 has historically been one of the top accident corridors in the City.)*

**5. CIP Project Updates**

*(Staff will provide update and status of various Transportation projects. Informational only.)*



PS&T Meeting – May 9<sup>th</sup>, 2013

Proposed changes to the 20 year Transportation Improvement Plan (TIP) – Initial Discussion

Highlights of the Proposed changes:

- No changes in priority to the top 16 projects
- Proposing to Elevate the following projects
  - Marine View Drive/S. 240<sup>th</sup> – Intersection
  - Pacific Highway South/S. 240<sup>th</sup> – Intersection (City of Kent lead)
  - South 240<sup>th</sup> Street Corridor Project – 16<sup>th</sup> Ave S to East City Limits
  - South 208<sup>th</sup> Street Sidewalk Improvements – 1<sup>st</sup> Ave S to DMMD
- Proposing to lower the following projects
  - Downtown Circulation Study
  - Parking Management Plan - Downtown



**Transportation Improvement Plan**

Agency: City of Des Moines, WA  
 County No.: 17 County Name: King County  
 City No.: 0325 MPO/RTPO: PSRC

From: 2014 To: 2033  
 Hearing Date:                      Adoption Date:                       
 Amend Date:                      Resolution Number:                     

Functional Classification	Proposed Priority No.	Current Priority No.	City Project Number	Project Identification	Coordination with other City Project (Numbers)	Improvement Type(s)	Status	Total Length	Utility Codes	Project Phase	Project Cost in Thousands of Dollars						Local Agency Expenditure Schedule (Year)						Federally Funded Projects Only			
											Phase Start (mm/dd/yyyy)	Fund Source Information						2014	2015	2016	2017-2019	2020-2023	2024-2033	Envir. Type	R/W Required Date (mm/yy)	
												Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds									
																										Federal Funding
00	1	1	PRES.-1.0	<b>Pavement Management Program</b> Citywide  Maintain and preserve the City's roadway surfaces through pavement rehabilitation measures such as overlays/patching, crack sealing and other preventative maintenance measures.	PRES.-5.0 TRAF.-3.0 TRAF.-4.0	07	S		C S G W O P T	PE RW CN	8/1/2012  4/1/2013					4800  24000	4800  24000	240  1200	240  1200	240  1200	720  3600	960  4800	2400  12000			
TOTALS											0	0	28800	28800	1440	1440	1440	4320	5760	14400						
00	2	2	TRAF.-2.0	<b>Traffic Signal Program</b> Citywide  Replace and upgrade the City's Traffic Signal Systems to be compliant with MUTCD updates. This program is primarily funded through the City's Street Fund.	TRAF. -5.1	12	S		S W T C G P	PE RW CN	1/1/2010				20  200	20  200	1  10	1  10	1  10	3  30	4  40	10  100				
TOTALS											0	0	220	220	11	11	11	33	44	110						
00	3	3	TRAF.-1.0	<b>Sign Changeout Program</b> Citywide  Replace and upgrade the City traffic signs to be compliant with MUTCD updates. This program is primarily funded through the City's Street Fund.	TRAF. -5.1	12	S			PE RW CN	1/1/2007				0  27	0  27	6  6	6  6	6  6	9  9						
TOTALS											0	0	27	27	6	6	6	9	0	0						
14	4	4	TIF-1.2	<b>S. 216th Street Improvement (Segment 2)</b> Transportation Gateway Project (1 of 4 projects) South 216th Street from: 24 Ave. S. to: 18th Ave. S. Widen to provide additional travel lanes, bike lanes, curb, gutter & sidewalks. Partially funded through development. Signal rebuild @ 24th Ave. S. & S. 216th.	TIF-1.1 TIF-1.3 TIF-2.0 TIF-3.0 ITS-3.0	06 12 04 32 03	P	0.34	C S G T W P	PE RW CN	1/1/2009 1/1/2010 6/1/2011				1000  0 2000	1000  0 6000	1000  6000							CE	Yes 7/12	
TOTALS											0	4000	3000	7000	7000	0	0	0	0	0	0					
14	5	5	TIF-2.0	<b>24th Ave. S. Improvement (Segment 2)</b> Transportation Gateway Project (1 of 4 projects) 24th Avenue South from: S. 208th St. to: S. 216th St. Widen to provide additional travel lanes, bike lanes, curb, gutter & sidewalks. Partially funded through development or LID. Signal rebuild @ 24th S. & S. 216th in conjunction w/S.216th Segment 2.	TIF-1.1 TIF-1.2 TIF-3.0 ITS-3.0  (SEA-TAC ST-131)	04 06 12 32 03	P	0.53	C S G P T W	PE RW CN	1/1/2009 1/1/2011 1/1/2012				1100  4500	1100  7500	600  4500	500  3000							CE	Yes 3/12
TOTALS											3000	0	5600	8600	5100	3500	0	0	0	0	0					
14	6	6	TIF-1.1a	<b>S. 216th Street Improvement (Segment 1a)</b> Transportation Gateway Project (1 of 4 projects) South 216th Street from: 29th Ave. S. to: 24th Ave. S. Widen to provide additional travel lanes, bike lanes, curb, gutter & sidewalks. Signal rebuild @ S.216th & Pac Hwy S. Partially funded through development.	TIF-1.1b TIF-1.2 TIF-2.0 TIF-3.0 ITS-3.0	12 06 04 32 03	P	0.50	C S G P T W	PE RW CN	1/1/2009 1/1/2010 5/1/2013				800  1250 3000	800  1250 5000	400  750 3000	300  500 3000	100  2000						CE	Yes 12/13
TOTALS											1000	1000	5050	7050	1150	3800	2100	0	0	0						

**Transportation Improvement Plan**

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												Federal Fund Code	Federal Cost by Phase	State Funding		Local Funds									Total Funds		
														State Fund Code	State Funds												
14	7	7	TIF-10.0	<b>Des Moines Memorial Drive &amp; S. 200th St.</b> Intersection Improvements from: DMMD to: S. 200th St. Widen to provide left turn lanes on all legs, and right turn lane on east leg. Rebuild traffic signal and provide channelization improvements. The improvements would be done in partnership with Sea Tac.	S-3.0  SeaTac ST-065) (SeaTac Priority 14)	05 12 06	P		C S G T W P	PE RW CN	1/1/2011 1/1/2012 1/1/2013			OTHER OTHER OTHER	220 80 2500	80 20 250	300 100 2750	200	80 80	20 20 2750					CE	Yes	
TOTALS											0	2800	350	3150	200	160	2790	0	0	0							
16	8	8	S-26.0	<b>24th Ave. S./28th Ave. S. Road Improvement</b> 24th Avenue South  from: S. 208th St. to: S. 200th St. Coordinate with City of SeaTac on the construction of a new Principal Arterial roadway.	TIF-2.0  (SeaTac ST-131) (SeaTac Priority 4)	01 05 06 12 32	P		C S G P T W	PE RW CN						60 200	60 200	20	20	20 200					CE	SeaTac	
TOTALS											0	0	260	260	20	20	220	0	0	0							
00	9	9	TRAF.-5.1	<b>Citywide Arterial Street Improvements</b> Citywide  Improve arterial street safety through 4 main focus areas. 1) upgrade Arterial intersection street name signs with 6" text and retroreflective sheeting, 2) upgrade signal heads with backplates and reflective yellow tape, 3) replace arterial pavement markings (arrows, stop bars, and crosswalks) thermoplastic that is more retroreflective, and 4) upgrade pedestrian signal indications to countdown style heads.	TRAF.-5.0	03 06 12	P		C G P S T W	PE RW CN	1/1/2011 5/1/2011				15 235			15	95	30							
TOTALS											0	250	0	0	125	95	30	0	0	0							
00	10	10	TRAF.-5.0	<b>Traffic Safety Improvement Program</b> Citywide  Respond to capital needs associated with traffic and pedestrian safety. These funds would be primarily focused on capital projects near existing schools and other traffic safety related concerns.	TRAF.-5.1	03 06 12	P		C G P S T W	PE RW CN	1/1/2011 5/1/2011					120 500	120 500	6 25	6 25	6 25	18 75	24 100	60 250				
TOTALS											0	0	620	620	31	31	31	93	124	310							
17	11	11	PRES.-3.0	<b>Saltwater Bridge Repairs &amp; Seismic Retrofit</b> Marine View Drive  from: to: Seismic retrofit; patch and repair spalling areas; replace pin and hanger connection detail.	N/A	10	P	0.30	C G W P S T	PE RW CN	8/1/2013 3/1/2015 3/1/2016	BR BR	650 2000	OTHER OTHER	600 2000	450 800	1700 4800			250	750	700 4800			CE	No	
TOTALS											2650	2600	1250	6500	0	0	250	750	5500	0							
00	12	12	PRES.-5.0	<b>Sidewalk and Curb Ramp Program</b> Citywide  Installation of pedestrian improvements.	PRES.-1.0	12 32	P		C G S P T W	PE RW CN	1/1/2011 5/1/2011					200 1000	200 1000	10 50	10 50	10 50	30 150	40 200	100 500				
TOTALS											0	0	1200	1200	60	60	60	180	240	600							

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																										Federal Funding
00	13	13	TRAF.-4.0	<b>Guardrail Program</b> Citywide Install new guardrail and upgrade existing installations	PRES.-1.0	031206	P		C G P R W S T W	PE RW CN	1/1/2011					48	48	8	8	8	24					
											5/1/2011					240	240	40	40	40	120					
											TOTALS		0	0	288	288	48	48	48	144	0	0				
00	14	14	S-25.0	<b>Sound Transit - Link Light Rail</b> from: S. 216th St. to: S. 272nd St. Coordination on Link Light Rail Alignment		23	P			PE RW CN	1/1/2011					300	300	30	110	110	50				ST	
											TOTALS		0	0	300	300	30	110	110	50	0	0				
00	15	15	TRAIL-2.0	<b>Barnes Creek Nature Trail</b> Following SR 509 Right-of-Way from: Highline C.C. to: Des Moines Creek Trail Construct shared use path/trail along old SR509 row (just west of 16th Ave S.) This trail w/connect to DM Creek Trail thru Des Moines Creek Business Park link.	TRAIL-1.0 @ TIF-6.0	013213	P	1.20	C W T S P G	PE RW CN	1/1/2012 1/1/2011 1/1/2014				50	200	250	500	200	50				CE	Yes 1/13	
											1/1/2014	STP(E)	800	OTHER	500	600	1900	500	200	50	1900					
											TOTALS		800	1050	800	2650	500	200	50	1900	0	0				
17	16	16	PRNIP-S2.0	<b>S. 224th St. Improvements</b> Pacific Ridge NIP S2 from: Pacific Highway South to: 30th Ave. S. Reconstruct roadway. Enhance traffic signal operations at intersection.	PRNIP-S3.0 S-22.0	03123232	P		S W T C G P	PE RW CN						100	100	30	30	40						
																20	20			20						
											TOTALS		0	0	420	420	30	30	160	200	0	0				
00	17	18	PL-5.0	<b>Parking Management Plan</b> Redondo from: to: Develop a parking management plan strategy and apply program and actions.	PL-1.0	1231	P			PE RW CN	1/1/2012					100	100		50	50						
											TOTALS		0	0	100	100	0	50	50	0	0	0				
14	18	20	TIF-20.0	<b>Marine View Dr. ITS Project</b> from: Kent-Des Moines Road to: DMMD Coordinate and optimize signal timing by installing fiber optic signal communications.	ITS-1.0	12	P		S W T C G P	PE RW CN	10/1/2010 1/1/2012					30	30		10	20						
											TOTALS		0	150	150	300	0	10	290	0	0	0				

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											Federal Funding		State Funding		Local Funds	Total Funds													
											Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds															
00	19	21	ITS-1.0	<b>Traffic Management Center (TMC)</b> Citywide/Public Works - Engineering  Develop TMC for direct communication and coordination with WSDOT and King County Traffic Management Centers. Implement Citywide ITS program.	ITS-2.0 © ITS-3.0 © TIF-20.0	12	P			PE RW CN	1/1/2012					40	40												
											10/1/2012					160	160			20	20								
											TOTALS					0	200	200			0	70	130	0	0	0			
00	20	22	TRAF.-6.0	<b>Wayfinding Signs</b> Citywide  Install wayfinding signing throughout the City.	N/A	06	P			PE RW CN	1/1/2012			OTHER	20	10	30				15	15							
											10/1/2012			OTHER	100	20	120				60	60							
											TOTALS				0	120	150				0	75	75	0	0	0			
17	21	23	PRES.-4.0	<b>Redondo Board Walk Repairs</b> Redondo Beach Drive  from:                   to: Corrective action to repair/replace piling that has lost protective epoxy coating; corrosion of galvanized brackets & hardware; restore brackets & piling supporting sidewalk decking.	N/A	32	P	2250 feet	C G P S T W	PE RW CN	1/1/2011					180	180	80	40	20	40								
											8/1/2011				1000	1000	200	200	200	400									
											TOTALS				0	0	1180	1180	280	240	220	440	0	0	0				
00	22	24	PL-4.0	<b>Parking Management Plan</b> Highline Community College Area  from:                   to: Develop a parking management plan strategy and apply program and actions.	PL-1.0 PL-3.0	12	P			PE RW CN	1/1/2013					100	100				50	50							
											TOTALS				0	0	100	100	0	0	50	50	0	0	0				
14	23	25	TIF-7.1	<b>16th Ave. S. Improvement Project (Segment 5a)</b> 16th Avenue South  from: S. 272nd St.           to: S. 276th Street Widen to provide 3-lane roadway w/curbs, gutters, bike lanes & sidewalks. Provide new alignment to Pacific Hwy. S. if feasible. Joint project w/City of Federal Way. Also coordinate w/City of Kent and King County Metro.	TIF-7.2	05	P	0.50	C S P T W	PE RW CN	1/1/2010			OTHER	160	150	310	135	135	40						CE	Yes		
											8/1/2011			OTHER	60	30	90			90							12/13		
											1/1/2014			OTHER	1200	600	1800				1800								
											TOTALS				0	1420	2200	135	135	130	1800	0	0	0					
14	24	26	TIF-5.2	<b>Kent-Des Moines Rd. Improvements (Segment 2)</b> (SR 516)  from: 24th Ave. S.           to: Pacific Highway South Widen roadway to provide pedestrian facilities and additional turn lanes. Joint with City of Kent.	TIF-5.1	05	P	0.32	C G P S T W	PE RW CN	1/1/2015			OTHER	300	1300	1600				300	1300				CE	Yes		
														STP(E)	2000	1700	1700				1700	1700					12/20		
														OTHER	2000	1700	5700				5700	5700							
											TOTALS				2000	2300	9000	0	0	0	300	8700	0						

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												Federal Funding		State Funding		Local Funds	Total Funds								
												Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds										
16	25	32	TIF-14.0	<b>Marine View Dr and S. 240th St.</b> Intersection Project from:                      to: Reconstruct roadway to improve horizontal alignment. Provide pedestrian facilities, and widen approaches. Install traffic signal if warranted.	S-21.2	12 03 32	P	0.05	C G P S T W	PE RW CN				OTHER 80	80	160					160				
TOTALS											0	530	530	1060	0	0	0	0	1060	0					
14	26	45	INT-7.0	<b>Pacific Highway S. and S. 240th St.</b> Intersection Improvements from:                      to: Widen to provide dual left turn pocket for eastbound approach, revise signal timing. Coordinate with the City of Kent	S-21.1 (KENT)	05 06 12	P		S W T C G P	PE RW CN				OTHER 500	500	1000	600				600				
TOTALS											0	4000	100	4100	0	0	0	0	4100	0					
16	27	47	S-21.1	<b>South 240th St. Improvements (Segment 1)</b> South 240th Street from: East City Limits                      to: 16th Ave .S. Reconstruct roadway including two travel lanes, bicycle lanes, curb, gutter and sidewalks.	TIF-4.3 TIF-4.5 TIF-19.0 S-21.2	05 06 12 32	P	1.02	C S G P T W O	PE RW CN				OTHER 2000	1000	3000					500				
TOTALS											0	2000	1500	3500	0	0	0	0	3500	0					
17	28	27	TIF-6.0	<b>16th Ave.S./18th Ave. S. Road Improvement</b> Following along old SR 509 Right-of-Way from: S. 220th St.                      to: S. 216th St. Construct new neighborhood collector alignment along 16/18th Ave.S. corridor, incl. curb/gutter. May be shared use path constructed along R/W so pedestrian/bicycle facilities may be away from roadway alignment.	TRAIL-2.0 S-16.0	01 05 06 12 32	P	0.25	C S G P T W	PE RW CN				OTHER 300	300	600					600				
TOTALS											0	2500	800	3300	0	0	0	3300	0						
19	29	28	TRAF.-3.0	<b>Neighborhood Traffic Calming Program</b> Citywide Respond to traffic calming concerns.	PRES.-1.0	12	P		C P S G T W	PE RW CN	1/1/2011				200	200	10	10	10	30	40	100			
											5/1/2011				800	800	40	40	40	120	160	400			
TOTALS											0	0	1000	1000	50	50	50	150	200	500					
00	30	17	PL-2.0	<b>Downtown Circulation Study</b> from:                      to: Develop a plan to maximize multi-modal use, pedestrian access and traffic operations.	PL-1.0 PL-3.0	12 31	P			PE RW CN	1/1/2011				200	200	150	50							
TOTALS											0	0	200	200	150	50	0	0	0	0					

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																										Federal Funding	State Funding
00	31	19	PL-3.0	<b>Parking Management Plan</b> Downtown from:                   to: Develop a parking management plan strategy and apply program and actions.	PL-1.0 PL-2.0	12 31	P			PE RW CN	1/1/2011					100	100		80	20							
											TOTALS	0	0	0	100	100	0	80	20	0	0	0					
17	32	29	S-8.0	<b>Redondo Way Sidewalk Project</b> Redondo Way South from: Redondo Beach Dr. to: Sound View Drive Install curb, gutter, & sidewalk on north side of Redondo Way between Redondo Beach Drive and Sound View Drive	INT-5.0	06 12 32	P	0.10	C G P S T W	PE RW CN	1/1/2017					50	50				25	25					
											TOTALS	0	0	0	310	310	0	0	0	25	285	0					
14	33	30	TIF-1.3	<b>S. 216th St. Improvement Project (Segment 3)</b> South 216th Street from: 18th Ave. S. to: 11th Ave. S. Widen to provide center turn lane, bike lanes, curb, gutter & sidewalks. Partially funded through development	TIF-1.2 TIF-1.4 © ITS-3.0 ©	05 06 12 32	P	0.59	C G P S T W	PE RW CN	1/1/2018			OTHER	350	220	570				200	370					
											TOTALS	0	1750	1900	3650	0	0	0	200	3450	0						
16	34	31	TIF-3.0	<b>24th Ave. S. Improvement Project (Segment 1)</b> 24th Avenue South from: S. 216th St. to: Kent-Des Moines Road Sidewalk, curb, gutter & drainage improvements. Provide 2-way left turn lane.	TIF-2.0 INT-1.0	05 06 12 32	P	0.87	C S G P T W	PE RW CN				OTHER	600	400	1000					1000	500	4300			
											TOTALS	0	3850	1950	5800	0	0	0	0	5800	0						
14	35	33	S-1.0	<b>Des Moines Memorial Drive Improvement</b> Des Moines Memorial Drive from: S. 208th St. to: Marine View Drive Install bike lanes, curb, gutter, drainage & sidewalks. Add a lane to approach to Marine View Dr. & left turn pockets where feasible.	INT-3.0 INT-4.0 TIF-11.0	05 12 32	P	0.91	G C P S T W	PE RW CN				OTHER	250	500	750					750	350	3900			
											TOTALS	0	3550	1450	5000	0	0	0	0	5000	0						
17	36	34	S-5.0	<b>South 223rd Street Improvement Project</b> South 223rd Street from: Marine View Dr. S. to: 24th Ave. S. Reconstruct to neighborhood collector standards incl. bike lanes, curbs, gutters and sidewalks. Improve sight distance.		05 06 12 32	P	1.02	C S G P T W	PE RW CN				OTHER	300	200	500						500	8000			
											TOTALS	0	4300	4200	8500	0	0	0	0	0	8500	0					
14	37	35	TIF-11.0	<b>Des Moines Memorial Drive and Marine View Dr. Intersection Improvements</b> from:                   to: Lengthen approach lanes, coordinate signal with MVD and 7th/216th. Consider possibility of a Round-About	TIF-18.0 TIF-20.0 S-1.0	03 12	P		S W T C G P	PE RW CN				OTHER	100	300	400					400	100	2000			
											TOTALS	0	1760	740	2500	0	0	0	0	2500	0						





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 Hearing Date:                      Adoption Date:                       
 Amend Date:                      Resolution Number:                     

Functional Classification	Proposed Priority No.	Current Priority No.	City Project Number	Project Identification	Coordination with other City Project (Numbers)	Improvement Type(s)	Status	Total Length	Utility Codes	Project Phase	Project Cost in Thousands of Dollars						Local Agency Expenditure Schedule (Year)						Federally Funded Projects Only		
											Phase Start (mm/dd/yyyy)	Fund Source Information					2014	2015	2016	2017-2019	2020-2023	2024-2033	Envir. Type	R/W Required Date (mm/yy)	
												Federal Fund Code	Federal Cost by Phase	State Funding		Local Funds									Total Funds
														State Fund Code	State Funds										
17	51	51	S-4.0	<b>S. 268th Street Improvement Project</b> South 268th Street from: 16th Ave. S. to: Pacific Highway South Reconstruct to Neighborhood Collector Standard with 2 travel lanes, curb, gutter & sidewalk.		05 06 12 32	P	0.26	C S G R W P T W	PE CN				OTHER	300	300	600			600					
TOTALS											0	1600	1600	3200	0	0	0	0	3200	0					
14	52	52	TIF-4.3	<b>16th Ave. S. Improvement Project (Segment 3)</b> 16th Avenue South from: Kent-Des Moines Rd. to: S. 240th St. Widen to provide center turn lane at apartment driveways south of Kent-Des Moines Road. Provide bus pullouts.	TIF-4.4 TIF4.5 TIF-5.1 TIF-5.2 S-21.1 S-21.2	05 12 06 32	P	0.74	C S G R W P T W	PE CN				OTHER	2000	1200	3200			400 500 3200					
TOTALS											0	2000	2100	4100	0	0	0	0	4100	0					
14	53	53	TIF-4.2	<b>16th Ave. S. Improvement Project (Segment 2)</b> 16th Avenue South from: S. 260th St. to: S. 250th Street Install curbs, gutters and sidewalks and bike lanes. Provide 2-way left turn lane.	S-7.0 TIF-4.4 INT-2.0	05 06 12 32	P	0.80	C S G R W P T W	PE CN				OTHER	3000	2100	5100			1200 300 5100					
TOTALS											0	3000	3600	6600	0	0	0	0	0	6600					
17	54	88	S-12.0	<b>S. 208th St. Sidewalk Project</b> South 208th Street from: 1st Ave. S. to: DMMD Install sidewalk and make pedestrian improvements.	INT-3.0	32 05 06 12	P		S W T C G P	PE RW CN						260 40 1300	260 40 1300			260 40 1300					
TOTALS											0	0	1600	1600	0	0	0	0	0	1600					
17	55	54	TIF-8.0	<b>20th Ave. S. Improvement Project (Segment 2)</b> 20th Avenue South from: S. 240th St. to: S. 243rd Street Reconstruct and extend neighborhood collector street with curb, gutter and sidewalks.	S-6.0	01 06 12 32	P	0.10	C S G R W P T W	PE CN				OTHER		300	300				300				
TOTALS											0	0	1500	1500	0	0	0	0	0	1500					
17	56	55	S-6.0	<b>20th Ave. S. Improvement Project (Segment 1)</b> 20th Avenue South from: S. 243rd St. to: S. 250th Street Reconstruct to Neighborhood Collector standards and provide curb, gutter and sidewalks.	TIF-8.0	04 06 12	P	0.45	C S G R W P T W	PE CN				OTHER	200	200	400				400				
TOTALS											0	1200	1200	2400	0	0	0	0	0	2400					



Agency: City of Des Moines, WA  
 County No.: 17 County Name: King County  
 City No.: 0325 MPO/RTPO: PSRC

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											Phase Start (mm/dd/yyyy)	Fund Source Information						2014	2015	2016	2017-2019	2020-2023	2024-2033	Envir. Type	R/W Required Date (mm/yy)		
												Federal Fund Code	Federal Cost by Phase	State Funding		Local Funds	Total Funds										
														State Fund Code	State Funds												
14	63	62	TIF-1.1b	<b>S. 216th Street Improvement (Segment 1b)</b> Transportation Gateway Project (1 of 4 projects) South 216th Street from: East City Limits to: Pacific Highway South Widen to provide additional travel lanes, bike lanes, curb, gutter, & sidewalks. Project coordinated with WSDOT construction of SR509 to replace the I-5 overcrossing with transitions to the planned lane configuration.	TIF-1.1a TIF-1.2 TIF-2.0 TIF-3.0 ITS-3.0 ©	12 06 04 32 03	P	0.26	C S G P T W	PE RW CN		STP(E)	800	OTHER 800	800	500 800 1000	500 800 2600							500 800 2600	CE	Yes 11/13	
TOTALS											800	800	2300	3900	0	0	0	0	0	3900							
14	64	63	TIF-7.2	<b>16th Ave. S. Improvement Project (Segment 5b)</b> 16th Avenue South from: S. 276th St. to: Pacific Highway South Widen to provide 3-lane roadway w/curbs, gutters, bike lanes & sidewalks. Provide new alignment to Pacific Hwy. S. if feasible. Joint project w/City of Federal Way. Also coordinate w/City of Kent and King County Metro.	TIF-7.1	05 06 01 12 32	P	0.50	C S G P T W	PE RW CN				OTHER 240 OTHER 900 OTHER 1660	240 600 800	200 1500 800	440 1500 2460							1000 1200 2200	CE	Yes 12/25	
TOTALS											0	2800	1600	4400	0	0	0	0	0	4400							
16	65	64	S-28.0	<b>S. 240th Street Overcrossing</b> Bridge Crossing over I-5 from: Pacific Highway South to: Military Road Construct bridge over Interstate 5. Coordinate with City of Kent.		01 32 06 12	P		S W T C G P	PE RW CN						2000 1500 10000	2000 1500 10000							2000 1500 10000			
TOTALS											0		13500	13500	0	0	0	0	0	13500							
00	66	65	S-23.0	<b>Dock Street Bike Lanes</b> from: S. 227th Street to: Cliff Ave. S. Install bike lanes through the Marina to link the Des Moines Creek Trail to S. 227th St.	TRAIL-1.0 © TRAIL-3.0	32 06 12	P		S W T C G P	PE RW CN					60 200	60 200	0 200							60 200			
TOTALS											0	0	260	260	0	0	0	0	0	260							
14	66	66	S-11.0	<b>S. 272nd Street Improvements</b> South 272nd Street from: Pacific Highway South to: 16th Ave. S. Install access control to enhance safety.		12	P		S W T C G P	PE RW CN					20 80	20 80	0 80								20 80		
TOTALS											0	0	100	100	0	0	0	0	0	100							
17	67	67	INT-5.0	<b>Redondo Beach Drive and Redondo Way South</b> Intersection Improvements from: to: Install traffic signal, or consider other intersection treatments to enhance capacity.	S-8.0	12	P		S W T C G P	PE RW CN				OTHER 60 OTHER 400	60 200	60 600	120 600								120 600		
TOTALS											0	460	260	720	0	0	0	0	0	720							

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												Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds										
																										Federal Funding	State Funding
17	68	68	PRNIP-N2.0	<b>S. 220th St. Improvements</b> Pacific Ridge NIP N2 from: Pacific Highway South to: 30th Ave. S. Reconstruct roadway		320312	P		S W T C G P	PE RW CN					150	50	800	150	50	800							
TOTALS											0	0	0	0	0	1000	0	0	0	0	1000						
17	69	69	TIF-9.0	<b>S. 220th St. and Pacific Highway S.</b> Intersection Improvements from: to: Widen for left turn pockets, adjust roadway profile and approach grades, and revise signal phasing to remove split phasing		32051206	P		S W T C G P	PE RW CN			OTHER OTHER	100	50	550	150	0	550	150	0	550					
TOTALS											0	0	600	100	700	0	0	0	0	0	700						
19	70	70	PRNIP-S4.0	<b>S. 225th Pl. Connection Improvement</b> Pacific Ridge NIP S4 from: Pacific Highway South to: 30th Ave. S. Construct new roadway	PRNIP-S5.0	01061232	P		S W T C G P	PE RW CN					700	400	3500	700	400	3500							
TOTALS											0	0	0	0	0	4600	4600	0	0	0	0	4600					
19	71	71	PRNIP-N4.0	<b>S. 222nd Pl. Connection Improvement</b> Pacific Ridge NIP N4 from: 28th Ave. S. to: 30th Ave. S. Construct new roadway		01061232	P		S W T C G P	PE RW CN					350	350	1200	350	350	1200							
TOTALS											0	0	0	0	0	1900	1900	0	0	0	0	1900					
17	72	72	S-22.0	<b>South 224th Street Improvements</b> South 224th Street from: East City Limits to: 24th Ave. S. Reconstruct to Neighborhood Collector standards including two travel lanes, bicycle lanes, curb, gutter and sidewalks.	PRNIP-S3.0	03061232	P	0.44	C S G P T W O	PE RW CN					400	100	2400	400	100	2400							
TOTALS											0	0	0	0	0	2900	2900	0	0	0	0	2900					
17	73	73	PRNIP-N1.0	<b>30th Ave. S. Improvements</b> Pacific Ridge NIP N1 from: S. 216th St. to: S. 220th St. Reconstruct roadway		32050312	P		S W T C G P	PE RW CN					300	100	1200	300	100	1200							
TOTALS											0	0	0	0	0	1600	1600	0	0	0	0	1600					







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												Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds												
17	92	92	S-13.0	<b>S. 220th St. Sidewalk Project</b> South 220th Street from: 11th Ave. S. to: 16th Ave. S. Install sidewalk and make pedestrian improvements.		3205	P	0.48	W T C G P	PE RW CN					160 40 900	160 40 900											
TOTALS											0	0	0	0	0	0	1100	1100	0	0	0	0	0	0	1100		
17	93	93	S-14.0	<b>9th Ave. S. Sidewalk Project</b> 9th Avenue South from: S. 220th Street to: S. 223rd Street Install sidewalk and make pedestrian improvements.		3205	P	0.23	W T C G P	PE RW CN					80 20 400	80 20 400											
TOTALS											0	0	0	0	0	0	500	500	0	0	0	0	0	0	500		
17	94	94	S-15.0	<b>10th Ave. S. Sidewalk Project</b> 10th Avenue South from: S. 220th Street to: Kent-Des Moines Road Install sidewalk and make pedestrian improvements.		3205	P	0.61	W T C G P	PE RW CN					200 50 1250	200 50 1250											
TOTALS											0	0	0	0	0	0	1500	1500	0	0	0	0	0	0	1500		
<b>Grand Totals</b>												\$13,350	\$74,755	\$168,380	\$256,235	\$16,366	\$10,271	\$8,321	\$14,624	\$86,063	\$120,840						
Math check totals															\$256,485							\$256,485					

## Des Moines City Council PS&T Committee Minutes – 04/04/2013

Meeting called to order: 5:45 PM on April 4, 2013, in North Conference Room @ 21630 11<sup>th</sup> Avenue S, Des Moines WA 98198.

### Council Members

Matt Pina—Chairman & Mayor Pro Tem  
Jeanette Burrage—Vice Chair  
Dave Kaplan—Mayor

### Guests:

Lora Ueland, Exec Director Valley Com  
Kevin Body, Battalion Chief SKFR

### Other City Staff

Tony Piasecki – City Manager  
Dan Brewer – Acting Public Works Director  
Brandon Carver – Acting Transportation Manager  
Denise Lathrop, Acting Com Dev Director  
Peggy Volin – Admin Asst II  
Grant Fredricks – Special Projects Consultant  
Lorri Ericson, Asst City Manager  
Steve Schunzel, GIS Administrator  
Laura Techico, Land Use Planner II  
Robert Ruth, Dev Services Manager  
Larry Pickard, Building Official  
George Delgado, Police Chief

### **AGENDA:**

1. Approve 03-07-2013 Amended Minutes
2. Street Re-naming for Public Safety (1<sup>st</sup> Place S/Occidental & Soundview Dr/4<sup>th</sup> Place S)
3. Frontage Improvement Requirements
4. Sound Transit Policy Discussion

### **MEETING:**

1. Minutes of the March 7, 2013, were unanimously approved as submitted.
2. Street Re-naming for Public Safety (1<sup>st</sup> Place S/Occidental & Soundview Dr/4<sup>th</sup> Place S)  
Steve Schunzel introduced the discussion by giving a brief background of the two areas within the City limits that have multiple street names; 1<sup>st</sup> Place S/Occidental Avenue S in North Hill and 4<sup>th</sup> Place S/Soundview Drive S in Redondo. Lora Ueland, Executive Director Valleycom, explained they are implementing a new CAD (computer aided dispatch system) and noticed the various names for the same street. Kevin Body, South King Fire & Rescue, agreed with Valleycom that having continuity in street names would be beneficial to first responders when time is of the essence in responding to an emergency call.

Committee directed staff generate letters to go out to citizens located within these two locations informing them of the change to a single street name and that staff should provide ample time for citizens to make the address changes. The Committee indicated a spring 2014 timeframe for completion.

3. Frontage Improvement Requirements: Laura Techico referenced the handout that listed Des Moines Municipal Code (DMMC) Title 17 – Subdivisions, and stated staff has researched several surrounding cities and found a variety of approaches to the issue of short plat frontage improvements. Staff's recommendation to the Committee is to add a modification to Chapter 17.36 of the Municipal Code to provide review criteria for modifications to frontage requirements for two lot short subdivisions.

Committee directed staff to brief the full Council for further direction.

4. Sound Transit Policy Discussion: Grant Fredricks briefed the Committee on the latest discussion with Sound Transit on the Federal Way Transit Extension. He provided the handouts from that meeting and explained /they are still in the process of identifying the station locations.

This update to the Committee was informational only, no action from the Committee was necessary at this time.

Adjourned 6:55 PM

Minutes submitted by:

Peggy Volin  
Administrative Assistant II

**To:** City Council Public Safety & Transportation Committee  
**Date:** May 9, 2013  
**Re:** Short Plat Frontage Improvements – Continuing Discussion

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### **PS&T Action Needed**

Concur with staff's revisions for modification option based upon April 11, 2013 Council comments or provide alternate direction.

### **Background**

Title 17 Des Moines Municipal Code (DMMC) – Subdivisions – requires that all subdivisions and short subdivisions improve all rights-of-way within and abutting the subdivision in accordance with the standards set forth in the City's Street Development Standards (DMMC 17.36.050 and chapter 12.28 DMMC). Depending upon the street classification, this could include additional paving, sidewalk, curb, gutter, and/or streetlight installation.

At the June 28, 2012 Council Meeting, a North Hill resident spoke during the public comment period and requested that the City Council consider modifying the code to include language that allows for deferments or modifications.

Staff presented recommendations for draft code language at the April 4, 2013 PS&T meeting and the April 11, 2013 Council meeting. The draft language has been modified based upon the discussions at the two meetings.

### **Discussion**

Staff has researched several surrounding cities and found a variety of approaches to the issue. While some cities do not provide processes for deviating from the street improvement requirements, others provide for some discretion in granting modifications, deferments, and/or waivers, as well as construction or payment in-lieu of required improvements.

Examples of circumstances in which installation of frontage improvements would be advisable are properties which abut priority pedestrian or bike routes in the Comprehensive Transportation Plan. Additional discussion will be centered around whether to also provide criteria for those 2-lot subdivisions with less than 100 lineal feet of street frontage. This language has been included in the current draft for discussion with the Committee.

Staff has included some revised language in the form of a redlined code section as to how this issue might be addressed in the Subdivision Code (Title 17 DMMC).

### **Staff Recommendation**

Add a modification section to chapter 17.36 of Municipal Code.

## **In-lieu Fee Discussion**

After the April 11, 2013 Council meeting, questions were raised regarding the potential of an in-lieu fee program in addition to or instead of the modification approach discussed above. This could either take the form of a payment in-lieu of construction in which the City would assemble payments for construction of frontage improvements off-site or in the form of construction in-lieu where an applicant would construct sidewalk at a City-determined location in the vicinity in coordination with other pedestrian improvements. Following is a preliminary list of pros and cons of this type of program for discussion.

### Pros

- Potential time-savings for developer (payment in-lieu).
- Possible expansion of existing sidewalk systems (construction in-lieu).

### Cons

- Program development and tracking demands on staff time and resources.
- Studies required to develop appropriate fees for a payment-in-lieu program.
- May be time limits within which funds must be expended.
- The effort/time to develop the program would be far greater than the likely occurrence of a modification request.
- Legal nexus? (construction in-lieu)
- Potential right-of-way issues off-site (for construction in-lieu).

## Chapter 17.36 LAYOUT AND DESIGN OF SUBDIVISIONS AND SIMILAR REQUIREMENTS

### Sections

- [17.36.010](#) Applicability.
- [17.36.020](#) Lot standards.
- [17.36.030](#) General layout.
- [17.36.040](#) Access – General.
- [17.36.050](#) Access – Rights-of-way.
- [17.36.060](#) Access – Private streets within vehicular access tracts.
- [17.36.070](#) Access – Pedestrian ways.
- [17.36.080](#) Utilities and related improvements – General.
- [17.36.090](#) Utilities and related improvements – Water system.
- [17.36.100](#) Utilities and related improvements – Surface water.
- [17.36.110](#) Utilities and related improvements – Sanitary sewer.
- [17.36.120](#) Utilities and related improvements – Undergrounding.
- [17.36.130](#) Utilities and related improvements – Easements.
- [17.36.140](#) Provision for public and semipublic lands.
- [17.36.150](#) Parks.
- [17.36.160](#) Natural features – General.
- [17.36.170](#) Natural features – Land adjacent to Puget Sound.
- [17.36.180](#) Natural features – Significant vegetation.
- [17.36.190](#) Subdivision names.

#### **17.36.010 Applicability.**

The provisions of this chapter apply to each subdivision, short subdivision, subdivision alteration, subdivision vacation and, to the extent possible, each binding site plan, modified subdivision, and modified short subdivision within the city. For the purposes of this chapter, the term “subdivision” also includes “short subdivision,” “subdivision alteration,” “subdivision vacation,” “binding site plan,” and “modified subdivision.” The provisions of this chapter shall also apply to any subdivisions approved in conjunction with a planned unit development (PUD) pursuant to Title [18](#) DMMC, unless the provisions are specifically varied by the PUD. [Ord. 931 § 53, 1992.]

#### **17.36.020 Lot standards.**

(1) General. All lots within a subdivision shall meet the minimum size and dimension requirements of Title [18](#) DMMC for the zone classification assigned to the property proposed to be subdivided.

(2) Configuration. Lots shall be shaped so that reasonable use and development is possible. Where topography, natural features, and the existing development pattern permit, the depth of lots less than 15,000 square feet in area shall be at least equal to, but not more than twice the width of the lot.

(3) Orientation. Where topography, natural features, and the existing development pattern permit, side lot lines generally shall be at right angles to the street upon which the lot faces, except that on curved streets they shall be at a right angle to the tangent of the curve.

(4) Frontage. Every lot shall have a minimum of 20 feet of frontage on a street that is fully improved and approved by the city.

(5) Corner Lots. All corner lots shall be five feet wider than the minimum lot width required by the underlying zone.

(6) Odd Lots. Subdivisions having lots with an irregular shape and unable to be classified under Title [18](#) DMMC shall show setback lines for such lots and provide covenants requiring such setbacks with recording of the final plat. [Ord. 931 § 54, 1992.]

#### **17.36.030 General layout.**

(1) General. The subdivision shall be designed to allow for reasonable subdivision and use of adjoining properties, including, but not limited to considerations related to surface water management, all utilities, and pedestrian and vehicular access. While the subdivision should generally conform to the city's grid pattern and street plan, innovative layouts will be considered based on the general requirements of this chapter.

(2) Maximum Length. Where topography, natural features, and the existing development pattern permit, blocks shall not exceed 500 feet in length. Blocks that are more than 750 feet in length should allow for midblock pedestrian ways pursuant to DMMC [17.36.070](#).

(3) Project Integration. All proposed subdivisions shall be designed to provide pedestrian and vehicular connections to adjoining developed or vacant properties when such connections will result in improved access or planned access and be in the public interest. [Ord. 931 § 55, 1992.]

#### **17.36.040 Access – General.**

(1) All lots shall have direct legal access to either a right-of-way or a private street within a vehicular access tract meeting the requirements of this chapter. Access shall be to a right-of-way unless extension of a right-of-way to a lot is constrained by topography, or the existing development pattern. The city shall determine whether access will be by right-of-way or vehicular access tract on a case-by-case basis; provided, that in no instance shall a vehicular access tract serve more than four lots.

(2) An owned vehicular access having a minimum width of 20 feet shall be permitted to serve one lot only (e.g., panhandle or flag lot). The area of the vehicular access strip shall not be included in the computation of lot area.

(3) No lot shall have an easement across another lot for vehicular access.

(4) Access to lots which abut two or more rights-of-way or vehicular access tracts shall be established on a case-by-case basis. Generally, lots shall obtain access from the right-of-way having the least amount of through traffic. [Ord. 931 § 56, 1992.]

#### **17.36.050 Access – Rights-of-way.**

(1) General. All rights-of-way within and abutting the subdivision shall be improved in accordance with the standards set forth in chapter [12.28](#) DMMC.

(2) Designation of Rights-of-Way. If a new right-of-way is proposed within a subdivision, the public works director shall classify the right-of-way based on the projections for that right-of-way using the right-of-way definitions established in “City of Des Moines Street Development Standards” as adopted by chapter [12.28](#) DMMC.

(3) Dedication. The city may require the dedication of rights-of-way to serve adjacent properties in order to provide a safe and efficient circulation system within the city.

(4) Construction of Street System Improvements on Rights-of-Way Abutting the Subdivision and Off-Site from the Subdivision. Such street system improvements as are defined in chapter [12.44](#) shall be constructed on rights-of-way abutting the subdivision and off-site from the subdivision as directed by the city council in the course of discretionary review of the subdivision. The subdivision applicant required to construct off-site street system improvements are entitled to reimbursement as provided in chapter [12.44](#) DMMC. [Ord. 1003 § 1, 1993; Ord. 931 § 57, 1992.]

(5) Modifications. The applicant may request and the Public Works Director may grant a modification of the right-of-way improvements defined in the current Street Development Standards for subdivisions that do not yield more than two lots based upon the following criteria:

1. The subdivision contains less than 100 lineal feet of street frontage and would not match existing improvements; or
2. The subdivision does not front on a street designated in the current Comprehensive Transportation Plan as a principle arterial, a minor arterial, a collector arterial, a neighborhood collector, or a street identified in the Priority Pedestrian Network in the current Comprehensive Transportation Plan and would not match existing improvements; or
- ~~3. If the improvement as required would not match the existing improvements.~~
4. The subdivision does not front on a street identified in the Priority Pedestrian Network in the current Comprehensive Transportation Plan and **if unusual topographic or physical conditions preclude the construction of the improvements as required.**
- ~~5. If other unusual circumstances preclude the construction of the improvements as required.~~

#### **17.36.060 Access – Private streets within vehicular access tracts.**

(1) General. If vehicular access within the subdivision will be provided by means other than rights-of-way, the subdivision shall establish tracts which provide the legal right of access to each of the lots served and establish joint maintenance responsibilities. The city may require that the legal right of access be granted

to other adjoining properties in order to provide a safe and efficient circulation system within the city. The ownership of vehicular access tracts is shared by owners of all lots having the right to access through the tracts.

(2) Private Streets. All private streets within the subdivision shall be improved in accordance with the standards set forth in chapter [12.28](#) DMMC.

(3) Other Improvements. The city may require additional or other requirements for private streets within vehicular access tracts, if necessary to address unusual circumstances.

(4) Lot Area. The area of vehicular access tracts shall not be included in the computation of lot area for any lot. [Ord. 1003 § 2, 1993; Ord. 931 § 58, 1992.]

#### **17.36.070 Access – Pedestrian ways.**

The city may require the installation of pedestrian ways within dedicated rights-of-way or tracts in any of the following circumstances:

(1) If a pedestrian way is indicated as appropriate in the comprehensive plan.

(2) If the pedestrian way is reasonably necessary to provide efficient pedestrian access to a school, park, business district, or transit stop or to integrate pedestrian travel throughout the neighborhood.

(3) To provide a midblock connection between parallel streets where the total length of a block is 750 feet or more. [Ord. 931 § 59, 1992.]

#### **17.36.080 Utilities and related improvements – General.**

All utility system improvements shall be designed and installed in accordance with all standards of the applicable serving utility. [Ord. 931 § 60, 1992.]

#### **17.36.090 Utilities and related improvements – Water system.**

The subdivision shall be served by a system which provides potable water service to each lot created. The system shall provide adequate fire flow, as specified by the fire marshal, and all firefighting infrastructure and appurtenances required by city codes. [Ord. 931 § 61, 1992.]

#### **17.36.100 Utilities and related improvements – Surface water.**

(1) General. The subdivision shall be served by a permanent surface water control system designed to accommodate runoff from all land within the subdivision and convey any runoff which passes through the subdivision in accordance with the surface water management program requirements of Titles [11](#) and [18](#) DMMC.

(2) Tracts Required. All surface water detention and above-ground conveyance improvements shall be located in separate tracts which provide for surface water functions. The area dedicated under this section shall become the property of the city, which shall thereafter assume all maintenance and other ownership responsibilities.

(3) Lot Area. The area of surface water tracts shall not be included in the compilation of lot area for any lot. [Ord. 931 § 62, 1992.]

**17.36.110 Utilities and related improvements – Sanitary sewer.**

The subdivision shall have a sanitary sewer system to serve each lot. [Ord. 931 § 63, 1992.]

**17.36.120 Utilities and related improvements – Undergrounding.**

(1) Underground Installation Required. All electrical and communication systems shall be installed underground in all subdivisions. Existing above-ground electrical and communication systems located in all rights-of-way adjoining the proposed subdivision and extending from the subdivision to the nearest utility pole also shall be undergrounded unless:

(a) The systems are located within the one-half of the right-of-way which does not abut the subdivision; or

(b) The existing above-ground system cannot be undergrounded without either adding a new utility pole or undergrounding systems on private property not within the subdivision. When existing above-ground utility systems are not required to be undergrounded, conduit shall be installed within the abutting right-of-way in accordance with utility standards, as necessary to preclude excavation within the right-of-way at such time as undergrounding is feasible.

(2) Exceptions. The following electrical and communication systems shall not be required to be installed underground:

(a) Electrical utility substations, pad-mounted transformers and switching facilities not located on the public right-of-way and where site screening is or will be provided in accordance with design review standards;

(b) Electrical transmission systems of a voltage of 110 kilovolts or more;

(c) Street lighting standards;

(d) Telephone pedestals, cross-connect terminals, repeaters, and cable warning signs;

(e) Municipal equipment, including but not limited to, traffic control equipment and police and fire sirens;

(f) Temporary services for construction.

(3) Costs. The cost of undergrounding all electrical and communication systems in excess of any costs paid by the serving utility shall be the sole responsibility of the applicant. [Ord. 931 § 64, 1992.]

**17.36.130 Utilities and related improvements – Easements.**

Utility lines not located within rights-of-way or vehicular access tracts shall be within easements. All easements shall meet the standards of the serving utilities; provided, that easements for sewer, surface water, and water lines shall have a width of at least 20 feet. [Ord. 931 § 65, 1992.]

**17.36.140 Provision for public and semipublic lands.**

The city may require dedication of land, for school sites, parks and open space, utilities infrastructure, or other similar public or semipublic uses of land if such dedication is reasonably necessary as a result of the subdivision. [Ord. 931 § 66, 1992.]

**17.36.150 Parks.**

(1) General Obligation. Proposed residential subdivisions shall either provide a minimum of 778 square feet of park area per lot consistent with the requirements of subsections (2) through (4) of this section or make an in-lieu fee payment consistent with the requirements of subsection (5) of this section in order to comply with the level of service standard of six and one-half acres of park land per 1,000 population established in the City of Des Moines 2010 Parks, Recreation and Senior Services Master Plan, Section 2.3.

(2) Criteria for City Acceptance of a Mini-Park. Applicants proposing to develop a mini-park in order to fulfill the general obligation to provide appropriate provisions for parks and playgrounds as established in subsection (1) of this section shall comply with the following criteria:

(a) Use/Description. The proposed mini-park shall be designed and improved as play space for toddlers and young children to serve the basic needs of the neighborhood.

(b) The amenities within the mini-park shall include sand play areas, play apparatus, play equipment, picnic area, sports courts, and sanitation accommodations.

(c) Size. The proposed mini-park shall be a minimum of one-half acre.

(3) Tracts Required. Recreational areas shall be located in a separate tract which shall be deeded to the city.

(4) Lot Area. The area of the mini-park tract shall not be included in the compilation of lot area for any lot.

(5) Payment in Lieu of Mini-Park Development. If the land proposed to be developed as a mini-park does not meet the criteria established in subsection (2) of this section, then the applicant shall make an in-lieu cash payment to the city which shall be deposited into the city's MCI fund. The in-lieu amount shall be based on the following formula:

Total number of existing residential units equals (=) W

Total number of lots within the subdivision equals (=) X

Total site area of the proposed subdivision equals (=) Y

Total appraised value of all property within the proposed subdivision as determined by the King County assessor's website at the time of approval of the final plat documents equals (=) Z

In-lieu fee equals (=) Z multiplied by (((X-W) multiplied by 778 square feet) divided by Y). [Ord. 1536 § 2, 2012; Ord. 931 § 67, 1992.]

#### **17.36.160 Natural features – General.**

(1) General. The proposed subdivision shall demonstrate sensitivity to the natural features of the property including, but not limited to, topography, streams, lakes, wetlands, habitat, geologic features, and vegetation. Any division of land shall be designed to preserve and enhance as many of these valuable features as possible. In addition to the specific provisions of this chapter, the subdivision shall comply with all applicable provisions of Title [18](#) DMMC and other specific requirements regarding development restrictions due to natural features.

(2) Tracts Required. All wetlands, streams, and required buffers, pursuant to Title [18](#) DMMC, shall be located in separate tracts which limit development activity. The area dedicated under this section shall become the property of the city, which shall thereafter assume all maintenance and other ownership responsibilities.

(3) Lot Area. The area of the open space tracts shall not be included in the computation of lot area for any lot area. [Ord. 931 § 68, 1992.]

#### **17.36.170 Natural features – Land adjacent to Puget Sound.**

Subdivisions adjacent to Puget Sound shall comply with the provisions of the Des Moines shoreline master program (chapter [18.90](#) DMMC) regarding open space and public access. [Ord. 931 § 69, 1992.]

#### **17.36.180 Natural features – Significant vegetation.**

(1) Buffers. Significant trees or other natural vegetation located along the boundary of a subdivision shall be retained if the city determines that retention will provide beneficial buffering for or from abutting properties or rights-of-way. Vegetation which is retained shall be protected by establishing open space easements or tracts.

(2) Rights-of-Way and Tracts. Following preliminary subdivision approval, the applicant shall be allowed, pursuant to the provisions of Title [14](#) DMMC, to clear all vegetation which the community development director determines is necessary to install required improvements within rights-of-way and access or utility tracts shown on the approved preliminary subdivision.

(3) Lots. Removal of vegetation in the remainder of the subdivision shall occur on a lot-by-lot basis. No vegetation removal shall occur on any lot until and unless a complete building permit application has been submitted and a land grading, clearing, and filling permit has been issued for that lot in compliance with chapter 14.60 DMMC. On each lot, all significant trees as defined in chapter [17.04](#) DMMC, shall be retained except:

(a) Those trees which are located in areas where structures or improvements are proposed or areas which, in the judgment of the planning official, must be cleared to allow construction of proposed structures or improvements; and

(b) Those trees which, in the judgment of the planning official would constitute a danger to public safety; and

(c) No more than one tree for each 2,400 square feet of lot area shall be required to be preserved on any lot. On lots which contain more than three significant trees, the planning official shall indicate which of the trees shall be retained. In making this decision, the planning official shall give preference to retaining large healthy trees or trees which are of an unusual species.

(4) Replacement. Any tree identified to be retained that is destroyed or damaged during construction shall be replaced by the applicant with five trees on the subject property or within a street planting strip near the subject property. Replacement trees shall be a minimum size of eight feet in height for evergreen trees and two inches in caliper for deciduous and shall be approved by the planning official. These street trees shall be provided in addition to any street trees required under chapter [12.28](#) DMMC. The exact location for and type of street trees shall be determined by the planning official. [Ord. 931 § 70, 1992.]

**17.36.190 Subdivision names.**

(1) No subdivision shall be approved which bears a name which is the same as, similar to, or pronounced the same as a name of any other subdivision in the county unless the land so divided is contiguous to the subdivision bearing the same or similar name. All such subdivisions shall continue the block or lot numbers of the subdivision of the same name last filed. This section shall not be construed to limit the use of such descriptive words such as “town,” “city,” “place,” “court,” “addition,” “acres,” “heights,” “villa,” or words of a similar nature.

(2) No subdivision shall be approved which bears the name of a geographic feature or place unless the spelling of such name conforms to that adopted by either the United States or Washington State Board on Geographic Names.

(3) No subdivision shall be approved which bears a name that either attempts to change a name in local usage or name an unnamed geographic feature.

(4) The name of a subdivision shown on a final plat shall be the same name under which approval was granted; provided, that the community development director shall be authorized to change the plat name appearing on the final plat documents to meet the requirements of this section. [Ord. 931 § 71, 1992.]